

# TURVEY PC Response to Clarifications requested by Examiner

## C1. Maps with street names:

- For maps with street names see maps below
- “The Loop” is a local name for the loop formed by Carlton Road where it joins High Street

## C2. Council Motion passed in response to the petition from Turvey and Station End Road Safety Action Group

- For the Council Motion passed at Full Council on 15<sup>th</sup> July 2020, see appendix C2.
- A record of Full Council’s resolution in response to the petition in the table that can be found on the web page: <https://www.bedford.gov.uk/council-and-democracy/have-your-say/public-petitions-questions/> where the relevant item is listed in the first column of the table as ‘Heavy Goods Vehicle Traffic using the A428 in Turvey.’



## Examiner's Questions

**1. In their representation, Bedford Fire and Rescue Service states that there is no suitable and sufficient water supply for firefighting in the area of the site proposed for new housing at Newton Road. Has any consideration been given as to how this might be addressed?**

- i. Bedford Fire and Rescue Service acknowledged the invitation to make comments to the Regulation 14 consultation, but no comments were forthcoming at that stage.
- ii. Further to their comments to the Regulation 16 consultation, Bedford Fire and Rescue Service have explained that existing water mains that will supply the development at Mill Rise, will need to be upgraded in order to be sufficient for firefighting purposes.
- iii. The land agent and developer for the site have been made aware of this and recognise that they will be required to address the matter at the planning application stage.

An addition to Policy T1 may be needed; 'The existing water mains that will supply water to the Mill Rise development will need to be upgraded in accordance with the requirements of the Bedfordshire Fire and Rescue Authority prior to occupation of the dwellings.'

**2. There are two representations (numbered 22 and 24 in my bundle) which refer to an intention by TPC to undertake a survey of Carlton Road residents, which was not carried out. Can TPC please provide me with a detailed account in response to these representations?**

The survey referred to in representations 22 and 24 relate to a proposed consultation on measures to improve current traffic flow on Carlton Road. The consultation was developed in November 2019 in response to comments made at the September 2019 consultation exhibition, which led to traffic and highways issues being referred for the attention of the Parish Council in Turvey NDP Section 6: Non-Neighbourhood Plan Issues para 6.4. For the background and purpose of the proposed consultation see appendix Q2a.

The Highways Lead (PJ) prepared a proposed traffic flow survey for Carlton Road which would relate to residents who own vehicles using on-road parking on the east side of Carlton Road, between the loop and May Road. The measures offering the greatest potential to improve traffic flow were:

- ii. Item iv. - A restricted parking scheme on Carlton Road
- iii. Item v. - An extension of double yellow lines on the corner of May Road (south) and Carlton Road. (The combined impact of measures iv. and v. would mean the loss of parking available to residents' equivalent to 2 or 3 vehicle spaces).
- iv. Item vii. - The provision of additional parking space on the grass verge on the east side of Carlton Road north of May Road running alongside the school playing field.

The consultation was considered to be urgently required since TPC had recognised that the householder feedback would be a very important element in discussions on the draft Neighbourhood Development Plan and would be required in order to inform decision making as the draft NDP moved towards the Regulation 16 Consultation. In addition, Bedford Highways had recommended that such a consultation should be done in an e-mail to Councillor Paul Jenkins in January 2020. The contents of this email were not specifically discussed at a PC meeting. Council Jenkins agreed to carry out the survey.

After a delay of four months it was reported at the TPC meeting on 25<sup>th</sup> May 2020 that the consultation was "on hold" due to Covid-19.

Unfortunately, the rigid timetable imposed by Bedford Borough Council fixed the date for submission of the draft NDP to the Regulation 16 process and no allowance was allowed for Covid-19. Therefore, TPC were forced to proceed without the benefit of feedback from the consultation and the proposal that the draft NDP should proceed to Regulation 16 was adopted by a majority of two votes (though the Chair did not cast a vote) at the extraordinary TPC meeting on the 25<sup>th</sup> of June.

At the TPC meeting on 30<sup>th</sup> July 2020, it was decided that Covid-19 notwithstanding, the SG Lead should carry out the consultation immediately using online forms and hand-delivered paper questionnaires. This was declined.

At this stage, the TPC Chair and Lead of the Planning sub-committee carried out the survey as we regarded it as being of significant importance. However, since it was recognised that traffic issues in Turvey extended beyond Carlton Road, the survey was increased in scope and extended to include all households. The revised survey resulted in over 200 returns (something the village has never come close to previously) but the data came too late to make the deadline for Regulation 16.

**The results are attached in Appendix Q2b.** As can be seen, parking and any threat to it is a major concern within the village and a large number of the responders used this opportunity to express their views on the NDP site selection (the great majority being critical). Had this information been available to TPC before it considered the draft NDP that went to Regulation 16 it may have prompted some significant changes to the document, including the choice of sites and their suitability.

### **3. Was the Newton Blossomville community consulted during the preparation of the TNP?**

Clifton Reynes and Newton Blossomville Joint Parish Council was not formally consulted during the preparation of the plan. Some individual Newton Blossomville residents did attend the consultation events.

Clifton Reynes and Newton Blossomville Joint Parish Council was formally consulted by Bedford Borough Council during the Regulation 16 stage by email to the parish clerk.

### **4. The Trustees of the Turvey Estate have submitted a Heritage Desk Based Assessment dated June 2017 which considers the potential impact of the development of the Carlton Road site on listed buildings, which include Turvey House together with its Park and Gardens. What advice was sought by TPC in relation to the impact of the proposed development on these heritage assets? May I have a copy of any such advice. I would also be grateful if TPC/BBC would request the comments of Historic England on the Orion assessment.**

Bedford Borough Council have approached Historic England and requested their comments on the Orion Heritage Desk Based Assessment for the purposes of the Examination. The Manager for Planning and Housing Strategy at BBC has confirmed in an email on 29/01/21 that “the Heritage Team has been significantly involved in providing comments throughout the Plan’s preparation and the recommendations they made to the Neighbourhood Plan (sic) Group have been incorporated in the submission plan”. I assume that BBC has forwarded the response.

Advice on the impact of the Carlton Road development on heritage assets was obtained from Dave Chetwyn MA, MRTPI, IHBC, FInstLM, FRSA, Managing Director/Partner, Urban Vision Enterprise (UVE) CIC. The advice took account of the representations submitted on behalf of The Trustees of the Turvey Estate, including the Orion Heritage Desk Based Assessment dated June 2017

The advice received from Mr Dave Chetwyn was used to inform the responses to developer representations to the Regulation 14 Consultation as reported in the Turvey NDP Consultation Statement, Appendix 2. This advice can be found immediately below with a short biography:

### ***Turvey NP Regulation 14 UVE Comments***

### **Fisher LLP for Trustees of the Turvey Estate and Turvey House Maintenance Fund**

*Specific schemes will be considered through the planning application process. At this time, Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 requires:*

*‘In considering whether to grant planning permission or permission in principle for development which affects a listed building or its setting, the local planning authority or, as the case may be, the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses’.*

*This will apply to the consideration of actual schemes, including detailed design proposals.*

*For the neighbourhood plan, the question is whether development of the site ‘in principle’ would be harmful. Consideration of impacts on listed buildings and their setting should not be interpreted as implying no development.*

*The site being allocated is not within the formal landscape setting of the Grade I listed house but in the wider setting. The site is behind the cemetery and the policy requires a landscape buffer zone.*

*It must not be assumed that impacts on heritage assets equate to harm. Impacts can be negative, but also positive. So development can enhance settings. In this instance, it is unreasonable to conclude that development in principle would be harmful.*

*The neighbourhood plan includes design, character and heritage policies. In addition, the site allocation includes certain landscape requirements, including retention of the cemetery.*

*The rationale of the policy and consultation statement can make this clear.*

### **Fisher LLP for Richborough Estates**

*The representation raises a similar issue over equating impacts on heritage with harm. See above response to this issue. However, it would be useful to check why the heritage rating is different between the sites referred to.*

*Fisher appears to be using a different methodology and therefore different figures for housing need. The key here is to ensure that the LPA is on-board with your housing need figure, based on the Housing Needs Survey undertaken by the Bedfordshire Rural Communities Charity.*

*The site selection methodology is clearly being questioned, in particular the evidence underpinning judgments. It would be useful to check the following in particular.*

*Judgments on valued landscape must be evidenced. It is not enough to refer to resident opinions. Indeed, this runs the risk of supporting the objector’s view.*

*Highlight the policies on design, character, and heritage.*

*Where you refer to recreational value, tranquillity and richness of wildlife, these need to be clarified, for example by making clear what kind of wildlife habitat is present on the site. For Local Green Space, need to check that the special community value of site J is fully evidenced.*

*On traffic, just ensure that judgments are evidenced.*

### **Gladman Development Limited**

*Obviously, any future local plan can make additional site allocations, as could revision of Turvey NP. Your comments recognise this.*

*Regarding T1, Gladman appears to question the principle of the NP setting out locations for housing. This has been established through caselaw.*

*Gladman refers to the presumption in favour of sustainable development in the NPPF. There is no need to repeat NPPF policy in the NP.*

*The discrepancy needs to be addressed between the policy requirement for 1-2 bedroom homes, whilst the supporting text at paragraph 5.27 highlights a need for 2-3 bed homes.*

*The NP does not seek to amend the Nationally Prescribed Standards, but to highlight its use in determining whether bedrooms are of sufficient size. The wording of policies has been amended to further clarify this.*

*The protection of the natural environment is in accordance with the NPPF.*

*The NPPF sets out protection for LGS, similar to green belts. The policy on impacts on LGS is not contrary to NPPF policy.*

*The heritage policy complements NPPF policies by applying them locally.*

*The technical issue on charging points is noted. However, it should also be noted that these will become a necessity in a relatively short period, especially given recent statements by Government.*

*The reference to traffic impact should be changed from 'significant' to 'severe'.*

*Protection of the cycle route needs to be in policy.*

**Dave Chetwyn MA, MRTPI, IHBC, FlinstLM, FRSA**

*Dave Chetwyn is Managing Director/Partner of Urban Vision Enterprise CIC and a Director/Partner of D2H Land Planning Development. He is also a High Street Task Force Expert, Chair of the Board of the National Planning Forum, an Associate of the Consultation Institute and a Design Council Built Environment Expert. Former roles include Head of Planning Aid England, Chair of the Institute of Historic Building Conservation and Chair of the Historic Towns Forum. He has authored numerous guides to planning, development, heritage and regeneration and drafted parts of BS7913.*

**5. What advice has been provided to TPC with regard to highways issues which has helped to inform the assessment of the two allocated housing sites? Has there been any detailed appraisal of the feasibility or the impact of those measures identified in paragraph 5.106 of the TNP? May I have copies of any advice or appraisals carried out?**

The site assessment process used information from the following reports;

5.1 i. A Bedford Borough Council Highways report submitted to Planning Committee re planning application 16/03688/MAO, Land off Newton Lane, concludes 'No Objection with Suggested Conditions' (see appendix Q5a at end of document). Please note that this report refers to a different site on Newton Lane from a previous application, on land on the opposite side of the road from Mill Rise. It seems inevitable that (apart from the specific site access considerations) the same demands would apply to the site recommended in this NDP at Mill Rise, Newton Lane.

ii. AECOM report Site Assessment Summary Table, page 28 states "Access also is not of major concern as it could be provided off Newton Lane or Bakers Close. However, depending on the number of dwellings provided a Transport Assessment would be required to identify the impact on the highway and mitigation measures required."

<https://bbcdevwebfiles.blob.core.windows.net/webfiles/Planning%20and%20Building/Neighbourhood-planning/AECOM%20Turvey%20Neighbourhood%20Plan%20Site%20Assessment%20Report%20FINAL%20July%202018.pdf>

iii. Local Plan Call for Sites, Highway and Transport Access Assessments, Land north of Carlton Road, June 2016 (see appendix Q5b) concluded "no objection to the principle of the development."

**iv. There was no detailed appraisal of the feasibility or the impact of the measures identified in paragraph 5.106 of the TNP.**

v. The measures referred to in paragraph 5.106, were added to the Plan following the Regulation 14 consultation and discussions at Parish Council meetings, where the Steering Group were asked to strengthen the assurances that parking would not be affected as stated in the Regulation 14

statement, to illustrate how potential impacts of development at the TNP allocated sites on the highways network are likely to be considered and mitigated. The measures were drawn from email correspondence between the Parish Council and Bedford Borough Council Highways Team (see appendices 5c & 5d). The addition of paragraph 5.106 is recorded in the Consultation Statement Appendix 2 & Appendix 3. This was in papers submitted at the Extraordinary Meeting of the Parish Council held on the 25<sup>th</sup> June 2020 but no direct discussion took place on it at that meeting.

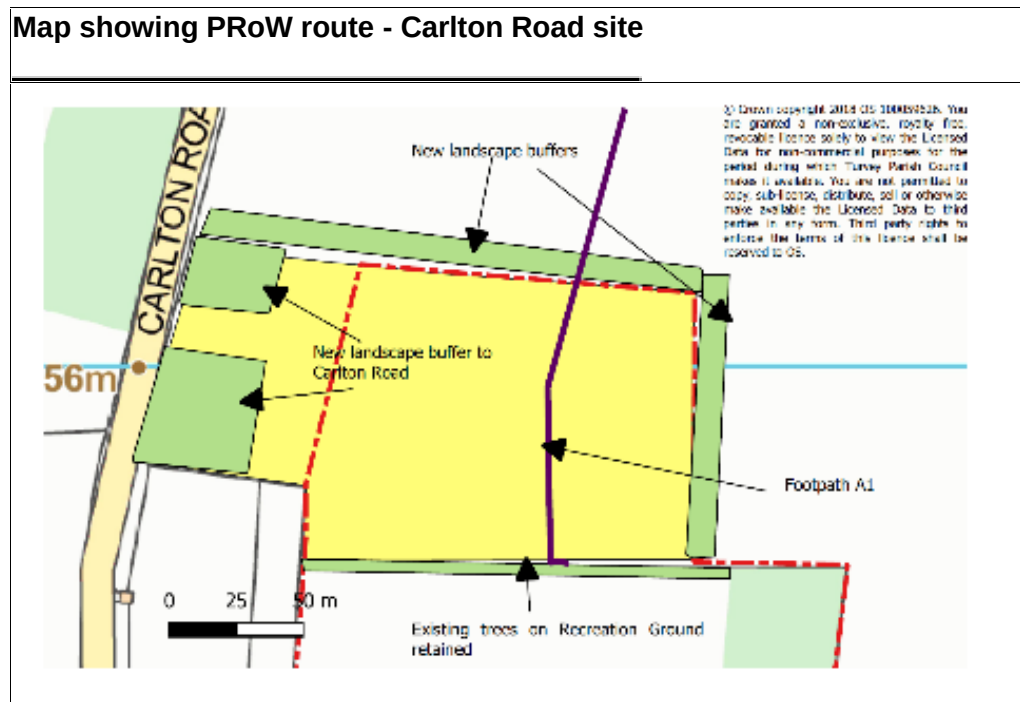
## 6. What is the agricultural land classification of each of the allocated sites?

The Natural England Agricultural Land Classification map of Eastern England (see weblink below) shows the whole of the land in the parish of Turvey as grade 3. Information on the status of specific site locations differentiating between grades 3a and 3b does not appear to be available.

<http://publications.naturalengland.org.uk/publication/127056?category=59541485372%2004736>

## 7. Is there a public right of way which crosses the Carlton Road site? If so, may I have a revised copy of Map 4 which shows its route.

There is – please see below.





## **Appendix C2**

Motion passed at Full Council 15th July 2020

RESOLVED:

That whilst Council recognises that the A428 is part of the Government's recently published major road network, we would prefer HGVs to take other routes and are implementing a signing strategy to direct drivers to use the M1 instead. A traffic survey will be conducted at the end of this year or in 2021, when traffic flows return to normal. Council approves the decision of the Mayor to approve average speed cameras for Turvey, which will be installed in the coming months and the request for a second pedestrian crossing and monitoring will be considered alongside other requests.

## **Appendix Q2a**

### **Highways report**

### **Carlton Road traffic flow improvements update**

#### **Action since Parish Council meeting of November 2019**

1. At the last meeting of the Parish Council a report (attached) with proposals for improving traffic flow on Carlton was discussed. It was agreed that before any consultation took place on the options, the Borough Council Highways Team should be approached to ask if their responses to the options proposed take account of the future impact of development in Carlton Road.
2. An enquiry was put forward through the Borough Council's Neighbourhood Planning lead to seek advice from Highways – see email attached.
3. The question asked was; "is it possible that Highways would seek to introduce a total restriction on parking on the stretch of Carlton Road between May Road and The Loop as a condition for planning consent in respect of the development of new housing on Carlton Road as proposed in the Neighbourhood Plan."
4. The full reply from Highways is attached. Their response states that "if the May Road site became part of the NP it would add extra stress to one of the sections of road highlighted in the NP consultation as a significant issue and it is likely we would look at similar options to those in the report. Removing all parking is unlikely to be considered."
5. In view of this reply parish councillors are asked to revisit the consultation proposal and agree to take this forward as follows;
  - The first stage of consultation would be focused on engaging with residents who park on Carlton Road and include developing a better understanding of the number of people who park there and their willingness to accept the alternative parking arrangements proposed



- After reporting back to the Parish Council on the outcome of the first stage consultation, to open up the consultation on the options to a second stage to include all residents
- A possible additional stage would be to focus on engaging with residents of Church Terrace and the Loop separately before undertaking wider consultation

**Paul Jenkins**  
**Highways**

**January 2020**

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**From:** [Sonia Gallaher](#)

**Sent:** 20 January 2020 09:08

**To:** [Paul Jenkins](#)

**Subject:** RE: Traffic flow improvement proposals - Carlton Road Turvey

Hi Paul,

I spoke to a colleague in Highways Development Control and she has given me the following advice based on your email:

As part of the consideration of any development proposals HDC would assess access routes and try to secure mitigation to redress any issues of local concern that might be exacerbated by development traffic. We would consult Andy on any potential schemes to ensure he would be in approval before anything was agreed.

Of course if the May Road site became part of the NP it would add extra stress to one of the sections of road highlighted in the NP consultation as a significant issue and it is likely we would look at similar options to those in the report. Removing all parking is unlikely to be considered for the reasons it also highlights, any Traffic Regulation Order consultation would likely fail to win local support as existing residents with no off road parking would understandably object.

I would also point out that a possible consequence of improving the situation for locals is that it may also encourage more external through traffic and possibly speeds, so there is balance to be struck and it is important that the local community is involved in the discussion and any decision making process to ensure their support through to successful implementation.

I hope this helps.

Many thanks

**Sonia Gallaher**

**Senior Planning and Transportation Officer**

**From:** Paul Jenkins <pauljenkins3@hotmail.co.uk>  
**Sent:** 16 January 2020 17:45  
**To:** Sonia Gallaher <Sonia.Gallaher@bedford.gov.uk>  
**Subject:** Traffic flow improvement proposals - Carlton Road Turvey

Dear Sonia,

Please find report to Turvey Parish Council on the PC agenda November 2019.

As I explained, the key measures are described in 4.iv and 4.v of the report. These measures involve parking restrictions on the stretch of Carlton Road between May Road and The Loop.

At this stage the Parish Council are considering the recommendation to consult Carlton Road residents to test their willingness to accept parking restrictions in order to tackle problems with traffic flow. Highways comments were provided by Andrew Prigmore.

One of the parish councillors raised a query about the impact of the housing development, north of the cemetery, proposed in the Neighbourhood Plan – specifically to enquire as to whether there was a prospect that the Borough Highways Officer may require total or partial parking restrictions on this stretch of Carlton Road as a condition of planning consent for the development. The thinking behind the query is that if a planning condition requiring the introduction of total parking restrictions may be applied, then our consideration of partial restrictions would be a pointless exercise.

The question I have been asked to put is essentially as follows;

“is it possible that Highways would seek to introduce a total restriction on parking on the stretch of Carlton Road between May Road and The Loop as a condition for planning consent in respect of the development of new housing on Carlton Road as proposed in the Neighbourhood Plan.”

I would very much appreciate your help in finding someone in Highways who could provide a response to this question.

The next Parish Council meeting is on 30<sup>th</sup> January. It would be helpful to have a response before the meeting if possible.

Best regards,

Paul

# Highways report

## Measures to improve traffic flow on Carlton Road

### Background

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

### Options for mitigating traffic flow problems

4. The following options were discussed with the Council's Highways Team. The Highways Council's Highways Team comments are listed below;

- i. One-way system around the loop to improve traffic flow and safety.

Highways comments:

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

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

Highways comments:

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

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

Highways comments:

- any bay installed would have to be opposite the butchers as this is where all of the traffic is parked.
  - we could install a 15 minute loading bay during the daytime only.
  - this is likely to be objected to by residents who have no other place to park.
  - it may also displace parking to further along the road and potentially outside the shop.
- iv. Restricted parking scheme on Carlton Road on the stretch between the Corner Stores and May Road to make space for 2 or 3 strategically placed pull-in, pull-out passing places. This would consist of extended double yellow no parking areas located at some of the existing white-lined driveways. (See sketch scheme attached). This would ease traffic flow and safety by allowing easier passing between northbound and southbound traffic.

Highways comments:

- this would ease traffic flow and safety by allowing easier passing between northbound and southbound traffic.
  - this is possible and will help with pull in places for passing traffic.
  - the negative would be that you would lose much needed parking spaces and therefore may not be supported by the residents.
- v. Extension of double yellow lines on the corner of May Road (south) and Carlton Road to improve safety, by enabling better visibility and safer first turn manoeuvre for traffic exiting May Road to travel south on Carlton Road.

Highways comments:

- the yellow lines would help to improve visibility but would reduce the space available for residents to park.
- vi. 20 mph speed limit north of May Road to the High St junctions

Highways comments:

- we could install a 20mph limit on this road and potentially include May Road and the "loop".
  - Current speeds are relatively low as a result of the parked vehicles. It should be noted that it will be necessary to sign a 20mph limit, so this will introduce more street furniture which will impact the conservation area
- vii. Provision of additional parking (4 to 6 bays?) on the grass verge on the east side of Carlton Road north of May Road running alongside the school playing field. Additional parking would benefit Carlton Road residents and their visitors as well as drop-off, pick-up parking for Turvey Primary.

Highways comments:

- this may be possible, subject to underground services and potential damage to tree roots and is likely to cost circa £20000.
  - would it be used?
- viii. A further suggestion was received from a resident asking if a mirror could be placed opposite the May Road junction with Carlton Road to allow better sight down Carlton Road towards the village centre.

Highways comments:

- we do not support the use of mirrors on the highway as their convex nature gives a false sense of speed and distance and they can cause dazzle at night.
- that said, if the mirrors are attached to private land (as in Harrold), we will not take action to remove.

### **Option analysis**

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

## **Recommendation**

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

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

**Paul Jenkins**  
**Highways**

**November 2019**

## Appendix Q2b

The Survey raw data has been sent separately as an excel document. In addition there are a further three documents also sent separately. They comprise the data analysis, a response from Fisher German and a summary of residents' responses.

## Appendix Q5a

Highways Officer: Kim Healy

20 January 2017

**APPLICATION NO: 16/03688/MAO RESPONSE DUE DATE: 18 January 2017 (21 days)**

**PROPOSAL: Outline planning application for up to 80 dwellings, with associated access, open space, parkland and drainage infrastructure. All matters reserved except access.**

**LOCATION: Land Off Newton Lane Turvey Bedfordshire**

Dear Mr Ian Pickup

Thank you for your consultation on the application for the above proposal which we received on 28 December 2016. On behalf of the highway Authority I make the following comment:

### Officer Report

The proposal is for outline planning approval with all matters reserved except for access.

A Travel Assessment (TA) and Travel Plan (TP) an access and indicative layout plans have been supplied in support of the application.

The TA is comprehensive and uses reliable traffic data:

- Two separate full turning movement traffic counts and queue length surveys were carried out in 2016 at the Newton Lane/High Street/Carlton Road junction on neutral days and months (Tuesday 7th June and Wednesday 9th November).
- Two Classified Automatic traffic Counts (ATC) to collect total vehicle flows by type of vehicle and speed data were also carried out for the periods Tuesday 7th - Monday 13th June in the vicinity of the 30 mph speed limit change and Wednesday 28th September - Tuesday 4th October 2016 north of the proposed site access.
- The traffic counts indicate a low average week day daily flow for Newton Lane a Classified Road (1100-1300 vehicles per day (vpd)). Peak traffic generation times have been identified as 07:30 - 08:30 AM 16:30 - 17:30 PM and the peak flows are less than 200 vpd in each peak period.
- Average speeds are higher to the south of the site at 34mph near the end of the 30mph speed limit restriction (85%tile 41mph) but 28mph north within it (85%tile 34mph).
- The maximum variation between traffic data collected in June and end of September is 5%, which demonstrates low seasonal differences and statistical reliability. The maximum queue observed is 4 vehicles and this was to exit Newton Lane in the PM Peak. This level of flow and queuing is not considered significant in capacity terms and any queues would not extend back to cause any safety issues at the existing narrow point, which is over 40m south of the junction.

- Heavy Goods Vehicles on Newton Road are generally less than 3% with a maximum observed at 5.2% in AM peak. These levels are low for a road of this type.
- There have been no accidents on Newton Lane within the last five years, although there has been one slight at the junction where a cyclist on the A428 at the junction with Newton Lane was hit by car turning right in.
- The development trips are assigned onto the local area network based on existing Census journey to work data (80% north: 20% south split from site and similar 24% west: 76% east split at the A428 junction) which seems reasonable for the location.
- Trip rates are calculated using the TRICS a reliable traffic data base for this purpose. Trip rates are considered marginally low for the location but due to the numbers of dwellings proposed revisions to take account of this would likely only increase peak hour trips by a couple of trips and this would not change the outcome of the operational assessments which demonstrate significant spare capacity (see below).
- Future year assessments to take account of background traffic growth use recognised national TEMPRO growth factors. These indicate that with forecast traffic growth to 2021 and development traffic AM Peak traffic flows north of the site access on Newton Lane remain low, less than 200 vehicles in both peak hours.
- The Operational assessments using PICADY computer modelling software indicates both the site access and the Newton Lane/ A428/Carlton Road junction operate well within the 0.85 acceptable Ratio of Flow to Capacity (RFC). The access does not exceed 0.007 max (AM Peak) and the Newton Lane arm of the A428 junction 0.26 max (PM peak). This is as expected with the low level of traffic on Newton Road and marginal increase as a result of the development.
- The TP is acceptable but will require updating for a Full planning application as the numbers are uncertain and no site specific surveys or data is available. The access to bus stops exceeds preferred minimum walking distances and the most frequent service is only hourly so it will be hard to promote bus usage even with a generous voucher offer as suggested. Also Lift-share schemes are not free so the developer may need to consider a contribution to this type of initiative if it is to be effective. It is also most likely that the secondary school most used from this location will be Sharnbrook Upper School not Ousedale as this is outside Bedford Borough in Olney. Therefore relevant and realistic initiatives will need to be considered in any final TP submission.

The site access is acceptable however visibility splays to the south based on MfS are not. The speed surveys taken south of the access clearly indicate that 85% tile speeds are greater than 37mph for which MfS are acceptable. Even with the slowing feature as proposed reduced speeds cannot be guaranteed and so DRMB standards of 90m should therefore be used instead of the 59m indicated on Drawing No 001 Rev C. This can be achieved within land under the applicants' control but may need the development layout to remove verge planting to achieve.

The tracking demonstrates that a refuse lorry would be able to negotiate the junction satisfactorily although it would have to traverse the opposing side of the carriageway. In view of the low traffic flows and infrequent servicing schedule this is considered acceptable.

The off-site highway works as proposed are acceptable but a Safety Audit will be required and further amendment for the following reasons:

- On-street parking at the northern end of Newton Lane outside Winterbourne, Ladybrook and Bank Cottages must be adequately accommodated. The tracking shown on Drawing No 005 Rev A uses carriageway, which is currently used for parking. Better provision must be made that ensures that in conjunction with the widening of the footpath on the western side of the road should a vehicle park outside the properties it will not cause obstruction or be required to park on footway;
- Although the design proposed has kept narrowing down to 3.7m rather than the 3.1m previously suggested because of reference to general guidance from the Fire Service it is



understood that usually 3.7m is required for operational reasons but narrowing's of less than this are acceptable for short distances for access;

- Consideration should be given to the use of TSRDG signs 516/517 if forward visibility allows as this would avoid the need for the Give Way markings on the road, which is more in context with the retention of the Lane approach required. Subject to planning requirements active frontages on Newton Lane may help reduce speeds along it at this point;
- As the indicative site layout does show some development fronting Newton Lane to the same point as the furthest south house on Bakers Close, consideration should be given to relocating the beginning of the 30mph Speed limit and proposed gateway to south of this point to;
- The footway from the site access should also extend to this point where an additional change of surfacing could be added to facilitate crossing to the entrance to Footpath 30 on the west of Newton Lane at this point.

A Construction Management Plan will be required and this must ensure no access from Newton Lane south. Any off-site Highway works will be required to be implemented under a S278 Agreement not through a S106.

Therefore, there are no objections in principle to the development, but further amendment is required to the access visibility splays and off-site works, however in the absence of revised plans please add the following Conditions and Informatives:

### **Reasons or Conditions**

Notwithstanding the submitted details, no development shall take place until details of the following highway works have been submitted to and approved in writing by the Local Planning Authority. The works shown on the approved plans shall be constructed prior to the development being brought into use.

- (a) Provision of a 1.5m minimum width footway on the western side of Newton Lane from north of the site access to its junction with the A428 High St. (as marked a-b on the attached plan) in conjunction with:
- (b) Narrowing of the carriageway in the vicinity of Winterbourne, Ladybrook and Bank Cottages (marked a-c on the attached plan) to restrict traffic to single file only with the priority for southbound vehicles, whilst maintaining some on-street visitor parking.
- (c) A marked pedestrian crossing feature from the footway on the north of the site access to the footway on the west side of Newton Lane (marked d on the attached plan).
- (d) Extension of the 30mph speed limit on Newton Lane to south of the access to No.4 Bakers Close (marked e on the attached plan); and
- (e) A village gateway feature on Newton Lane south of the 30mph speed limit entry point (marked e on the attached plan);

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises in accordance with saved policy BE30 iv) and vi) of the adopted Bedford Borough Local Plan 2002.

The development shall be served by means of roads, footpaths and cycleways which shall be laid out and drained in accordance with the Bedford Borough Council's Highway Design Guide January 1995 or other such documents that replace them, and no building shall be occupied until the road, footpaths and cycleways which provide access to it from the existing highway have been laid out and constructed in accordance with the above-mentioned Guidance.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and of the proposed estate road in accordance with saved policy BE30, iv), v) and vi) of the adopted Bedford Borough Local Plan 2002.

No other part of the development shall take place until the junction of the proposed vehicular access with the highway has been constructed to base course level in accordance with the approved details. The development shall not be occupied until the junction has been implemented in accordance with the approved details.

REASON: In order to minimise danger, obstruction and inconvenience to users of the highway and the premises in accordance with saved policy BE30 iv) and vi) of the adopted Bedford Borough Local Plan 2002.

No other part of the development shall take place until visibility splays have been provided at the junction of the access with the public highway. The splay lines shall be not less than 2.4m measured along the centre line of the proposed access from its junction with the channel of the carriageway and not less than 45m to the north and 90m to the south measured from the centre line of the proposed access along the line of the nearside channel of the carriageway. All parts of the splays shall thereafter be kept free of all obstructions above the adjacent carriageway level.

REASON: In the interests of highway and pedestrian safety and in accordance with saved policy BE30 iv), v) and vi) of the adopted Bedford Borough Local Plan 2002.

Visibility splays shall be provided at all junctions within the site. The minimum dimensions to provide the required splay lines shall be 2.4m measured along the centre line of the side road from its junction with the channel to the through road and 25m measured from the centre line of the side road along the channel of the through road. The vision splays shall be maintained entirely free of any obstruction at all times.

REASON: To provide adequate visibility at road junction in the interest of road safety and in accordance with saved policy BE30 iv), v) and vi) of the adopted Bedford Borough Local Plan 2002.

No development shall take place until a scheme for car and cycle parking (with access thereto) in accordance with Bedford Borough Council's Parking Standards for Sustainable Communities: Design and Good Practice 2014 has been submitted and approved in writing by the Local Planning Authority. The approved scheme shall be implemented and made available for use before the development is occupied and the car and cycle parking areas shall not thereafter be used for any other purpose.

REASON: To ensure a satisfactory standard of development in accordance with saved policy BE30 iv), v) and vi) of the adopted Bedford Borough Local Plan 2002 and policy CP2 vii of the Core Strategy and Rural Issues Plan 2008. The Local Planning Authority is satisfied that the timing of compliance is fundamental to the development permitted and that the permission ought to be refused unless the condition is imposed in this form.

No development shall take place, including any works of demolition, until a Construction Management Plan, associated with the development of the site, has been submitted and approved in writing by the Local Planning Authority which will include information on:

- (A) The parking of vehicles
- (B) Loading and unloading of plant and materials used in the development
- (C) Storage of plant and materials used in the development
- (D) The erection and maintenance of security hoarding / scaffolding affecting the highway if required.
- (E) Wheel washing facilities
- (F) Measures on site to control the deposition of dirt / mud on surrounding roads during the development.
- (G) Footpath/footway/cycleway or road closures needed during the development period

(H) Traffic management needed during the development period.

(I) Times, routes and means of access and egress for construction traffic and delivery vehicles (including the import of materials and the removal of waste from the site) during the development of the site.

The approved Construction Management Plan associated with the development of the site shall be adhered to throughout the development process.

REASON: In the interests of safety, protecting the amenity of local land uses, neighbouring residents and highway safety and in accordance with saved policy BE30 iv) and vi) of the adopted Bedford Borough Local Plan 2002

The development shall not be occupied until a (detailed travel plan or area wide [framework]) travel plan has been submitted to and approved in writing by the local planning authority. The travel plan shall include:

- o A baseline survey of site occupants (if known) or a timetable to undertake a baseline survey of occupants (within 6 months of first occupation) to establish current/proposed travel patterns;
- o Details of existing and proposed transport provision and facilities, to include links to pedestrian, cycle and public transport networks and conformity with the local planning authority's car and cycle parking standards;
- o Proposals and measures to minimise private car use and facilitate walking, cycling and use of public transport;
- o A detailed set of Travel Plan targets with relevant target dates; o A detailed 'Action Plan' to include specific timetabled measures designed to promote travel choice; o Proposed plans/methods to monitor and undertake annual reviews of the Travel Plan and its targets for a period of 5 years. After each of the five annual reviews the Travel Plan will be submitted to the local planning authority for information;
- o Details of site specific marketing and publicity information to be provided to all occupiers of the development, to include:
  - o Site specific travel and transport information;
  - o Incentives to encourage sustainable modes of travel (e.g. travel vouchers);
  - o Details of relevant pedestrian, cycle and public transport routes to/ from and within the site;
- o Maps showing the location of shops and other facilities; and o Copies of relevant bus and rail timetables: and
- o The appointment of a travel plan co-ordinator who will be responsible for the preparation and submission of the Action Plan and of the 5 annual reviews thereof.

The Travel Plan shall be carried out in accordance with the timetable contained therein and shall continue in force for as long as any part of the development is occupied.

REASON: To promote sustainable modes of travel and to reduce the potential traffic impact of the development on the local highway network in accordance with saved policy BE30 iv), v) and vi) of

the adopted Bedford Borough Local Plan 2002 and DfT's 'Good Practice Guidelines: Delivering travel plans through the planning system'.

## **INFORMATIVES**

The applicant is advised that in order to comply with Condition 1 of this permission it will be necessary for the developer of the site to enter into an agreement with Bedford Borough Council as Highway Authority under Section 278 of the Highways Act 1980 to ensure the satisfactory completion of the access and associated road improvements. Further details can be obtained from the Senior Highways Agreements Officer, Engineering Services, Bedford Borough Council, Borough Hall, Bedford, MK42 9AP

(Tel. 01234 276952). The applicant is advised that fees are applicable for the consent and approval processes and the aforementioned Officer should be contacted at an early stage for further information.

Regards

Kim Healy

## **Appendix Q5b**

### **Local Plan Call for Sites, Highway and Transport Access Assessments**

**Site reference:** 282

**Address:** Land to the north of Turvey, Carlton Road, Bedfordshire

**Potential Development:** 380 dwellings under Class C3 use

**Site Survey:** 27-06-2016

**Author and Date of Assessment:** Devinder Singh 28-07-2016

**Previous Highway and Transport Assessment:** No

#### **Current Highway Provision**

The site is located on the eastern side of Carlton Road and to the north-east of Lych Gate Graveyard in the village of Turvey. The village is located approximately 7 miles west of Bedford town centre.

Carlton Road is a classified type C road with a 30mph speed limit, however the speed limit changes from 30mph to 60mph approximately 140m north of the junction with May Road. May Road is an adopted and unclassified road with a 30mph speed limit. The site has a road frontage which is within the 60mph speed limit.

To the north, Carlton Road leads to Turvey Road and to the south, Carlton Road leads to the centre of Turvey village joining Bridge Street and High Street.

Both Bridge Street and High Street are adopted type A roads as part of the A428 and have a 30mph speed limit.

There is a drain/watercourse crossing the site along the northern half of the site and the site is contained within flood risk zones 2 and 3. In this case, a flood risk assessment would be required.

The site is bounded to the north by agricultural; to the east by Carlton Road; to the south partly by recreational ground and partly by residential land and to the west by residential land.

#### **Note**

It is assumed that the site abuts the adopted highway, however it is the developer's responsibility to ensure that the site can fully abut the adopted highway without any third party involvement in order to gain satisfactory means of access to the site.



Figure 1 – Existing frontage of the site along Carlton Road

### **Viability of Highway Access for the Potential Development**

The gross area of the site is given as 19.2 hectares and the proposal is for 380 dwellings based on a density of 20dph. The current use of the land is given as derelict allotments.

The current speed limit on Carlton Road is 60mph and given that the road is a classified road, the Design Manual for Roads and Bridges (DMRB) is used in determining the visibility splays and the Stopping Sight Distance (SSD).

The required visibility splays would be an X distance of 2.4m and the Y distance depends on the 85<sup>th</sup> percentile speed of Bedford Road which would be determined from a speed survey. Based on a 60mph speed limit, the visibility splay in the Y direction is 215m.

Figure 2 and Figure 3 shows the right hand and left hand SSD splays for potential access to the site off Carlton Road respectively.

Figure 2 – Right hand side sight splay for potential access off Carton Road



Figure 3 – Left hand side sight splay for potential access off Carton Road



## **Report of Notable Highway Issues and Impacts**

The proposal for 380 dwellings will have a significant impact on the highway network especially to the south at the junction with High Street. The use of the site will be intensified in use and the immediate impact on the highway will be the access road and the priority junction with Bridge Street and High Street to the south. It is expected that the traffic generation will be investigated at the next stage of assessment. The carriageway width of Carlton Road is approximately 5.8m with no footways either side of the carriageway. The grass verge on the east side is between 4m – 5m wide and the verge on the west side is approximately 3.0m.

No siting of an access point is confirmed on the submission plans however it was observed on site that there is an informal access opening along the hedge boundary on the southern boundary of the site. This is however not the prime position for the proposed access due to the alignment of the road. The position of the access would be best sited further north to ensure maximum visibility can be obtained, however this depends upon the results of the required Transport Assessment (TA) which will identify the type and form of the required access road to serve the site as mitigation measures for off-site highway works. The scope of the TA can be agreed with Bedford Borough Council (BBC). The proposal for 380 dwellings will also require two points of access as adoptable roads off Carlton Road to BBC's highway standards. Given the road frontage of the site onto Carlton Road it appears that this can be achieved allowing for the minimum adjacent junction spacing to BBC's standards.

The site lies in a 60mph speed limit and for the development to be considered for residential, the 30mph speed limit needs to be extended further north to cover the development site through the process of a Traffic Regulation Order (TRO). The extent of the reduction of the speed limit from 60mph to 30mph needs to be agreed and approved by Bedford Borough Council as the highway authority.

Should the development take place, then the current adopted parking standards would need to be adhered to in order to provide appropriate levels of car parking on site and to avoid car parking spilling out onto the highway.

## **Sustainable Transport Appraisal**

The site rates poor in terms of sustainable mode of transport. There are no bus stops along Carlton Road. The nearest bus stops are located on High Street in the centre of the village approximately 700m south of the site and there are no continuous footways along Carlton Road to access the bus stops. The nearest footway starts from the entrance to the Lych Gate grave yard to the south of the site and on the east side of Carlton Road.

The bus service that operates in Turvey is no. 41 by Stagecoach between Bedford and Northampton via Bromham, Turvey, Lavendon and Olney. There are no footways along Carlton Road in the vicinity of the site.

There is no specific provision made for cyclists and therefore given the scale of development, consideration should be given for the provision of an off-road shared footway and cyclists' facilities and/or on-road cycle lanes to be integrated with the access road to the site.

There is a Public Right of Way (PRoW) in the form of a public footpath FPA1 running parallel to Carlton Road which crosses the site in a north-easterly direction and linking with Grove Road to the south. Footpath FP16 also crosses the site from the northern boundary of the site. Any improvements/alterations to the PRoW need to be agreed with Bedford Borough Council (BBC) and it is recommended that the PRoW officer is contacted in this regard.

## **Conclusions**

The site rates moderate to poor in terms of sustainable mode of transport. There appears to be no bus stops located along Carlton Road. The nearest bus stops are located on High Street in the centre of the village approximately 700m south of the site on High Street in the heart of the village.

The bus service that operates in the village of Turvey is no. 41 by Stagecoach between Bedford and Northampton via Bromham, Turvey, Lavendon and Olney.

There are no footways on either side of Carlton Lane outside the site to the north, however there is a footway of approximately 1m – 1.5m wide on the eastern side of Carlton Road up to the entrance of the Lych Gate graveyard. Given the verges either side of Carlton Road there is scope for widening of the carriageway and the provision of at least a 2m wide footway. There is no specific provision made for cyclists and therefore given the scale of development, consideration should be given for the provision of an off-road shared footway and cyclist's facilities and/or on-road cycle lanes to be integrated with the access road to the site.

A highway scheme comprising the provision and/or upgrading of footways needs to be linked to the south of the site with safe crossing facilities that would allow pedestrian access to the nearest bus stop facilities. As there are no facilities for bus stops along Carlton Road, a provision for the bus service with stops should be considered in order for the development to be sustainable.

The site lies within the 60mph speed limit, however this reduces to 30mph at a point approximately 140m north of the junction of May Road with 30mph towards the south. For further consideration of residential development, the 30mph speed limit should be considered to the north to cover the site, given that there will be an increase in pedestrian movements in the vicinity. The length of the extension of the 30mph speed limit to the north will need to be agreed with Bedford Borough Council as the highway authority.

There is also a drain/watercourse crossing the site along the northern half of the site and is located in flood risk zones 2 and 3. In this case, a flood risk assessment would be required.

In view of the above, there is no objection to the principle of the development subject to the above.



## Appendix Q5c

### Email correspondence with BBC Highways re impact of developments 23.01.20 to 18.02.20

**From:** Paul Jenkins

**Sent:** 16 January 2020 17:45

**To:** Sonia Gallaher < > **Subject:** Traffic flow improvement proposals - Carlton Road Turvey

Dear Sonia,

Please find report to Turvey Parish Council on the PC agenda November 2019.

As I explained, the key measures are described in 4.iv and 4.v of the report. These measures involve parking restrictions on the stretch of Carlton Road between May Road and The Loop.

At this stage the Parish Council are considering the recommendation to consult Carlton Road residents to test their willingness to accept parking restrictions in order to tackle problems with traffic flow. Highways comments were provided by Andrew Prigmore.

One of the parish councillors raised a query about the impact of the housing development, north of the cemetery, proposed in the Neighbourhood Plan – specifically to enquire as to whether there was a prospect that the Borough Highways Officer may require total or partial parking restrictions on this stretch of Carlton Road as a condition of planning consent for the development. The thinking behind the query is that if a planning condition requiring the introduction of total parking restrictions may be applied, then our consideration of partial restrictions would be a pointless exercise.

The question I have been asked to put is essentially as follows;

“is it possible that Highways would seek to introduce a total restriction on parking on the stretch of Carlton Road between May Road and The Loop as a condition for planning consent in respect of the development of new housing on Carlton Road as proposed in the Neighbourhood Plan.”

I would very much appreciate your help in finding someone in Highways who could provide a response to this question.

The next Parish Council meeting is on 30<sup>th</sup> January. It would be helpful to have a response before the meeting if possible.

Best regards  
Paul

**From:**Sonia Gallaher <  
**Sent:**20 January 2020 09:08  
**To:**Paul Jenkins  
**Subject:**RE: Traffic flow improvement proposals - Carlton Road Turvey

Hi Paul,

I spoke to a colleague in Highways Development Control and she has given me the following advice based on your email:

As part of the consideration of any development proposals HDC would assess access routes and try to secure mitigation to redress any issues of local concern that might be exacerbated by development traffic. We would consult Andy on any potential schemes to ensure he would be in approval before anything was agreed.

Of course if the May Road site became part of the NP it would add extra stress to one of the sections of road highlighted in the NP consultation as a significant issue and it is likely we would look at similar options to those in the report. Removing all parking is unlikely to be considered for the reasons it also highlights, any Traffic Regulation Order consultation would likely fail to win local support as existing residents with no off road parking would understandably object.

I would also point out that a possible consequence of improving the situation for locals is that it may also encourage more external through traffic and possibly speeds, so there is balance to be struck and it is important that the local community is involved in the discussion and any decision making process to ensure their support through to successful implementation.

I hope this helps. Many thanks

**Sonia Gallaher**  
**Senior Planning and Transportation Officer Planning Policy**  
**Bedford Borough Council**

## Appendix Q5d

### Email correspondence with BBC Highways re impact of developments 23.01.20 to 18.02.20

**From:**Sonia Gallaher < >

**Sent:**18 February 2020 13:08

**To:**Paul Jenkins < >

**Subject:**RE: Traffic flow improvement proposals - Carlton Road Turvey

Hi Paul,

I have now spoken to my colleague. As per her previous response, to encourage safe and sustainable travel objectives, improvements to footpaths would likely be sought, especially as Bedford Borough Council is aware of existing local concerns expressed through discussions with Andy Prigmore, NP consultations, School Travel Plans etc. To achieve this it is therefore likely widening of the footway at the northern end of Newton Lane would be considered for a scheme of any size.

It would be difficult for the Highway Authority to support objections from residents and the Parish Council to proposals that improve safety for pedestrians and sustainability objectives unless there is substantial reasons not to.

Other alternatives to achieve acceptable access to the village centre and facilities are limited. For example it may be possible for additional Traffic Regulation Orders to restrict parking opposite a widened footway to maintain two way traffic, however this would have less benefits in terms of slowing speeds and deterring rat-running, also raised as issues. It would also remove visitor parking, some of which a narrowing would be able to maintain if this is a local concern.

If the Parish have other ideas they would support that would assist in achieving the objectives outlined then it would be helpful if (as said before) they suggested these in the LNP to guide any potential developers coming forward.

I hope this helps to clarify, but happy to discuss.

Many thanks

**Sonia Gallaher**

**Senior Planning and Transportation Officer Planning Policy  
Bedford Borough Council**

**From:**Paul Jenkins < >  
**Sent:**16 February 2020 17:21  
**To:**Sonia Gallaher < >  
**Subject:**Re: Traffic flow improvement proposals - Carlton Road Turvey

Hi Sonia,

I've gone through the various comments raised by councillors and some residents and the only outstanding point of concern in respect of Carlton Road is similar to that raised below regarding Newton Lane.

In a previous reply about Carlton Road it was commented that there would very likely be a desire to upgrade the footway, but only in as far that this could be achieved whilst maintaining sufficient width on the carriageway to allow for two cars to pass safely.

There was also a comment that it was highly unlikely that all parking in Carlton Road outside the cottages on the south end of Carlton Road would be prohibited. However, there was no mention of whether, taking into account parked cars, a priority system might be introduced in the remaining carriageway on this stretch of the road resulting in single file only for moving traffic at this location.

This would be very unpopular, but might it be considered - or would the length of of the single file priority system be an obstacle to this approach being given serious consideration here?

Many thanks,

Paul

**From:**Paul Jenkins < >  
**Sent:**Friday, February 14, 2020 12:56:07 PM  
**To:**Sonia Gallaher < >  
**Subject:**Re: Traffic flow improvement proposals - Carlton Road Turvey

Hi Sonia,

Thanks for your reply. The queries from parish councillors keep coming at the moment, so I probably need to take stock of that this weekend in order to try to capture all the issues being raised in one go rather than keep sending individual questions.

I will email again Monday and let you know more.

Regards,

Paul

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**From:**Sonia Gallaher <

**Sent:**Friday, February 14, 2020 11:16:35 AM  
**To:**Paul Jenkins < >  
**Subject:**RE: Traffic flow improvement proposals - Carlton Road Turvey

Hi Paul,

Sorry for the late reply, but I have been out of the office. I will ask my colleague in DM to have a look at this and I will get back to you with a response.

Many thanks

**Sonia Gallaher**

**Senior Planning and Transportation Officer Planning Policy  
Bedford Borough Council**

**From:**Paul Jenkins < > **Sent:**05 February 2020 18:32  
**To:**Sonia Gallaher < >  
**Subject:**RE: Traffic flow improvement proposals - Carlton Road Turvey

Thanks Sonia, that's a very helpful reply on Carlton Road.

I'm sorry to trouble you further with another question that I have been asked to put by a Parish Councillor. A similar issue, but this time regarding Newton Lane as follows;

- Is the proposed development at Mill Rise, Newton Lane, for 25 dwellings, likely to give rise to the requirement to upgrade the footway on the northern end of Newton Lane, from the Lace Cottages to the A428, and as a consequence lead to a narrowing of the carriageway resulting in the need to introduce a priority traffic flow system with traffic heading south given priority over traffic heading north such as was proposed in response to an earlier planning application (of 80 dwellings) on Newton Lane?
- Are the Highways Team likely to insist in this regardless of any objections that may come forward from the Parish Council and local residents?

Regards, Paul

**From:**Sonia Gallaher < > **Sent:**Thursday, January 23, 2020 12:41:17 PM  
**To:**Paul Jenkins < >  
**Subject:**FW: Traffic flow improvement proposals - Carlton Road Turvey

Hi Paul,

Please see the comments from my colleague in Highways Development Management in red below. As you have pointed out previously, there is an existing problem with parking along Carlton Road and this can be addressed before the Neighbourhood Plan is made. I hope this helps.

Many thanks

Sonia

I have been asked by a Parish Councillor make this enquiry in a different way;

- Should Turvey's NDP suggest housing sites on Newton Lane and Carlton Road, what impact would there be to the highways and footpaths? For instance; Would the footpaths need widening and if so by how much to meet current legislation?

- To encourage safe and sustainable travel objectives, improvements to footpaths would likely be sought, especially as BBC is aware of existing local concerns expressed through Andy's discussions, NP consultations, School Travel Plans etc.
- In a new build situation we would require footways to be 2.0m minimum, but in an existing situation where there are constraints to this the local context and width available within the highway/land under the developers control usually mean the maximum width that can practically be achieved is sought.

What, in brief, are the current legislative requirements?

It is more planning and transport policy that would require improvements to achieve better quality, safe footway provision in order to prioritise non- vehicular travellers in accord with sustainability and health objectives rather than legislation. We do however take guidance from documents such as Manual for Streets, Inclusive Mobility and other Department for Transport Standards.

Would traffic calming measures such as narrowing of the highway, passing zones, parking restrictions be applied?

- If widening the footway to achieve a safe, continuous footway required narrowing of the carriageway, this could be considered as long as adequate width could be maintained for two vehicles to pass/narrowing's could be achieved safely.
- Widening footways and narrowing carriageways, parking restrictions etc. can all form part of an approach to address/better manage existing traffic issues such as obstruction caused by parking, speeds, discourage non- local through traffic etc. and improve conditions for local residents and especially vulnerable road users such as pedestrians and cyclists.
- For both the sites mentioned above in order to reduce their traffic impacts, particularly on existing residents and areas where highway issues have already been identified as well as encouraging more safe and sustainable

travel for all in the future, it is likely that some of the measures suggested would need to be considered.

- It would be very helpful if the LNP process weighted the potential for sustainable travel and impact on existing local traffic issues in its site selection methodology/criteria and then as part of the designation of preferred sites identified any traffic/travel measures that would likely be supported to achieve/address these.

What, in brief, are the current legislative requirements?

See details above

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Yours sincerely,

Dr David Niblett MBBS FRCA RCPATHME

Chair Turvey Parish Council

**27 January 2020**