



Report for Leader Decision (Transport portfolio)


Decision Date:	12 December 2023
Reference number:	TR31.23
Title:	Bierton Traffic Calming
Cabinet Member(s):	Councillor Steve Broadbent, Cabinet Member for Transport Councillor Peter Strachan, Cabinet Member for Planning
Contact Officer:	Andrew Cooper, Principal Highways Development Management Officer
Ward(s) affected:	Aston Clinton and Bierton
Recommendations:	That the traffic calming scheme is approved.
Reason for Decision:	

The scheme is a requirement of the obligations set out within the agreed section 106 agreement relevant to the planning permission for the Kingsbrook development. It is further noted that the scheme is a site specific requirement of Kingsbrook, as set out in the Vale of Aylesbury Local Plan.

The scheme aims to make the A418 a less attractive through-traffic route and encourage through-traffic to use the new strategic roads (Eastern Link Road North and Stocklake Rural Link Road) within the Kingsbrook development. It also aims to provide pedestrian, cycle, and bus stop improvements.

1. Content of report

- 1.1 The traffic calming scheme aims to make the A418 through the village of Bierton a less attractive route, thus encouraging through-traffic to use the new strategic roads (Eastern Link Road North and Stocklake Rural Link Road) through the Kingsbrook development. It also aims to provide pedestrian, cycle, and bus stop improvements.

- 1.2 Barratt David Wilson Homes (BDW) developed the initial traffic calming proposals in consultation with Bierton Parish Council and Buckinghamshire Council (BC). The initial traffic calming proposals included:
- Priority systems and chicanes;
 - Road narrowings and build-outs;
 - Pedestrian crossings;
 - On-street parking build-outs outside of St James the Great Church;
 - Imprint paving at junctions and crossings;
 - Cycle lanes; and
 - On-carriageway bus stops.
- 1.3 Formal public consultation was undertaken on these plans between the 30th August 2022 and 26th September 2022. This included a letter drop to frontages affected by the proposals, advertisement via site notices, a citizen space web page, and individual emails to statutory consultees. A public exhibition was also held at Jubilee Hall, Bierton, on the 8th September 2022.
- 1.4 Appendix A of this report present the findings of the public consultation which generally support the recommendation to approve the traffic calming scheme.
- 1.5 The consultation responses did however include several objections, as summarised below:
- The proposed priority feature and chicane near Miles Court will affect access in and out of Miles Court and safety for users of the access;
 - The proposed raised pedestrian crossing point near Plough End would conflict with an existing agricultural access;
 - The proposed parking arrangement outside of St James the Great Church will not assist the Church and will have an adverse impact on the Great Lane Junction. The parking will not assist with traffic-calming;
 - Imprint paving will create a noise disturbance with little speed reduction. These areas should be raised, or given the visual impression of being vertically-raised;
 - The removal of bus stop lay-bys will be an ineffective traffic calming measure. The removal of the Aylesbury bound bus stop lay-by near to St James the Great Church will result in the loss of a bus stop timing point; and
 - The southern section of the Eastern Link Road is required before the implementation of traffic calming through Bierton.
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- 1.6 BC's Highways Development Management team has liaised with the scheme designer to discuss these objections and where appropriate identify potential alternative measures.
- 1.7 The objection from the bus operator, Arriva, to the loss of the bus lay-by timing point relates to one bus stop, the Aylesbury bound bus stop lay-by near to St James the Great Church. As a result of Arriva's concern the design has been amended to retain the bus layby timing point in this location. This amendment is satisfactory to the Council's Passenger Transport team and addresses Arriva's concerns and objection.
- 1.8 The scheme designer provided additional scheme drawings to include potential alternative measures. These were presented along with the general findings of the consultations to local ward members at two meetings during June and July 2023. Local ward members are supportive of the latest proposals.
- 1.9 Councillor Julie Ward notes that, *"Local members worked extensively and proactively with officers on the design of the traffic calming scheme. It was important to incorporate changes and views from the public consultation, without embarking on anything that would give rise to a need to reconsult and delay the delivery of the scheme, which we had been advised for some time was likely to be Spring 2024. Bierton residents have waited a long time for traffic calming implementation and with the growth of the Kingsbrook development on its doorstep, the use of the new link road slow to catch on, an incomplete ELR with no end in sight and increased traffic through the centre of the village, timing and delivery are crucial. The proposed scheme is welcomed by the majority of residents for whom the volume of traffic through the village has become a daily blight."*
- 1.10 Councillor Bill Chapple notes that, *'I agree to this scheme going ahead'*.
- 1.11 Bierton Parish Council are also in support of the scheme and note that, *"Bierton Parish Council and its parishioners welcome the traffic calming scheme through Bierton on the A418, as part of the S106 agreement with Barratts, the Kingsbrook developers. This scheme was promised some 10 years ago as a condition of approval for the development."*
- 1.12 It is therefore recommended that the traffic calming scheme is approved, as per the latest drawings in Appendix F.

2. Other options considered

- 2.1 Please refer to Appendix A.
- 2.2 If the decision is taken not to proceed with the traffic calming scheme for the A418 through Bierton, strategic traffic is likely to continue to use this route rather than the new link roads provided. This is also likely to have reputational impacts, noting that

the principle of traffic calming was established through the Kingsbrook planning permission and secured by means of s106 agreement as mitigation.

3. Legal and financial implications

- 3.1 This is a BDW developer funded and promoted scheme in compliance with their planning permission and s106 commitments. If approved, the works will be delivered under s278 Highways Agreement by the developer, overseen by BC's Highways Development Management team.
- 3.2 The Council's costs in entering into the s278 Agreement and overseeing the works, including legal costs, will be fully met by the developer.

4. Corporate implications

- 4.1 This is a BDW developer funded and promoted scheme in compliance with their planning permission and s106 commitments. The traffic calming scheme is to be constructed by the developer under s278 Agreement and the finished works will be adopted as public highway and maintained by BC in perpetuity.
- 4.2 An initial Equalities Impact Assessment has been undertaken which identifies that this scheme should not result in any negative or unclear impacts and that a full Equalities Impact Assessment is not required.

5. Local councillors & community boards consultation & views

- 5.1 Please refer to Appendix A. This scheme has been subject to public consultation, as well as engagement with Bierton Parish Council and the Ward Members.

6. Communication, engagement & further consultation

- 6.1 Please refer to Appendix A. This scheme has been subject to public consultation, as well as engagement with Bierton Parish Council and the Ward Members.
- 6.2 Prior to the highway works commencing on-site, BC's Highways Development Management team will undertake a member briefing and a road work notification will be required.

7. Next steps and review

- 7.1 If approved, the current outline designs will be worked up in detail and submitted to BC's Highways Development Management team for detailed technical approval as part of a s278 agreement application. Once the agreement is in place and the designs approved the developer will apply for roadspace and deliver the works on the ground. As part of this process, the design will be reviewed by an independent

road safety auditor and again once the works are complete, this audit will take place on site.

8. Background papers

- 8.1 Because this is a very large and complex scheme, we have created a separate report titled “Bierton Traffic Calming Consultation Summary Report” and have added this as Appendix A.
- 8.2 Appendix B – Bierton Traffic Calming Summary of Key Consultation Issues
- 8.3 Appendix C – Bierton Traffic Calming Response to Key Consultation Issues
- 8.4 Appendix D – Bierton Traffic Calming Full Consultation Responses
- 8.5 Appendix E – Consultation Drawings
- 8.6 Appendix F – Alternative Drawings based on Consultation Responses
- 8.7 Appendix G – Equalities Impact Assessment

9. Your questions and views (for key decisions)

- 9.1 If you have any questions about the matters contained in this report, please get in touch with the author of this report. If you have any views that you would like the cabinet member to consider, please inform the democratic services team. This can be done by email to democracy@buckinghamshire.gov.uk

