



Title: Bedford Site Assessment Pro Forma

Date: August 2021

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1.0 Introduction

- 1.1 Jubb have been commissioned by Rainier Developments to undertake a transport review of the Bedford Site Assessment Pro Forma (BSAPF) for Site 757 Land South of Northampton Road, Bromham.
- 1.2 In undertaking this review, the information contained within the Transport Assessment (17246_TA_01 v4) prepared by Jubb has been employed.

2.0 Review

15e Connect highway without constraint

- 2.1 The BSAPF correctly reports that there are no access restraints.

15f Highway or junction capacity issues

- 2.2 The BSAPF reports that there are potential capacity issues at the Northampton Road / Chestnut Avenue and Northampton Road / A428 junctions with commentary provided that this second junction may require signalisation.
- 2.3 The BSAPF also states that capacity assessment should also consider the cumulative impacts of neighbouring developments.
- 2.4 The 2018 TA undertook a sensitivity test that included the following potential developments (statuses have been updated):
 - 200 dwellings to the north of Northampton Road (17/01557/MAO), (permission refused and planning appeal lodged and withdrawn);
 - 80 dwellings south of Stagsden Road (17/02242/MAO), (permitted);
 - 390 dwellings west of Bromham (19/01904/MAO), (under consideration); and
 - 27 dwellings (Site 48 - Bromham Park Estate – not subject to a live application)
- 2.5 The sensitivity test included 697 dwelling of which 80 dwellings have been permitted and 390 dwellings are currently under consideration.
- 2.6 The BSAPF noted that from the call for sites there were three sites adjacent to Site 757 – Site 19, Site 457 and Site 751. Site 19 and Site 751 are identical sites with the provision of 5 – 8 dwellings. Site 457 also includes the Site 19 and Site 751 land plus adjacent land with a provision for 25 dwellings.
- 2.7 Therefore, if a cumulative assessment was undertaken today, it would be for 495 dwellings i.e. less than the TA considered.
- 2.8 The TA future year of assessment was 2023 which is now invalid. However, it still provides a good indication of the operation of the junctions and given the change in travel patterns due to the pandemic may still offer a valid assessment.
- 2.9 The Northampton Road / A428 sensitivity test (i.e. with Site 757 and an additional 697 dwellings) recorded RFC values of less than 0.40 on all arms with a maximum queue of one vehicle. Therefore, whilst a new assessment will be required it is not expected that mitigation at this junction will be required.
- 2.10 The TA did not assess the Northampton Road / Chestnut Avenue junction. As this road serves what can be considered as a cul-de-sac development and googlemaps is not showing congestion in the peak hours it is not expected that mitigation will be required.

2.11 The BSAPF reports that there is some congestion within Bromham but that the scale of development would not significantly exacerbate. The 2018 TA assessed an additional three junctions in Bromham, and all were shown to have spare capacity in 2023 with the development and an additional 697 dwellings.

Additional highway comments

2.12 The BSAPF reports that there are existing footways that serve the site and also the presence of a shared foot/cycleway opposite the site. It notes that these routes are overgrown and require improvements. The TA promoted a new shared foot/cycleway along the site frontage.

2.13 The BSAPF suggests clearing the southern footway or providing a crossing to the northern footway. The TA promoted the provision of a 'Toucan crossing' to the east of the western bus stops to enable safe crossing for pedestrians and cyclists. If the site moves forward, it is suggested that a site visit to understand the concerns and record the condition of the southern footway to the east of the site is undertaken.

2.14 The bus stops on Northampton Road are simple flags with timetables. The BSAPF requests upgrading of these bus stops. This may include bus boarder kerbs to enable access and egress by the mobility impaired and pushchairs and the provision of shelters.

2.15 Finally, the BSAPF highlights the potential for marking on-street cycle lanes. If the site moves forwards this can be discussed with the highways officer.

3.0 Summary

3.1 The work undertaken in the 2018 TA indicates that there are no junction capacity issues.

3.2 There are no further issues.