

Biddulph Town Council



November 2020

Recommendations from the RPS Highways report Evidence for the Neighbourhood Plan.

Background

Biddulph Town Council commissioned RPS to complete an independent assessment of Highways issues in the town. The brief was as follows:

A householder questionnaire has identified a range of issues, which have been discussed by both the Neighbourhood Plan Working Group and the Council's Civic Committee. As a result, the Town Council wishes to identify:

- 'quick wins' where there are relatively small cost implications;
- projects that can be completed over the next 1-10 years; and,
- aspirational projects until 2035 (the end of the Neighbourhood Plan document).

There were four themes:

Theme 1- Traffic flow within the town centre

Theme 2- Consideration of pedestrianisation and shared spaces

Theme 3- Consideration of paid/ free parking within the town

Theme 4- Areas outside the town centre

The final report included a series of recommendations. These are summarised below, including their location within the report.

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Recommendations

No.	Recommendation	Location in report
1	<p>South View:</p> <p>It is recommended that a plan showing the extent of the adopted highway is obtained from Staffordshire County Council, land ownership plans are obtained and a preliminary design drawing is prepared of such a scheme that considers the above elements. It is then recommended that consultation is carried out with residents on South View, Saxon Tyres and B&M (and / or the owners of the buildings in which they occupy) to establish any concerns with such a scheme, after which refinements could be made to account for feedback and then Staffordshire County Council could be approached with a view for implementation</p>	Page 11
2	<p>Traffic enforcement in the town centre:</p> <p>Observations have not established the level of enforcement of the yellow lines, however, better presence and knowledge of enforcement should help reduce interruptions to the flow of traffic along High Street. It is recommended that pressure is applied to Staffordshire County Council to improve enforcement of all restrictions within the town centre.</p>	Page 12
3	<p>Signage:</p> <p>Signage for the town centre from the A527 (for non-residents) from the north and south both direct drivers onto Wharf Road. There are no further signs relating to the town centre from Wharf Road and non-residents may expect to see signs for town centre car parking in addition to shopping. It seems that the 'shopping' car parking sign is meant to include for the town centre. As a quick win, an extension of this sign is recommended to read 'town centre and shopping' to assist non-residents parking for the town centre and thus avoid driving onto High Street and through the town centre looking for car parking.</p>	Page 12

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4	<p>Bus Provision:</p> <p>It is recommended that discussions are had with the bus operators and with highway officers at Staffordshire County Council to determine possible bus improvements and sustainable access improvements that could be delivered to the town as part of a long term strategy including the development area. The idea will be to pre-empt requirements of the highway officers and the position of the bus operators when planning permission is sought for the development area to seek a comprehensive access strategy that is not focussed solely on the development area but which maximises sustainable access for the town as a whole.</p> <p>It is recommended that once discussions have been had, these continue to ensure the Town Council is kept aware of progression and timelines for the development area. Once the development area is at a stage where it is devising its access strategy and undertaking consultation, it is recommended that the Town Council engages positively with the developer to seek to influence the creation of such a sustainable access strategy, furnished with potential schemes discussed in the earlier (and ongoing) discussions with the bus operators and Highway Officers at Staffordshire County Council.</p>	Page 12
5	<p>Shared space:</p> <p>It is recommended that a potential shared / events space adjacent to the Town Council offices to include the adjacent section of High Street and the High Street / Wharf Road junction and potential pedestrianisation of High Street between King Street at Well Street is paused until the DfT complete their review and publish updated guidance. The DfT have not issued any timescales for completing their review or publishing their updated guidance.</p>	Page 30
6	<p>Pedestrianisation:</p> <p>It is recommended that more detailed consultation is undertaken in terms of the restrictions of a potential pedestrianisation scheme. The pedestrianisation could be daytime only or 24/7 and it will be</p>	Page 38

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	<p>important to have feedback from businesses, retailing organisations, the general public and all users of the town centre on this aspect.</p> <p>Given that any such queuing would block back through a junction, it is recommended that if rising bollards were to be used then ANPR cameras should be used in this instance.</p>	
7	<p>Parking:</p> <p>Prior to any changes to the parking regime, it is recommended that a bespoke survey is undertaken of car park users in the town centre to determine existing habits and views on potential changes. The aims would be to gauge a better understanding of the perceived abuse of on-street car parking, determine the sensitivity of parking charges identify view on potential changes and consider any unintended effects that may arise for the Sainsbury's car park</p>	Page 44
8	<p>Blue badges:</p> <p>Although blue badge holders are permitted to park on this section of High Street, it appears that non-blue badge holders also stop when they are not permitted. In terms of the non-blue badge holders, this is an enforcement issue. It is recommended that Staffordshire County Council is lobbied for increased enforcement.</p>	Page 44
9	<p>Loading Bays (if pedestrianisation not possible):</p> <p>An alternative may be the provision of dedicated loading bay(s) with no loading restrictions along the remainder of this section of High Street. Blue badge holders are not permitted to park in loading bays, thus any such parking would become an enforcement issue. However, any such works would be abortive if the pedestrianisation scheme was to be progressed and would also likely result in confusion from changing loading restrictions. It is recommended that such a scheme is only considered if the pedestrianisation scheme is not progressed.</p>	Page 45
10	<p>A527 speed issues:</p> <p>As a longer term project, it is recommended that a gateway feature is provided at the entry into the 30mph limit. It is recommended</p>	Page 52

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	that a design scheme is drawn up to include features such as coloured surfacing and entry treatments that could be presented to Staffordshire County Council for implementation.	
11	<p>Woodhouse Lane:</p> <p>A potential quick win for this junction may be to reduce traffic flows through it. Woodhouse Lane forms the primary route to Biddulph Moor and is not well suited for walking and cycling but is for buses. It is recommended that the bus operator and Staffordshire County Council is contacted to determine passenger take up from Biddulph Moor and investigate if improved services could be provided so as to enact a mode shift from the private car to the bus. Woodhouse Lane also forms a potential route from Leek, however, there is no direct bus service between Biddulph and Leek. It is therefore recommended that bus operators and Staffordshire County Council are contacted to determine if there is any appetite for providing such a service so as to enact a mode shift from the private car to the bus.</p> <p>As a longer term project, it is recommended that highway design schemes are drawn up to consider whether suitable schemes that accord with highway design standards could be provided such that additional capacity could be provided to Woodhouse Lane.</p>	Page 55
12	<p>A527 / Park Lane / Newpool Road:</p> <p>Given the effects of the A527 / Park Lane / Newpool Road signalised junction on these roundabouts, it is recommended that efforts are focused on reducing the blocking back that occurs, which will provide subsequent benefit to these roundabouts. As a quick win, it is recommended that Staffordshire County Council is approached and asked when they last assessed the performance of this signalised junction and if they are confident its signal settings are optimised based upon current conditions. From this, Staffordshire County Council may be able to adjust the signal settings to result in an improvement in its performance and thus a reduction in vehicular delay.</p>	Page 65

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13	<p>Childerplay Road:</p> <p>As a quick win, it is recommended that Staffordshire County Council is approached to discuss further alterations to the white lining to seek to direct drivers to arrive at the give way line at a more perpendicular angle.</p> <p>As a longer term project, it is recommended that a gateway feature is provided at the entry into the 30mph limit. It is recommended that a design scheme is drawn up to include features such as coloured surfacing and entry treatments that could be presented to Staffordshire County Council for implementation</p>	Page 71
14	<p>General:</p> <p>As a general quick win that will lead to an ongoing long term project, it is recommended that walking and cycling is promoted amongst residents of the town. This could be through co-ordinated events that raises awareness such as sponsored walks or bike rides with an aim of subsequent uptake of these modes for daily movement and may also include stalls in the town centre or news coverage on local radio / news outlets etc for promotion.</p>	Page 72
15	<p>General:</p> <p>If efforts are made to seek a reduction in vehicle speeds, it is firstly recommended that speed surveys are undertaken to be able to demonstrate to Staffordshire County Council that there is a need to reduce such vehicle speeds. Traffic data provided by Staffordshire County Council show that vehicle speeds do exceed the speed limit, however, these surveys date from 2009 and are considered historic, hence more up to date surveys should be undertaken. This being the case, it is recommended that the current white lining is built upon. It is recommended that an audit of existing white lining is undertaken and a scheme is devised that seeks to provide further improvement.</p>	Page 73
16	<p>Biddulph Moor speed:</p> <p>The implementation of any measures to reduce vehicle speeds would need to be endorsed by Staffordshire County Council, as the</p>	Page 90

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	<p>Local Highway Authority, and, if reductions in vehicle speeds are sought, it is recommended that they are approached to discuss such schemes prior to preparing any designs.</p>	
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