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**TO EACH MEMBER OF THE
SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE**

21 February 2013

Dear Councillor

**SUSTAINABLE COMMUNITIES OVERVIEW & SCRUTINY COMMITTEE - Wednesday 6
March 2013**

Further to the Agenda and papers for the above meeting, previously circulated, please find attached appendices relating to the following reports, which were not circulated with the agenda due to their size.:-

11. Local Area Transport Plan Programme for 2013/14 and 2014/15

To consider the third round of the Local Area Transport Plans (LATPs) and associated programmes for Chiltern, Haynes and Old Warden, and Potton, together with the refreshed LATPs for Arlesey and Stotfold, and Biggleswade and Sandy. The Committee is asked to consider an appropriate recommendation to the Executive.

Due to their size hard copies of the appendices to this report have been circulated to Members of the Committee only. Full copies of these appendices are available from the following link:-

<http://www.centralbedfordshire.gov.uk/modgov/ieDocSearch.aspx?bcr=1>

A hard copy of the draft Outdoor Access Improvement Plan (Appendix B to Item 10) has also been circulated to Members of the OSC separately and is available from the following link:- www.centralbedfordshire.gov.uk/countryside

Should you have any queries regarding the above please contact the Overview and Scrutiny Team on Tel: 0300 300 4634

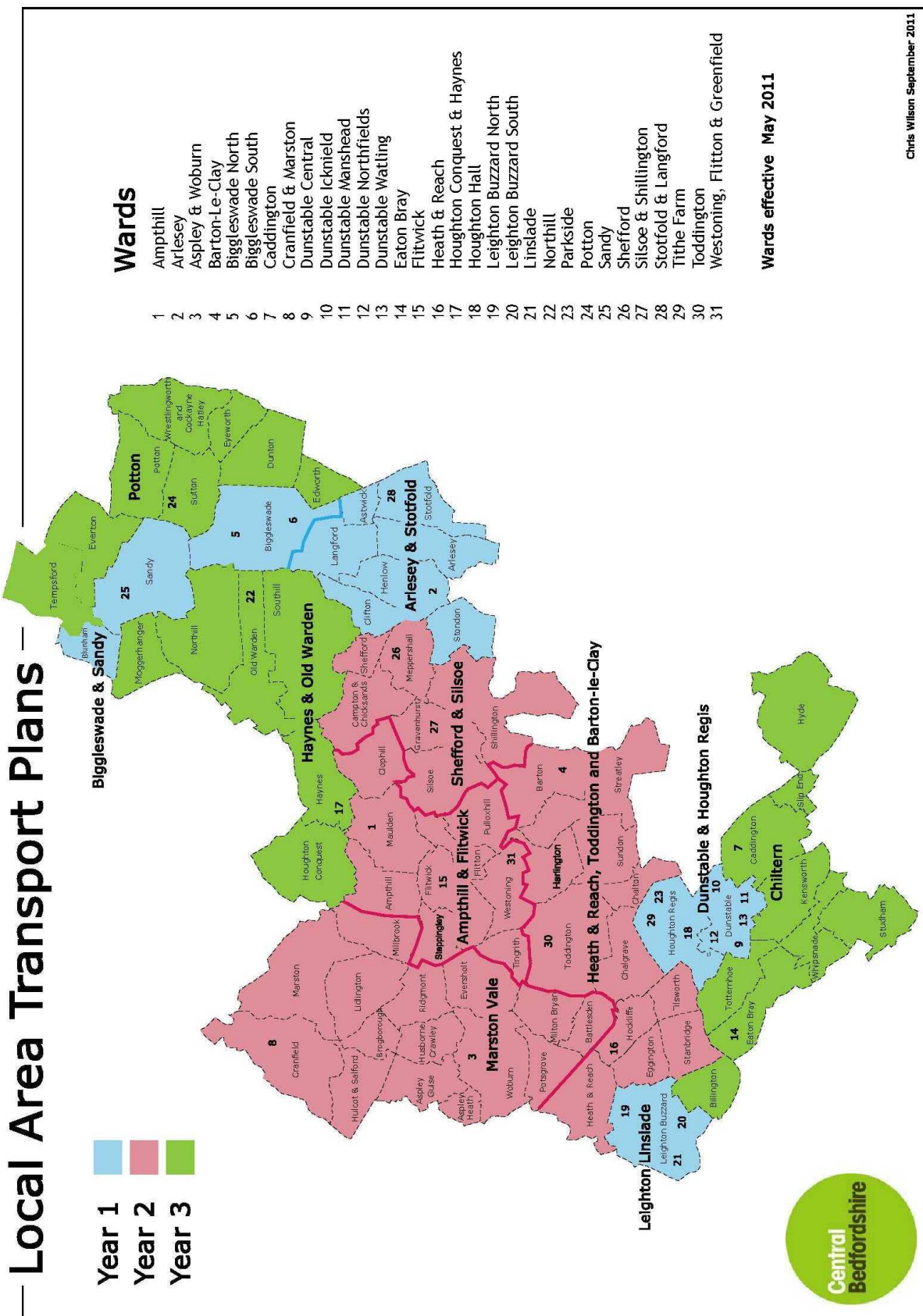
Yours sincerely

Jonathon Partridge,
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Appendix A

Local Area Transport Plan Boundaries



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Bedfordshire



Chiltern Area Local Area Transport Plan

Version: 130204



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1. Introduction

This chapter helps to explain what the Local Area Transport Plan is and how it fits in with the wider context of Transport Strategy within Central Bedfordshire. This document is the final version which has been produced following full consultation with the public and stakeholders.

1.1 What is the Local Area Transport Plan

The Local Area Transport Plan (LATP) for the Chiltern area sets out Central Bedfordshire Council's interpretation of the transport issues which affect the inhabitants of the area. The document further details potential improvements to the transport network and the enhancements to travel opportunities in and around the vicinity.

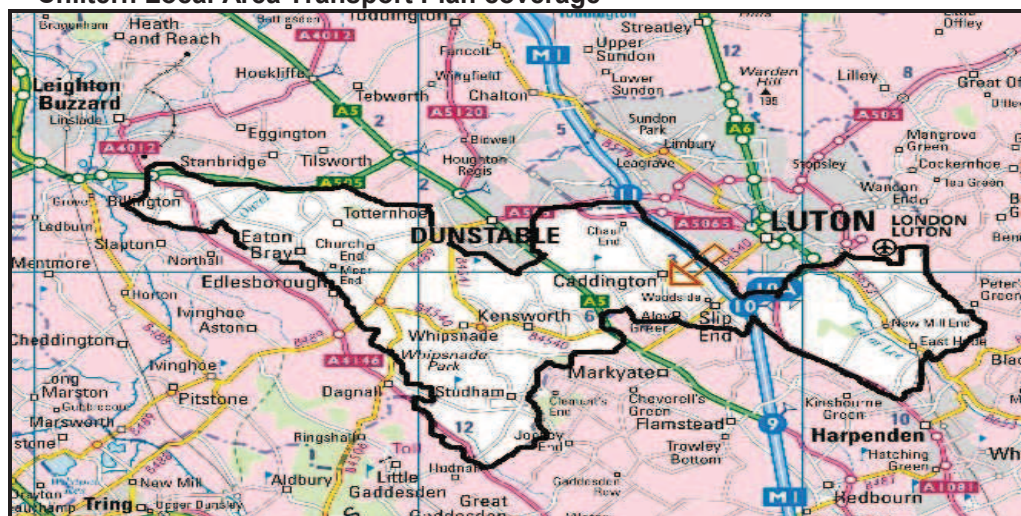
The LATP draws upon a number of different sources of information to form a robust evidence base upon which the most effective and cost efficient transport schemes can be provided in the area including:

- Consultation with local residents and councillors
- Census data and the Central Bedfordshire Householder Travel Survey
- Previous studies and reports including the Town and Parish Plans, Green Infrastructure Plans and Community Development Plan
- Feedback from working groups, town and parish councils and other stakeholders
- Future growth predictions and site allocations in the Local Development Framework
- Travel Plans in place at schools, workplaces and new residential developments

1.2 What Geographical area does the plan cover

The LATP covers the wards of **Caddington** and **Eaton Bray** and therefore the parishes of **Billington**, **Caddington**, **Eaton Bray**, **Hyde**, **Kensworth**, **Slip End**, **Studham**, **Totternhoe** and **Whipsnade**. The Chiltern LATP forms one of a series of LATPs developed as part of the Local Transport Plan (LTP) and covers the following geographical area as illustrated below:

Chiltern Local Area Transport Plan coverage



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1.3 Engagement and Consultation

Consultation initially took place with Central Bedfordshire Councillors and Parish Councils and reviewed supporting information such as Parish Plans and Green Infrastructure Plans in developing the initial draft document. This was in addition to work previously undertaken during the production of the LTP but obviously we are focussed on the issues particularly relevant to the Chiltern area. The draft document was then used for more substantive local engagement where a number of issues in addition to our preliminary analysis were identified which we have incorporated into this final document.

1.4 Public participation

Central Bedfordshire Councils approach to developing the LATPs is very much one of enabler and we therefore actively encouraged as much public and stakeholder participation into the development of the plan as possible.

The input from stakeholders, the public and locally elected representatives has led to the creation of all recommendations in this document, for a full list of responses to the consultation please refer to **Appendix E**.



2. Background

This Chapter gives more details as to the links with wider Transport Policy context and also what local information has been utilised in order to produce the Chiltern LAMP.

2.1 The Local Transport Plan

The Local Transport Plan is the strategic document which details Central Bedfordshire's aims and objectives for transport and how we plan to deliver them over the next 15 years. The LTP for Central Bedfordshire reflects national Government guidance, local priorities, local travel patterns and also how much money there is available and is in essence the most important transport-related document for Central Bedfordshire.

The Chiltern Area Plan forms one of a series of LAMPs through which the LTP for Central Bedfordshire will be delivered. In effect it provides the local detail to accompany the strategic, high level vision, objectives and interventions established in the LTP itself.

The LTP was very much centred on the journeys people need to make which is why the tag line '**my Journey**' has been adopted. The LAMP is also informed by a series of 'journey purpose themes' which set out the high level, strategic approach to addressing travel behaviour in Central Bedfordshire. Supporting strategies focus on specific issues in relation to walking, cycling, parking, public transport provision and road safety for example.

The framework for how the LTP is set out is detailed in Figure 2.1 below whilst the geographical coverage of the LAMP is highlighted in Figure 2.2. More detail and a copy of the LTP can be seen by visiting the following web page: <http://www.centralbedfordshire.gov.uk/travelling/your-travel-choices/transport-strategy/default.aspx>



Figure 2.1 LTP3 Framework

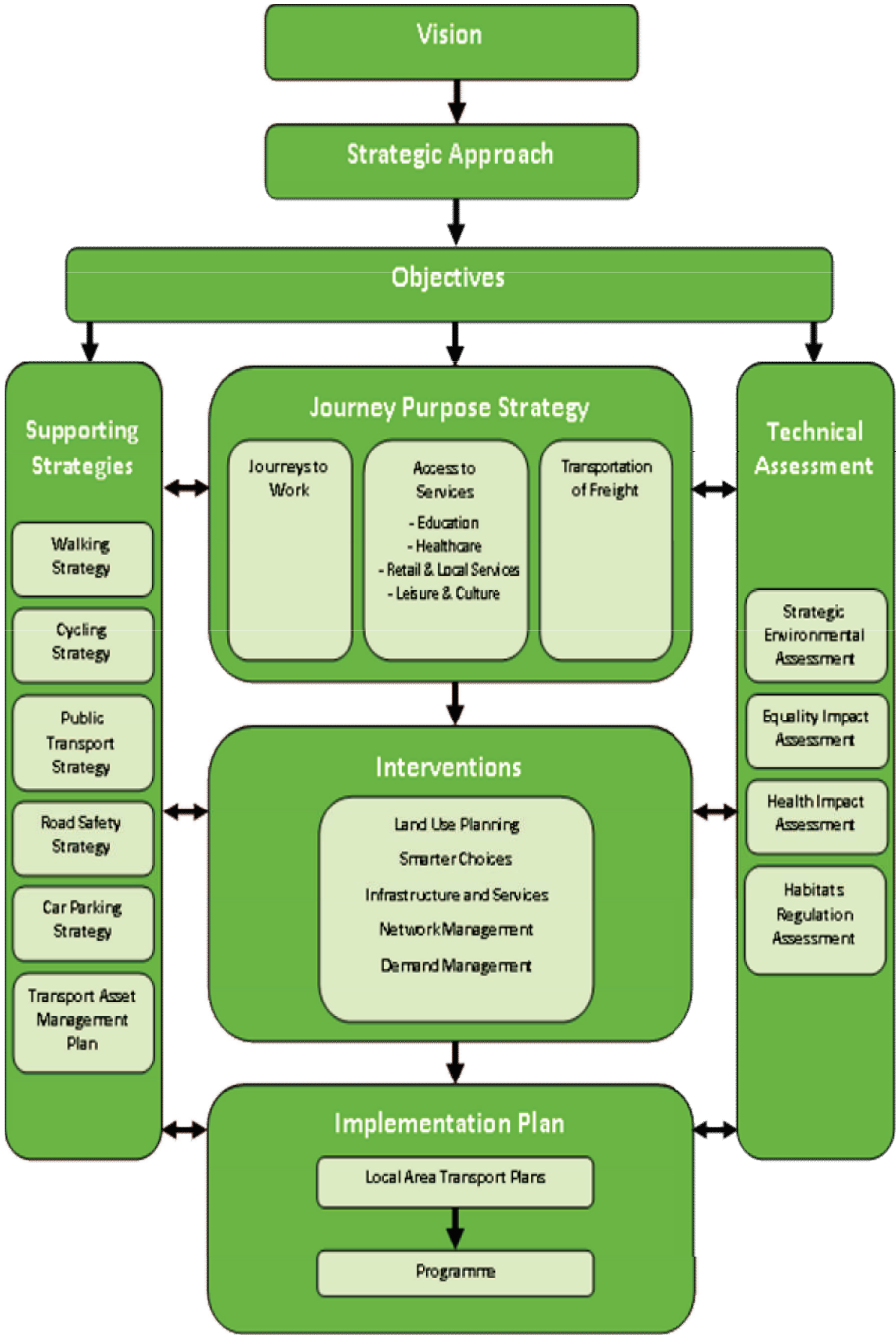
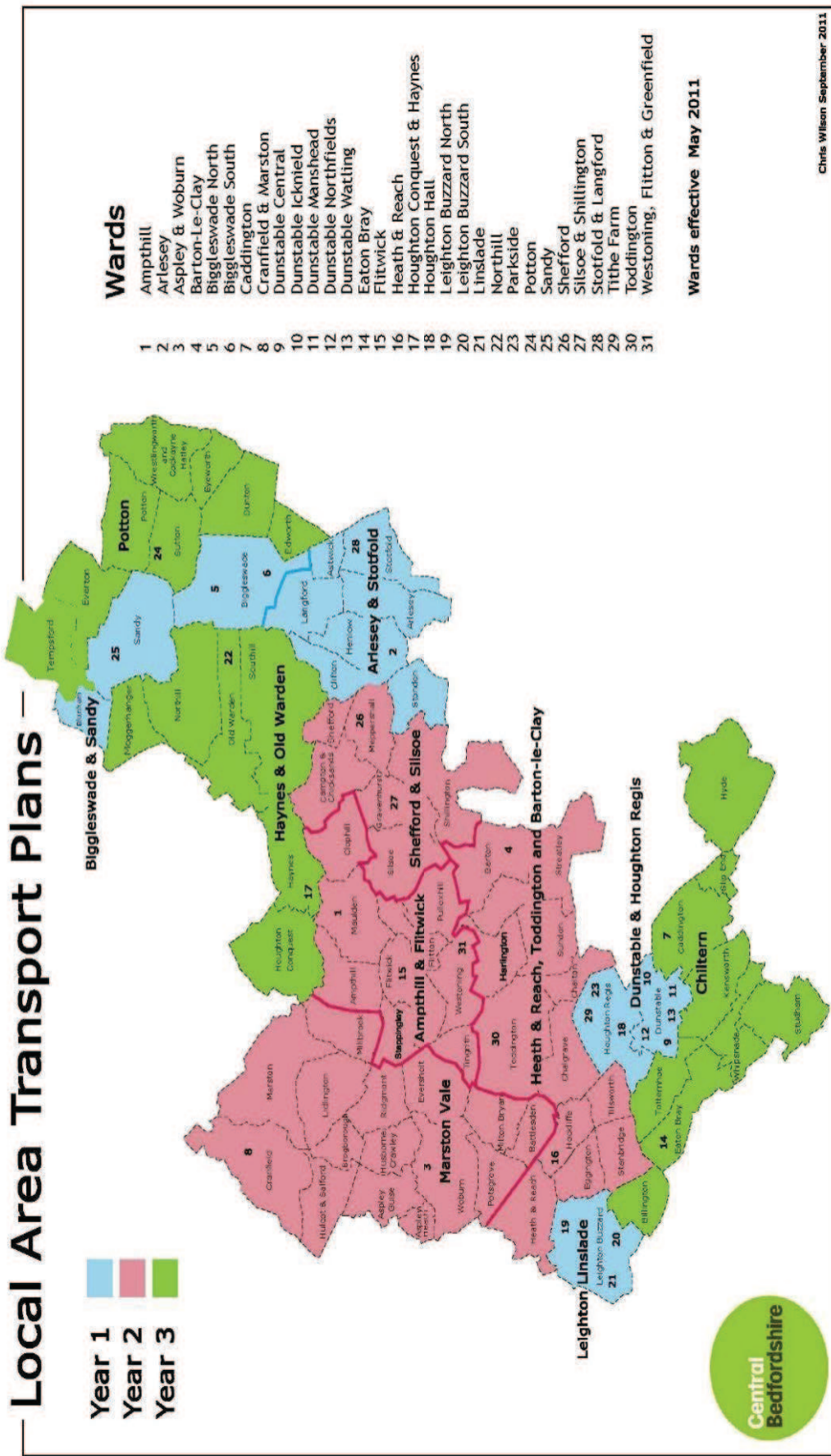


Figure 2.2: LAMP Areas



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3. Planning & Development

Context

The planning framework has undergone a significant number of changes over the past twelve months and the planning process for England and Wales continues to evolve as new legislation comes into effect. Most important are The Localism Act 2011, which aims to enable local communities to have more control over the type and scale of development within their locality, and the National Planning Policy Framework.

This chapter looks at the most relevant policies and offers an overview as to their context in relation to the Chiltern area and this LATP.

3.1 Housing Development

The Chiltern area over previous years has not seen substantial housing growth and as such has managed to maintain the individuality typical of rural areas left relatively untouched by over development. To put this into context, of the 5415 new build houses completed within the Southern Bedfordshire area between 2001 and 2012 just 164 of those were within the wards of Caddington or Eaton Bray. The following Table demonstrates a breakdown of the Chiltern area build:

Figure 3.1: House Completions 2001-2012

Parish	House builds between 2001-2012
Billington	17
Caddington	100
Eaton Bray	23
Hyde	-1
Kensworth	14
Slip end	1
Studham	6
Totternhoe	3
Whipsnade	0
Total	163

The current Draft Housing Trajectory, which details housing identified to be built, details just two sites within the LATP area these are:

1. South Beds Local Plan Allocation H1(19) – Land at Folly Lane, Caddington (80 Dwellings)
2. Unallocated site - Former BTR site, Caddington, outline consent (64 dwellings).



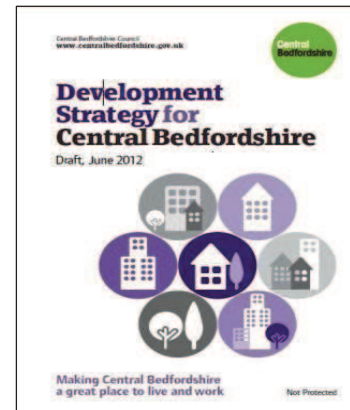
3.2 Development Strategy for Central Bedfordshire

The Development Strategy will be the main planning document for Central Bedfordshire. It will set out the overarching spatial strategy and development principles for the area together with more detailed policies to help determine planning applications.

The Development Strategy will address similar issues to those in the Core Strategy and Development Management Policies in the north of Central Bedfordshire, but will also consider the allocation of strategic development sites.

The main elements of the Development Strategy are:

- Strategic objectives for the area
- Overarching strategy for the location of new development
- Scale of new employment, housing and retail provision
- Identification of new strategic scale development sites
- Extent of new infrastructure required
- Key environmental constraints and opportunities
- Set of detailed policies to guide consideration of new development proposals



Until the new Development Strategy is adopted, the existing approved plans will continue to set the planning context for decisions on planning applications. For southern Central Bedfordshire the adopted Local Plan (2004) and joint Core Strategy (endorsed for Development Management purposes) apply. For northern Central Bedfordshire the adopted Core Strategy and Development Management Policies DPD and the Site Allocations DPD apply.

The Development Strategy plans for the delivery of a total of 28,750 new homes and 27,000 new jobs between 2011 and 2031. The Council will support the delivery of the existing planned sites that make up the majority of provision.

New development will be planned for at following locations

- North of Houghton Regis (5,600 homes and 30 ha employment land up to 2031)
- North of Luton (2,900 homes and 20 ha employment land up to 2031)
- East of Leighton Linlade (2,500 homes and 16 ha employment land)
- Sundon Rail Freight Interchange (40 ha employment land)
- Land at Maulden Road, Flitwick (18 ha employment land and country park)
- Land south of Wixams (500 homes and Country Park)


Although there are no houses specifically allocated through the emerging Development Strategy for the Caddington and Eaton Bray wards it is expected that some development will occur as windfall i.e. unallocated/unexpected sites, and small scale development will be brought forward through the Neighbourhood Plan for Caddington and Slip End.




3.3 Caddington & Slip End Neighbourhood Plan

Central Bedfordshire Council is one of 36 authorities across the country to test out the new neighbourhood planning process, a power introduced within the Localism Act which will allow communities to shape their own vision for their community. One of the two areas chosen within Central Bedfordshire to create a Neighbourhood Plan is Caddington and Slip End.

In an important change to the planning system communities can use neighbourhood planning to permit the development they want. This means that for individuals within the Caddington and Slip End community they will have much more involvement in deciding locations of local homes, shops, offices and protecting green spaces of value to the community.



“Our ambition is to develop a shared vision for the area and a successfully developed Neighbourhood Plan will reflect the local housing pressures and identify specific need; it will articulate local ambition for enhanced youth facilities, broader community amenities and employment opportunities”.



Neighbourhood plans do not take effect unless there is a majority of support in a referendum of the neighbourhood. They also have to meet a number of conditions before they can be put to a community referendum and legally come into force. These conditions are there to ensure plans are legally compliant and take account of wider policy considerations (e.g. national policy). Conditions are:

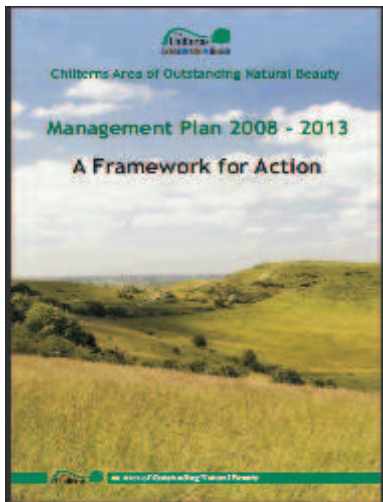
- They must have regard to national planning policy
- They must be in general conformity with strategic policies in the development plan for the local area (i.e. such as in the new Development Strategy)
- They must be compatible with EU obligations and human rights requirements.

An independent qualified person then checks that a Neighbourhood Plan appropriately meets the conditions before it can be voted on in a local referendum. If proposals pass the referendum, the local planning authority is under a legal duty to bring them into force.

The process for the Caddington/Slip End Neighbourhood Plan has started in earnest and completion is estimated to be late 2013.



3.4 The Chilterns AONB Management Plan: A Framework for Action



Central Bedfordshire is host to part of The Chilterns Area of Outstanding Natural Beauty (AONB). As part of duties required under the 'Countryside and rights of Way Act 2000' a Management Plan has been produced by the Chilterns Conservation Board which illustrates policies and actions that should be used to conserve the natural beauty of the AONB.

The Management Plan and the subsequent actions are not the sole responsibility of the Conservation Board alone and a cohesive approach between various sectors is required in order to help achieve the plan's aims. Therefore the LAMP for the Chiltern area will take account of the specific elements of The Management Plan which relate to transport and highways and any programme of works recommended as part of the LAMP should endeavour to ensure that conservation and enhancement of the natural beauty of the area are paramount. The Management Plan recognises the impact of travel and transport and in many ways mirrors the need for sustainable solutions that are detailed in the LTP3 for Central Bedfordshire. Furthermore the Management Plan recognises the need for improvements to transport infrastructure and services in order to expand the economic and leisure activities associated with the AONB. However, the plan states that improvements can and should be accommodated without detriment to the landscape. The following are some relevant excerpts taken from the Management Plan

Vision:

The impact of traffic on the area is reduced, with more people walking, cycling and using public transport and highway developments are appropriate and sympathetic to their surroundings.

Broad aims for Development:

Conserve and enhance the special qualities of the Chilterns in the development and operation of transport networks and services.

Reduce the negative impacts of transport on the environment of the Chilterns including lighting, noise and emissions of greenhouse gases.

Policies:

L11 The design and management of transport infrastructure and services should conserve and enhance the natural beauty of the Chilterns and reduce their harmful impacts including greenhouse gases.

UE7 Promote management of highways to encourage their use for walking, cycling and horse riding.

UE10 Promote the health and other benefits of visiting the countryside and in particular by walking, cycling and horse riding.

UE11 Encourage visits to the countryside and local villages without travelling by car.

SE2 Promote the provision and use of public transport to assist local people to gain access to services and facilities.



4. Community context – Ward Profiles

This chapter makes an analysis of the data available, which although not always directly related to transport, helps to set the context and build a picture of how people live, work and play in the neighbourhood and the kind of challenges facing the area and its occupants. The information utilises data collated during local economic research and also by interrogating relevant Census information.

4.1 Ward profiles

The area covered in the LAMP for Chiltern is made up of two wards, Caddington and Eaton Bray, containing nine individual parishes. There is an array of data and information available which has been collected on a Ward basis: this section details the most relevant information.

Population & Demography

This section details the basic information with regards to population and demography for the area and offers a comparison for the rest of the authority. The individual parish populations and dwelling numbers in 2009 were as follows:

Table 4.1: Parish populations (2009)

Caddington Parishes	Population	Dwellings	Eaton Bray Parishes	Population	Dwelling
Caddington	3,740	1,730	Billington	330	140
Hyde	390	180	Eaton Bray	2,610	1,110
Kensworth	1,440	630	Totternhoe	1,130	560
Slip End	1,960	890			
Studham	1,110	480			
Whipsnade	430	230			
Total	9,070	4,140		4,070	1,810

Table 4.2: Demography detail

Profile set		Caddington	Eaton Bray	Central Bedfordshire	England
Population by Age ¹ :	0-15	16%	16%	20%	19%
	16-64	62%	63%	65%	65%
	65+	21%	22%	15%	16%
Population by Ethnic origin ² :	White British	94%	95.3%	94%	87%
	Not 'White' British	6%	4.7%	6%	13%

¹ ONS, LSOA mid year population estimates for England and Wales(experimental) 2009

² ONS, 2001 Census



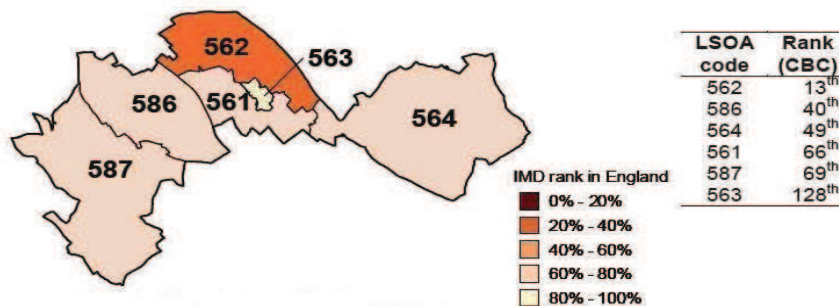
The above table demonstrates that the Chiltern Area has an older age profile than that of the rest of Central Bedfordshire and similar ethnicity splits to the rest of Central Bedfordshire.

Deprivation

Although the wards covered by the Chiltern LAMP are traditionally seen as areas where deprivation is not a general problem, analysis shows that there are 'pockets' of deprivation which can hinder residents' opportunities to access higher education, employment, health and leisure services. The following information utilises statistics made available through the ³Indices of Deprivation information set and collects and demonstrates information based on Lower Super Output Areas (LSOAs).

One of the LSOAs in the Caddington ward is in the 30-40% most deprived LSOAs in England. However the other five of the six are all in the least deprived 40% in England. In Eaton Bray one of the four LSOAs is in the top 40-50% most deprived and the other three are all in the least deprived 50% in England. The following maps and accompanying table both show the geographical location of the LSOAs and the ranking in terms of national and Central Bedfordshire:

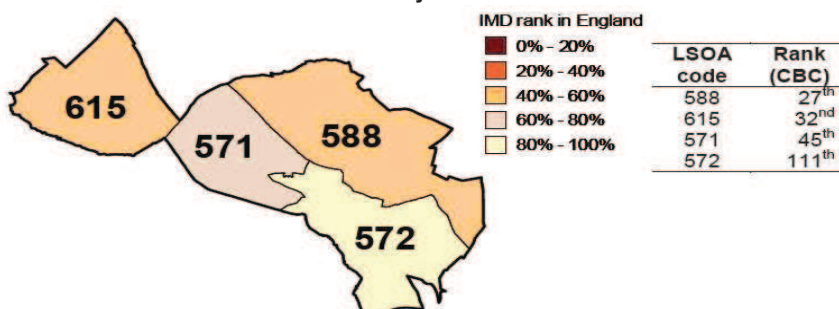
Location and rank of LSOAs in Caddington ward



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Note: the colours on the map show the level of deprivation relative to all LSOAs in England (darker colours are more deprived).

Location and rank of LSOAs in Eaton Bray ward



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As the above figures demonstrate there are no 'high' levels of overall deprivation in any of the areas within Eaton Bray and Caddington but analysis highlights issues with certain 'domains' one of which is that the LSOAs numbered 587 and 564 in Caddington and numbers 615 and 588 in Eaton Bray are all in the most deprived 20% in England for the 'Barriers to Housing and Services' domain. This highlights an issue with housing affordability and accessing services.

³ DCLG, Indices of Deprivation – Index of Multiple Deprivation, 2010



The ⁴number of working age people on out of work benefits in Caddington and Eaton Bray is 7.1 & 7.4% respectively which is similar to the Central Bedfordshire total of 7.6% but markedly lower than the national figure of 12%.

Economic profile

Caddington and Eaton Bray wards have a lower proportion of residents who are employed or actively seeking employment in comparison to the rest of Central Bedfordshire. This can mostly be attributed to the higher than average number of over 65s living in the area.

Table 4.3 Employment

Area	Rate
Caddington Ward	70.3%
Eaton Bray Ward	68.1%
Central Bedfordshire	73.8%
England	66.9%

When it comes to the specifics of employment Caddington and Eaton Bray wards show very little difference:

- Residents are more likely to be in managerial/technical occupations (46.9% and 48% respectively) in comparison to 43.5% average for Central Bedfordshire.
- Less likely to be in unskilled positions, or process, plant or machine operatives (15.4% both) in comparison to 18.5% in Central Bedfordshire.
- Residents are more likely to be self employed (12.4% both) compared to 9.7% for Central Bedfordshire.

The Local Economic Assessment has identified that 49.2% of businesses in Central Bedfordshire are based in wards that are classed as rural and 40.7% of all people employed in Central Bedfordshire are employed in wards classed as rural. The rural economy is therefore of critical importance to the overall economy of Central Bedfordshire.

Either within the LATP area or within close proximity there are a number of tourist destinations including Whipsnade Zoo, Luton Hoo and Bury Farm and in 2009 there were 5,269,100 trips to Central Bedfordshire either just for a day or to stay longer. Visitors to Central Bedfordshire contribute significantly to the local economy and the total value of tourism in Central Bedfordshire in 2009 was £312,280,000 which was a 5.9% increase over 2008. The tourism economy in Central Bedfordshire supports approximately 6,035 jobs, accounting for 4.9% of total employment in the area.

Children and Young people

There is a limited amount of relevant information available with regards to children and young people living within the Chiltern area. One reason for this is because a significant number of children from the Caddington and Eaton Bray wards attend schools outside of

⁴ ONS, work and Pensions Longitudinal Study August 2010, from Normis



Central Bedfordshire. However, of the information available, it is worth noting that of children in reception classes in Caddington ward, a higher proportion of children were⁵ obese (14%), compared with Central Bedfordshire (9%) and England averages (19%). There are obviously a number of reasons for child obesity but one way of promoting a healthier lifestyle is to encourage more walking and cycling.

4.2 Summary

The information within this chapter demonstrates that, on the whole, the two wards of Caddington and Eaton Bray are fairly typical of similar rural areas within Central Bedfordshire. However, although there are no high levels of concern there are some elements of data that should be used to help inform priorities for any future programmes of works, in particular being mindful of the difficulties for some in 'accessing services' and for the higher than average rate of childhood obesity both of which are issues where transport policy can help make a positive impact.

⁵ NHS Bedfordshire and The Health and Social Care Information Centre, Lifestyle Statistics / Department of Health Cross Government Obesity Unit NCMP Dataset, 2009-20210



5. Community Context - Parishes

The information in this section has been sourced locally at a parish level where this has been available. There are a number of Parish Plans which have been produced or are on-going by the local parish councils or groups acting with the local community. Parish Plans and Green Infrastructure Plans give specific local information and include a consideration of the transport issues and the local growth agenda.

Only a few of the parishes in the area have produced a parish or village plan - Billington, Kensworth, Slip End and Whipsnade, while there are Green Infrastructure Plans for Kensworth, Totternhoe and Whipsnade. Some of these plans are up to 5 years old and so it is possible that some of the actions identified in them have been undertaken already or are no longer relevant. This consultation will identify those actions which do not need to be included in the LATP.

5.1 Billington



Billington Parish Church

The village of Billington lies astride the A4146 road from Leighton Buzzard to Hemel Hempstead and is made up of Little and Great Billington, Little Billington sitting on the Buckinghamshire border. The village sits on a hilltop position and has views across to Leighton Buzzard and Linslade to the north and the Chilterns to the south.

There is a 30mph speed limit through the village and there is evidence that this is enforced by the police as there is a specific “Police Vehicles Only” parking space at the Northern end of the village and warning signs on the approaches. The vertical and horizontal alignment of the road is poor and accessing it from houses / side roads can be a problem.

At the Southern end of the village an unclassified road leads to a number of commercial vehicle premises and the surface is in poor condition. This road also leads to the popular visitor attraction of Mead Open Farm but has no facilities for pedestrian or cycle access.

There is a pavement along the East side of the road which varies in width and condition. One bus stop exists at the Northern edge of the village for use by the few buses which pass through – this is provided with a shelter but is otherwise not marked though the drivers will stop there on request.

Billington Parish Plan has been produced by a steering group who had the aim of creating a Parish Plan that *“would identify projects which would improve the village*



environment either physically or by providing facilities which would be of benefit to the residents” (2006). In relation to Traffic and Transport the plan aims to ‘Limit Traffic Impact on Village Through Reduction of Speed, Improve Bus Services and Provide cycle Lanes’ In summary:

- Explore effective traffic management.
- Measures in Stanbridge Road and Slapton Road as well as the A4146.
- Speed reduction cameras
- HGV bans on the main road and possibly Stanbridge Rd
- Assess Public transport need and encourage people to use services
- Upgrade footpath into Leighton into a dual footway and cycle track.

5.2 Caddington

Caddington is the largest of the Chiltern villages and parishes and offers the largest selection of services and facilities within the main village.

Caddington village lies between Dunstable and Luton (to the north) and Hertfordshire (to the south) and to the west is the village of Kensworth. The northern and eastern borders are generally formed by the railway line and the M1. To the south-east is the parish of Slip End and to the south is Markyate, in Hertfordshire. Caddington village and the nearby hamlet of Aley Green are in the south of the parish. The hamlet of Chaul End lies in the north of the parish.



Caddington Car Parking

The village has experienced an amount of residential build in recent years and is also set to see some more imminently and also in the future which will be detailed in the joint Neighbourhood Plan with Slip End.

The village is well serviced in terms of facilities which include local shops, schools, restaurants, doctor’s surgery, pubs and a public hall. There are also local bus services with good waiting provision at the bus shelter.

There is currently no parish plan but through the LAMP and Neighbourhood Plan consultation process transport issues raised include:

- Parking around the village centre near convenience shops.
- Speeding through the village
- Safety on walking route to school
- More Walking and Cycling routes wanted

5.3 Slip End

Slip End is a well established community offering varying degrees of local amenities. It is thought that the settlements of Woodside, Aley Green and Pepperstock to either side



of the village are the original settlements of the area and date back prior to the 19th century.

The M1 runs adjacent to the village with access through the village to Luton, Caddington and Dunstable. The village incorporates a school, church, village hall, playing fields and public houses. For many services such as a doctor residents' nearest location is Caddington. Slip End is just a short distance to Luton Airport and as such is home to an Airpark facility which offers a 'Park and Ride' type facility for customers of the airport.



Slip End has an impressive and extensive Parish Plan (2011-2016) which is being used to help inform the joint Neighbourhood Plan currently being created with Caddington. Known issues include:

- Speeding traffic, particularly at the entrances/exits of the village.
- Parking problems
- Rat running
- Signing of walking routes
- Crossing facilities when accessing Church and playing facilities.
- Public transport provision poor at weekends and evenings

5.4 Hyde

The Hyde Parish area is separated from the south of Luton by the A1081 Airport Way and consists of a number of ancient hamlets traditionally split into East and West Hyde. In terms of facilities the residents are within the most rural and smallest populations in



East Hyde

Central Bedfordshire with no one central place offering specific facilities for residents. However there are some community facilities including a village hall, a public house in East Hyde and Luton Hoo a large employer for the area offering tourist facilities and leisure activities in the form of a hotel and golf course.

The area has quite good walking and cycling facilities as part of the Lea Valley Walk (Luton to Harpenden), with a relatively recent upgrade to a cycleway. Speed through the hamlets has been observed as a problem with some issues regarding HGVs accessing inappropriate and narrow lanes also cited.



5.5 Kensworth

The parish is located on the edge of Dunstable Downs, and includes the hamlets of **California** and **Kensworth Lynch**.

The Parish has a number of facilities including a school, village hall, churches, shops and a public house. Also nearby is the Chalk Pit which is a source of local employment.



Kensworth crossing

Kensworth has a number of features installed on the B4540 that runs through the village to reduce the speed of the traffic, including a speed camera and a mini roundabout at the eastern end. There is limited parking outside the school which is on the B4540 at the east of the village and so there is the potential for problems there at drop off and pick up times.

The 'Kensworth Green Infrastructure Plan' identifies a number of places where footpaths should be created, improved or upgraded to cycleway / bridleway. These are intended to link existing footpaths and to fill gaps in the network that currently exist. The majority of these would be the responsibility of the Rights of Way Officers in CBC.

From Parish Council meeting notes it is noted that double yellow lines are requested for Isle of Wight Lane as a result of the imposition of parking charges at the Gateway Visitors' Centre on Dunstable Downs.

5.6 Studham

Studham is the most southerly of the Central Bedfordshire villages and borders both Buckinghamshire and Hertfordshire. Being one of the more rural villages, facilities are limited for locals including poor public transport.



Studham Common

Other concerns raised through the Parish Council have been in relation to the speed of traffic going through the village and also the impact of HGVs.



5.7 Whipsnade

Whipsnade lies to the east of the Chiltern Hills and to the South West of Dunstable and is home to the famous Whipsnade Zoo. There are a number of facilities within the village and there are some basic public transport links.



Whipsnade

A Green Infrastructure Plan was developed jointly with the Kensworth GI plan and includes a proposal for a new footpath / cycleway linking the two villages (also included in the Kensworth GI Plan).

It also includes an action to improve and maintain the access road to the Tree Cathedral and also the one to Chequers and beyond as a Quiet Lane.

5.8 Eaton Bray

Eaton Bray sits to the South East of Central Bedfordshire and is joined to the parish of Edlesborough, which is in Buckinghamshire, and is approximately one mile from Totternhoe. Traffic and speeding has been highlighted as a growing issue for the villagers particularly with regards to accessing the local primary school which is due to increase provision over the forthcoming months.



Eaton Bray Junction

5.9 Totternhoe

Totternhoe lies between Dunstable and Leighton Buzzard. The village has some community facilities which include a school, public house and also a large chalk quarry on the outskirts offering a commercial perspective. The linear village of Totternhoe is situated mainly to the North of an unclassified road which is not generally a through route but can be seen as a fairly direct link between West Dunstable and Leighton Buzzard if the A5 / A505 are congested.





Totternhoe Castle Hill Rd

The majority of the development is on the Northern side of the road which is in good condition and generally of standard width which could encourage speeding. There is a road narrowing at the West end of the village to control speed and also between Totternhoe and Dunstable outside the Dunstable Cricket Club.

A pavement runs the entire length of the village (partly on the South side) which is served by a regular bus between Dunstable and Aylesbury. A number of bus stops exist in the village of varying quality with the majority of the shelters being on the Northern side of the road serving the Dunstable bound service.

The Totternhoe GI Plan identifies a number of changes to the walking network which the residents have identified as being priorities for the village – these include upgrading of footpaths to bridleways, the creation of a new bridleway and the downgrading of one bridleway for safety reasons.

The Parish Council have submitted to Central Beds Council a 1 to 3 year plan of what other traffic calming work is required (Parish Newsletter of December 2011 / January 2012). They have requested another 'Build Out' and 2 roundabouts to be installed on Castle Hill Road at various road junctions which they feel is possibly the best solution to reduce the speeding and the increased number of heavy vehicles using the roads. Villagers want HGV ban on Castle Hill Road – old lime works traffic.



6. Modal Issues

This chapter assesses the key transport issues and amenities in the Chiltern area in terms of different modes of travel and related issues such as car travel and road safety records as well as looking at the different types of way people travel.

6.1 Highways

In the 2001 Census, **87%** of the households in the area had access to one or more cars which is slightly higher than across Central Bedfordshire as a whole (85%) and significantly higher than the country as a whole (74%).

Local Road Network

The geographical alignment of the Chiltern area is predominantly East – West. It is crossed by 4 major North – South roads: the M1 is accessed via Junction 10 which lies between the parishes of Slip End and Hyde and forms the eastern border of Caddington and Slip End parishes; the A1081 runs along the western edge of Hyde Parish; the A5 forms the boundary between Kensworth and Caddington parishes and the A4146 runs along the Western edge of Studham parish and also through the centre of Billington which is the only major settlement in the area which lies on one of these routes.

A network of B and C roads running generally east – west links the villages and, the smaller settlements and the rural areas, most of them without any segregated cycling or walking facilities and many being too narrow for two large vehicles to pass each other.

Road Safety

Between the 1 January 2009 and the 31 December 2011 there were a total of 1 Fatal, 32 serious and 163 slight accidents in the Chiltern area. These resulted in:

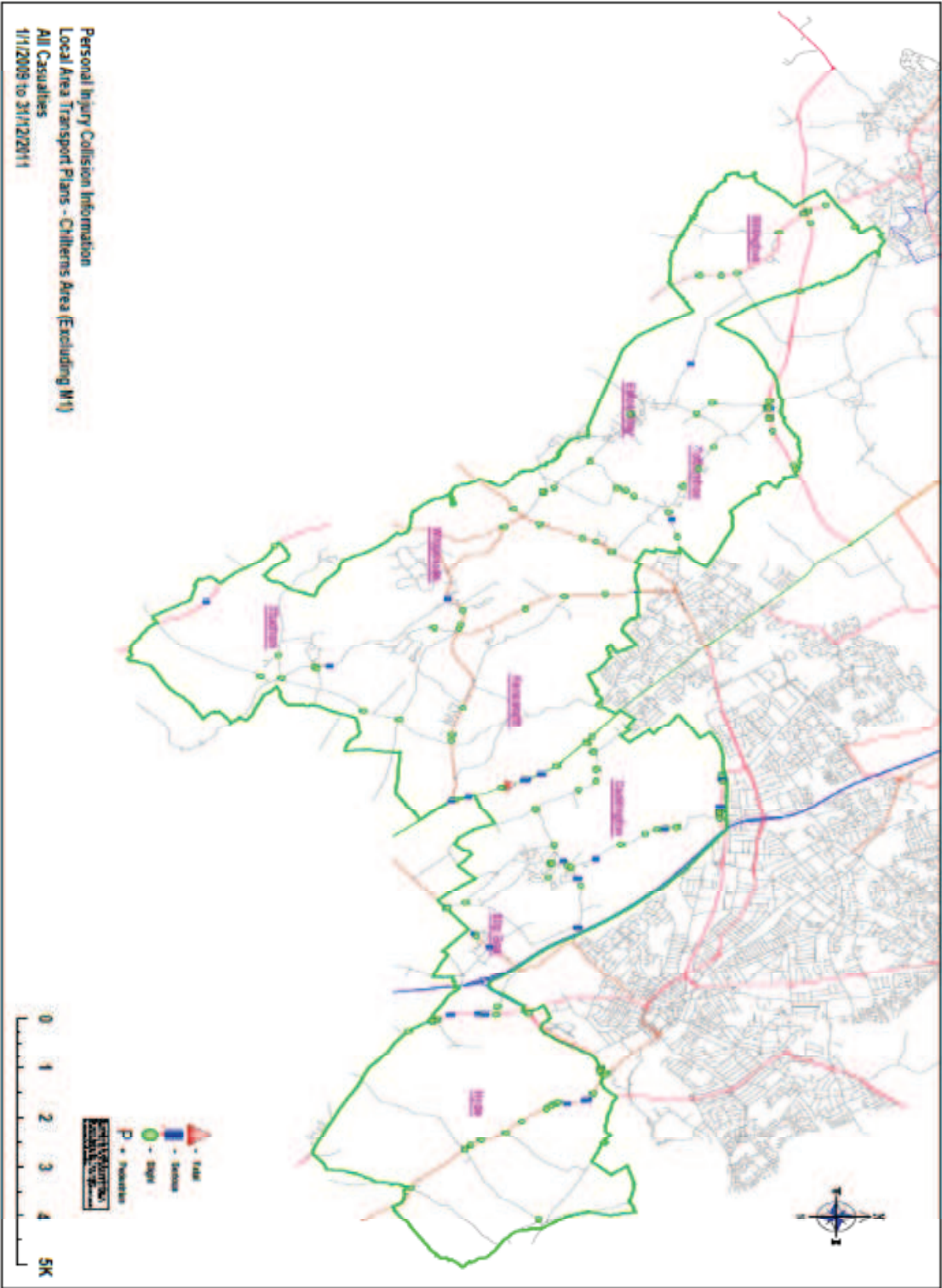
2 fatalities - **37 serious injuries** - **270 slight injuries**

Breaking the data down further:

- 5% of the casualties were children aged under 16 years old
- 8 casualties were pedestrians (2 children), of which 4 (0 children) were seriously injured
- 10 casualties were cyclists (1 children), of which 0 were seriously injured
- 255 casualties were drivers or passengers (11 children) in a private vehicle, of which 20 were seriously injured and 2 were killed

From the figures it would appear that cycling and walking are fairly safe modes of travel in the area, probably owing in part to the rural nature which leads to more car travel and thus increases the number of accidents to car occupants. The following map shows the locations and severity of the accidents over the 3 year period (red – fatal, blue – serious and green – slight).





An Improvement scheme has been nominated on the B653 from Luton to East Hyde under the Local Safety Scheme initiative. The intention is to deliver this particular scheme during 2012/2013. The safety improvements will in the main consist of high performance road markings, road studs and signage and will be delivered in conjunction with a structural maintenance scheme (a combination of surface overlay and surface dressing).

A number of speed related requests for work have been made by residents and Parish councils in the Chiltern Area and these are detailed in Appendix A.

Car Parking

The provision of car parking in the Plan area is typically confined to private, off-street parking that is normally dedicated to the use of a specific facility, such as a shop or a school. There is little in the way of formal public car parking in the area.

The enforcement of on-street car parking is undertaken by Central Bedfordshire Council, through its contractor Vinci Parking. Central Bedfordshire Council seeks to manage on-street parking in a way that benefits local communities, improves traffic flow, and improves access for emergency vehicles and buses. Civil Enforcements Officers issue Penalty Charge Notices (PCNs) to vehicles parked in breach of Traffic Regulation Orders.

6.2 Public Transport

The bus services in this area are provided by a number of operators – Arriva, Centrebus, Red Kite, Redline and South Beds dial-a-ride. A proportion of these services are supported by Central Bedfordshire Council, particularly those serving the villages furthest from the main highway network. A full list of services can be found in Appendix B.

The predominant problem is access to services in the evening and at weekends. Unfortunately bus services need to be commercially viable and in rural areas, where there is a lower population, it is difficult to ensure good public transport is available. However, there is a need in terms of accessibility for many residents in the Chiltern Area to have public transport available, particularly those residents who are more likely to depend on public transport such as the elderly or young. It is therefore a problem that needs resolution.

Bus Infrastructure

The standard of bus stops and shelters varies from village to village with some stops in prestige condition, for example the one shown below in Caddington which has been recently installed by the Parish Council and has up to date and readable bus timetables on display as well as adequate shelter from the weather.





Caddington bus shelter.

However there are a number of stops and timetable facilities that are inadequate such as the one in Totternhoe shown in the previous chapter, where the timetable can be seen swinging from the seat.

6.3 Rail Services

The only railway line through the area is in the extreme East where the Midland Mainline runs through Hyde Parish. There are no stations on this line in the area but Luton Airport Parkway is just outside the area to the North and Harpenden to the South. Just to the West of the area the West Coast Mainline has a major station at Leighton Buzzard and a more local one at Cheddington.

Appendix C demonstrates the services available for accessing train travel and shows that few of the bus services offer the opportunity for residents of the area to commute to London as they either arrive at stations too late or depart from them too early. This means that anyone wishing to commute to London or elsewhere will generally take their car to the relevant railway station.

6.4 Walking



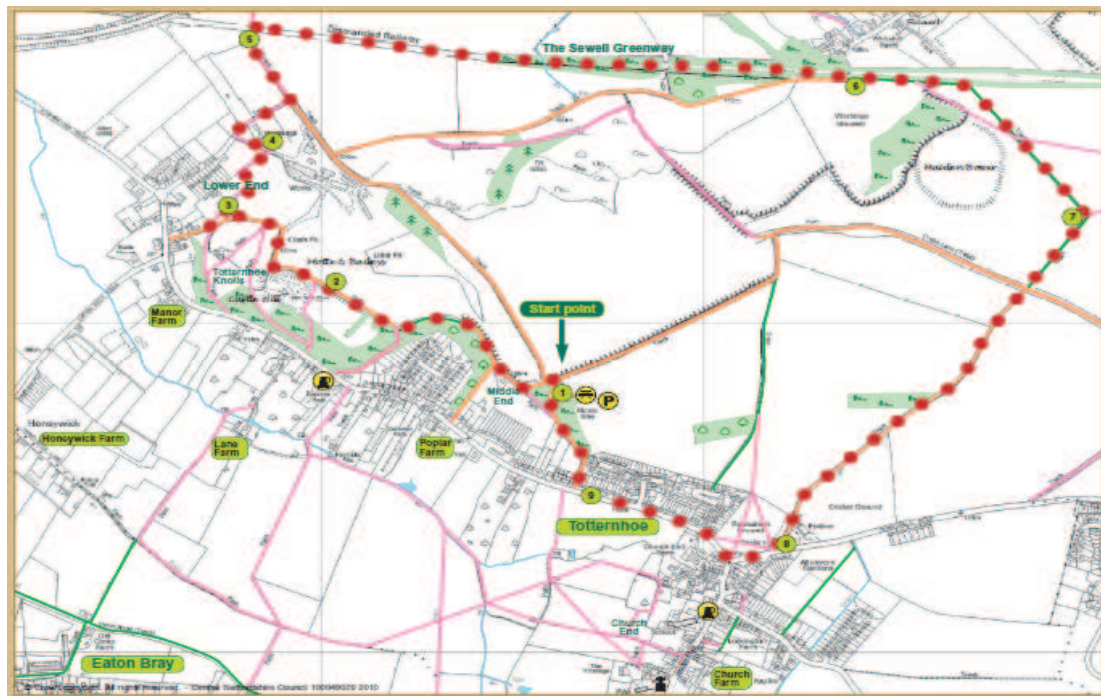
Many of the villages in the Plan area are linked by one or more off-road rights of way, such as a footpath, permissive path, or public bridleway. These routes provide a comprehensive network of walking links throughout the area, particularly where they meet in rural villages to form off-road paths as alternatives to walking on street.

However, their soft surfacing (particularly an issue in poor weather), poor legibility, lack of lighting, and length mean that they are often used for more leisurely walking as opposed to frequent walking trips between villages or access to employment or education.

For the purposes of leisure there has been investment in a number of local routes which make the most of the beautiful countryside surrounding some of the settlements and as such work well to drive a small but growing local tourist opportunity as well as improve walking facilities for local residents. In particular within the Chiltern area there are a



number of walks such as in Whipsnade and Totternhoe that circulate the local villages and enable connections between the settlements.



Totternhoe circular walk

However, walking between settlements on street can be difficult owing to a lack of facilities along the sides of the roads, and, although a comprehensive network of rural footpaths does exist, they are not well signposted in all cases. Within the villages there are a number of elements that need to be considered in enabling access to local facilities from within and throughout the villages, these considerations include;

- the width of pavements;
- the quality of their surfacing;
- the standard of street lighting (if any), and
- the extent of on-pavement parking.

All of these have an impact on the attractiveness of walking for people living in the villages but the paths are integral to ensuring that access is provided to local facilities for those residents who do not have access to vehicular travel, may have mobility impairments or need to transport young children or babies in push chairs etc..

6.5 Cycling

There appears to be very little specific provision for cyclists in the area with no signposted cycle paths, on-road cycle lanes or cycle parking facilities in any of the villages. Some schools do however place an emphasis on cycling and offer cycle training to youngsters.

Cycling between villages, and from villages to nearby urban areas, is achieved by using fast rural roads. Whilst many of these are not heavily trafficked, mixing with motor vehicles, combined with high speeds, gives a significant perceptual barrier to cycling. To

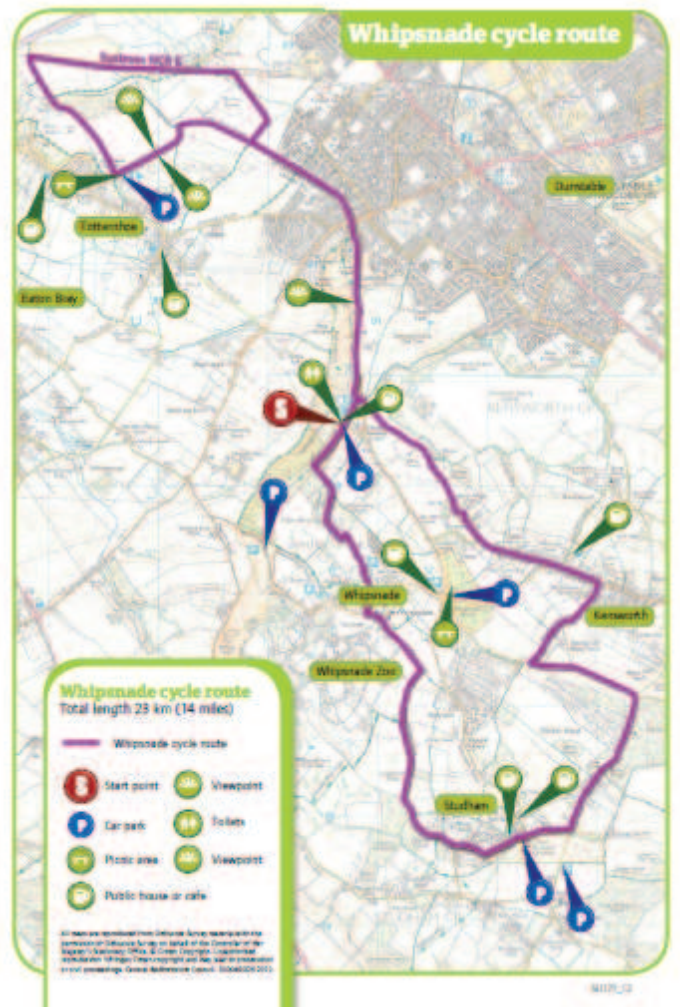


access many villages and towns involves either crossing or cycling along high speed, busy roads such as the A6 or A600, which is daunting to all but the most experienced cyclist.



Nearly all off-road cycle links in the area are provided by public bridleways. Their significant advantage is that there is almost no conflict with vehicular traffic over the majority of their length. However, these routes are often indirect or incomplete in places while the quality of the infrastructure (often muddy tracks or fields) makes cycling along them very uncomfortable while a lack of lighting is a significant safety barrier.

The Chilterns Cycleway is a 170 mile circular route passing right around the Chilterns Area of Outstanding Natural Beauty. Over 95% of the route is on-road (mostly following minor roads), with just a few sections following towpaths, surfaced cycle lanes and bridleways. Although the Cycleway follows minor roads as much as possible, traffic can be heavy at rush-hour.



Whipsnade cycle route

As with all rural areas there are 'pockets' of deprivation and transport plays an integral element in providing opportunities for people affected by this. One section of the



community that are commonly affected by access issues when living in rural areas are young people, in particular school leavers. In order to assist young people in this situation Central Bedfordshire's '**Wheels2Work**' scheme is now available as part of the Travel Choices programme to assist those residents who have limited or no access to transport.

It can provide applicants with a **50cc scooter or bike**, and all residents in Central Bedfordshire may apply, although priority will be given to those residents living in or travelling to Dunstable, Houghton Regis and Leighton Buzzard and meeting the following criteria:

- Working age (16 and upwards) with priority given to those aged 16 to 24.
- Live in Central Bedfordshire and have limited or no access to transport to get to employment, education or training.
- Preferably have a firm offer of employment or education/training or be actively job seeking.

The **Scooter scheme** provides the following, all completely free - helmet, jacket, trousers, gloves, Compulsory Basic Training (CBT) course, 'Rural Rides' training course, road tax paid, fully Comprehensive Insurance and RAC breakdown. The applicant is responsible for paying for monthly wear and tear payment along with their fuel costs.



7. Journey Purpose Analysis

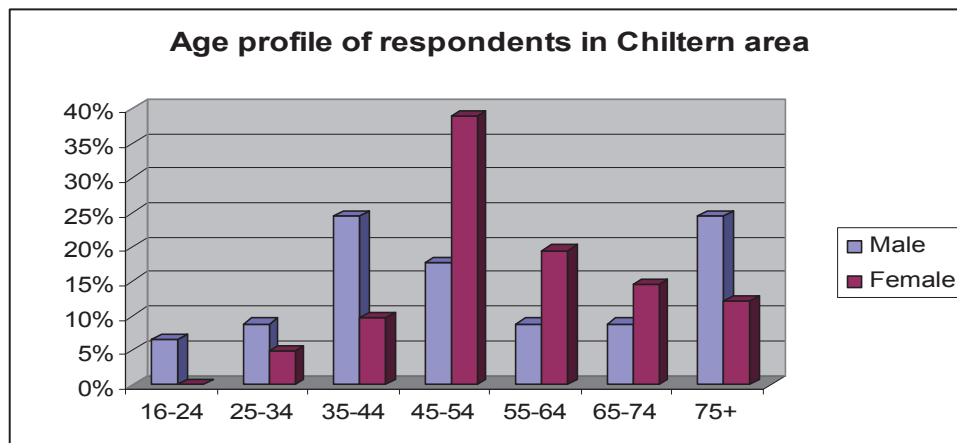
As described in Chapter 2, an integral element of the Local Transport Plan strategy is to look at the journeys people need to make in order to assess what interventions can be put in place to make key destinations more accessible. A Householder Travel Survey was undertaken in March/April 2012 which looked at the travel patterns of residents in Central Bedfordshire.

Within the total sample of around 2,000 there were approximately 90 responses from residents of the Chiltern LAMP area. This is quite a small sample and so it is unlikely to produce statistically significant results when broken down into smaller packets of data and therefore we have used information collected from respondents in all the rural areas of Central Bedfordshire combined.

7.1 General

It is possible to look at some characteristics of the total sample – for example overall age / gender distribution and overall car ownerships at a Chiltern level, but for more detailed analysis of the data, the results for the rural areas of Central Bedfordshire are used as a proxy as the Chiltern area is made up of generally rural parishes.

Figure 7.1 Travel Survey – age and sex of respondents



Car Ownership

The survey identified that 91% of the people living in the Chiltern area who were interviewed have access to a car which is higher than the figure for Central Bedfordshire as a whole from the survey (88%) and also higher than the car ownership figure of 83% from the census, though the latter is based on a much larger sample. Of those in the survey in the Chiltern area who own a car, 48% have 1 car, 36% have 2 cars and 13% have 3 or more cars

The recorded use of the various modes across the rural area of Central Bedfordshire emphasises this point as a large majority of the respondents (45%) never use a bus.



Table 7.1 Frequency of use of different modes of transport (Proportion of respondents) across rural areas of Central Bedfordshire

	Car Driver	Car Passenger	Motor Bike	Bus	Train	Taxi	Bicycle	Walk	Other
Most Days	63%	15%	1%	9%	3%	1%	6%	64%	0%
Once / Twice per week	15%	51%	2%	12%	4%	3%	12%	25%	0%
Once a fortnight	1%	9%	1%	7%	5%	4%	4%	2%	0%
Once a month	0%	7%	1%	7%	18%	11%	6%	2%	1%
Several times per year	1%	4%	1%	10%	34%	23%	9%	1%	12%
Once a year or less	0%	4%	1%	12%	16%	14%	6%	1%	16%
Never	19%	10%	94%	45%	20%	45%	58%	6%	70%

7.2 Journey to Work

Across the rural areas of Central Bedfordshire 45% of respondents to the survey either work at home or do not work. This is similar across the whole of Central Bedfordshire. For the 55% who do work the distance they travel to work is shown in Figure 7.3. The results are very similar, though in rural areas a lower proportion travel less than 2 miles, reflecting the lower availability of work in those areas.

Table 7.2: Distance Travelled to Work

Distance	Rural C Bedfordshire	Central Bedfordshire
0-2 miles	18%	21%
2-5 miles	18%	16%
5-10 miles	22%	21%
10-20 miles	22%	21%
Over 20 miles	20%	21%

Modal Split

The modal split of journeys to work of respondents in rural areas compared to the overall figure for Central Bedfordshire is shown in Figure 7.4.

Table 7.3 Modal Split for Journey to Work

Mode	Rural C Bedfordshire	Central Bedfordshire
Car	70%	71%
Car (passenger)	5%	4%
Walk	11%	12%
Cycle	2%	2%
Bus	6%	6%
Train	6%	6%

There appears to be little difference between rural areas and the whole of Central Bedfordshire as regards how people get to work.



Ease of Access to Work

Respondents to the Householder Travel Survey were also asked to rate the relative ease of their journey to work. Residents in the rural areas generally find it easy to access employment with **80%** stating that they found it very easy or fairly easy in getting to work and only 10% finding it fairly difficult or very difficult.

7.3 Access to Services

The Access to Services Strategy is one of the Journey Purpose Strategies which form the basis of LTP3, and it focuses upon the ability of residents to access education, healthcare and retail provision. This section assesses the relative accessibility of these services in the rural areas in comparison to Central Bedfordshire as a whole.

Healthcare

There are no hospitals in the Chiltern area. The two nearest hospitals to the area are Milton Keynes General Hospital and the Luton and Dunstable Hospital.

Access to healthcare in the form of a local doctor is an important factor in residents' perceived quality of life. The following table, Figure 7.5, highlights the modes by which rural residents access healthcare provision as collected in the Travel Survey. The proportion using the car in rural areas is higher than Central Bedfordshire as a whole while the proportions for walking is lower. This is not unexpected given the distance people will live from their local doctor compared to the urban areas where 45% use their car and 39% walk. In rural Central Bedfordshire 54% live within 2 miles of their doctor compared to 64% for the whole of Central Bedfordshire and conversely 42% live between 2 and 5 miles compared a figure of 33% for the Council area as a whole. The vast majority (**87%**) of those living in rural areas said that they had no difficulty accessing their doctor.

Table 7.4 Modal Split for Healthcare Trips

Mode	Rural C Bedfordshire	Central Bedfordshire
Car Driver	54%	49%
Car (passenger)	8%	8%
Walk	32%	35%
Cycle	1%	1%
Bus	5%	5%
Taxi	0%	0%



Food Shopping

The accessibility of a food store is one of the purposes which the LTP is focussing on and so the following results give an overview across the rural area of Central Bedfordshire. The results for a particular area such as the Chiltern area could be significantly different compared to other rural areas as the location of food stores is not necessarily uniform across the rural area. Near the Chiltern area there are major supermarkets close by at Leighton Linlade, Dunstable and Luton while a number of village shops have small supermarkets (e.g. Caddington). However there are some villages where the main food shopping trip will require a journey into the urban area – e.g. Studham, Whipsnade.

Only 28% of the respondents to the survey from rural areas shop locally (less than 2 miles) with majority travelling between 2 and 10 miles.

Table 7.5 Trip length for Food Shopping Trips

Distance	Rural C Bedfordshire
0-2 miles	28%
2-5 miles	43%
5-10 miles	23%
10-20 miles	2%
Over 20 miles	0%
Online	4%

The predominant mode of transport for food shopping is unsurprisingly the car even though the distances are short since the prevalence of supermarkets makes it likely that larger quantities of shopping are bought on an individual trip. Very few people said they had difficulty accessing an opportunity to buy their food with **90%** saying it was fairly easy or very easy.

7.4 Access to Leisure, Culture, and Tourism

The ability to access leisure, culture and tourism facilities is important to the quality of life of local people, and has significant well-being benefits. These facilities also have a local economic benefit, providing jobs and income for the local area.

The very nature of the area itself makes it a tourist attraction and it is part of area of an Area of Outstanding Natural Beauty. The rural nature, historic and relatively unspoilt aspect of some of the hamlets and villages prove attractive to tourists in their own right while in addition there are some larger more specific sites in and within close proximity of the area including:

- **Luton Hoo**
- **Whipsnade Zoo**
- **Dunstable Downs**
- **Mead Open Farm**
- **Bury Farm Equestrian Centre**



The impacts of these leisure attractions are most acute at weekends, where the majority of trips to and from these destinations take place. On the majority of weekends, there are relatively few traffic issues, although some delays can arise when there is a major event at any one of the attractions.

A particular issue for accessing these leisure attractions is the lack of local public transport which results in a high percentage of visitors travelling to the attractions by car. The requirement for large vehicles to access some attractions, such as Bury Farm Equestrian Centre, also causes major problems for both local residents and visitors alike given the rural nature of some of the surrounding roads. Residents living close to the attractions also find the lack of suitable public footpaths to the sites restrictive.

Access to the Countryside and Open Spaces

The rural nature of the area along with an extensive rights of way network leading from most villages, means that the majority of local residents have relatively easy access to the countryside. The network of footpaths, bridleways, and permissive routes are well-used by ramblers, dog walkers, and cyclists (among others). Many of these paths also permeate into larger villages, providing local walking and cycling routes used by residents every day.

Accessing the rights of way network is a major issue. This is not just in terms of physical accessibility, where the majority of rights of way in rural areas are difficult to navigate by people with mobility issues, but also in terms of accessing the rights of way network itself. Access to rights of way can often be on fast rural roads, with no segregated footway, presenting a major perceptual safety barrier for walkers and cyclist. Within larger villages, paths are generally good; however some are narrow in places, limiting their potential for use by cyclists.

Leisure Centres and Cultural facilities

Local people are required to travel to destinations outside the LATP area to access leisure and cultural facilities.

Libraries also act as a local cultural resource, where people can find out about local history and about the area, as well as borrowing books and other materials, accessing the Internet, and finding out about local services. The nearest local libraries are:

- **Dunstable**
- **Luton**
- **Leighton**

Outside of the libraries, there are few local cultural facilities such as museums and art galleries in the area. Local people are therefore required to access such facilities in nearby towns.

There are no formal leisure centres provided within the area, therefore local residents are required to travel outside of the area to access these facilities. Notable nearby leisure centres include Dunstable and Luton. Within many villages there are often sports



grounds and local play areas that provide recreational activities for local people and many villages in the area have local Scouts, Cubs, Brownies and youth clubs as well as locally organised exercise classes. As these facilities generally have a local catchment area, accessing them in a safe way is a critical issue, particularly on foot.

Retail Shopping and Town Centres



As is the case with food shopping there is relatively limited retail shopping in the LAMP area. In the larger village centres, such as Caddington, some limited retailing is provided. These are primarily local independent stores offering some limited convenience shopping such as everyday food.

For much larger retail facilities, local people are required to access retail centres in nearby towns. Leighton, Dunstable and Luton are notable local destinations in this regard, with a range of shops that are easily accessible by car, though not always by public transport.

7.5 Access to schools and education

Only 26% of the respondents in the Travel Survey in the rural areas have a child at a school the following table details the usual modal choice of those respondents when taking their youngest child to school in the morning.

Table 7.6 Modal Split for Education Trips (related to youngest child)

Mode	Rural C Bedfordshire
Car	28%
Car (passenger)	
Walk	41%
Cycle	2%
Bus	24%
Train	2%
Other	4%

Travel to School

It is possible to look specifically at how pupils travel to the schools in the **Chiltern** area by using the data from the travel to school survey done in the school classroom, the results of which are set out in Figure 7.7.



Table 7.7 Modal Split for travel to the schools in the Chiltern area, 2011

School	Car	Car Share	PT	Walk	Cycle
St Mary's RC Lower, Caddington	56%	1%	0%	43%	0%
Kensworth Lower	38%	0%	0%	62%	0%
Slip End Lower	41%	0%	0%	59%	0%
Studham Lower	54%	0%	33%	13%	0%
Eaton Bray Lower	56%	3%	0%	41%	1%
Totternhoe Lower	73%	10%	0%	16%	2%
Caddington Lower / Middle	52%	3%	7%	37%	1%
Streetfield Middle	31%	4%	8%	56%	1%
Manshead Upper	22%	6%	30%	37%	4%
AREA TOTAL	36%	4%	15%	41%	2%
CBC Total	22%	2%	16%	58%	2%

While there appears to be a high use of public transport to Studham School, this represents just 13 pupils who are bussed to school for road safety reasons in connection with their route to school.

It should also be noted that some pupils from the area go to schools outside the area:

- From Billington they go to schools outside the area at all ages – either to Stanbridge (lower) or Leighton (middle and upper).
- From Eaton Bray and Totternhoe they go to Dunstable at middle and upper levels.
- From Hyde they go to Hertfordshire at lower level.

Safer Routes to Schools

Central Bedfordshire Council's School Travel Officer works to encourage children to walk and cycle to school through a range of practical and educational measures. The goal is to get the whole school community working together to make the school journey safer, healthier and more enjoyable for everyone.

As part of this an assessment is conducted to establish any potential safety improvements that can be made to improve the children's walk to school and the following table lists the officer's recommendations for improved Infrastructure measures. Appendix D provides further information about the detail of the schemes.



Table 7.8 Safer Routes to Schools - Chiltern Intervention Proposals

Lower Schools	Address	SSZ Intervention Level
Eaton Bray Academy	School Lane, Eaton Bray, Bedfordshire, LU6 2DT	Level 3 – along High St
Studham Lower	Church Road, Studham, Bedfordshire, LU6 2QD	Level 4 – Footway needed along the length of School Lane. Delivery of this should be considered alongside the priorities of the Passenger Transport Review.
Kensworth Lower	Common Road, Kensworth, Bedfordshire, LU6 3RH	Level 3
Totternhoe Lower	Church Road, Totternhoe, Bedfordshire, LU6 1RE	Level 2/3
Caddington Village School	Five Oaks, Caddington, Bedfordshire, LU1 4JD	No measures needed – SRTS scheme recently implemented.
Slip End Lower	Ross Way, Slip End, Bedfordshire, LU1 4DD	Level 2
St Mary's Catholic Lower	Dunstable Road, Caddington, Bedfordshire, LU1 4BB	Surface access to the school site from A5 footpath. Combined scheme with Streetfield and Manshead.
Middle Schools		
Streetfield Middle	Dunstable Road, Caddington, Bedfordshire, LU1 4BB	Surface access to the school site from A5 footpath. Combined scheme with St Mary's and Manshead.
Upper Schools		
Manshead Upper	Dunstable Road, Caddington, Bedfordshire, LU1 4BB	Surface access to the school site from A5 footpath. Combined scheme with Streetfield and St Mary's.

Level 1 – 20 mph signage

Level 2 – 20 mph signage, carriageway markings, Traffic Regulation Orders (TROs) on School Keep Clear markings (SKCs), pedestrian advantage features.

Level 3 - 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments.

Level 4 - 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway/cycleway enhancements.



7.6 Alternative Modes of Travel

In seeking to encourage more sustainable forms of travel, the Householder Travel Survey asked respondents to state why they would not use alternatives to their current mode. The most common reasons for not car sharing, walking, cycling, or using public transport are set out below:

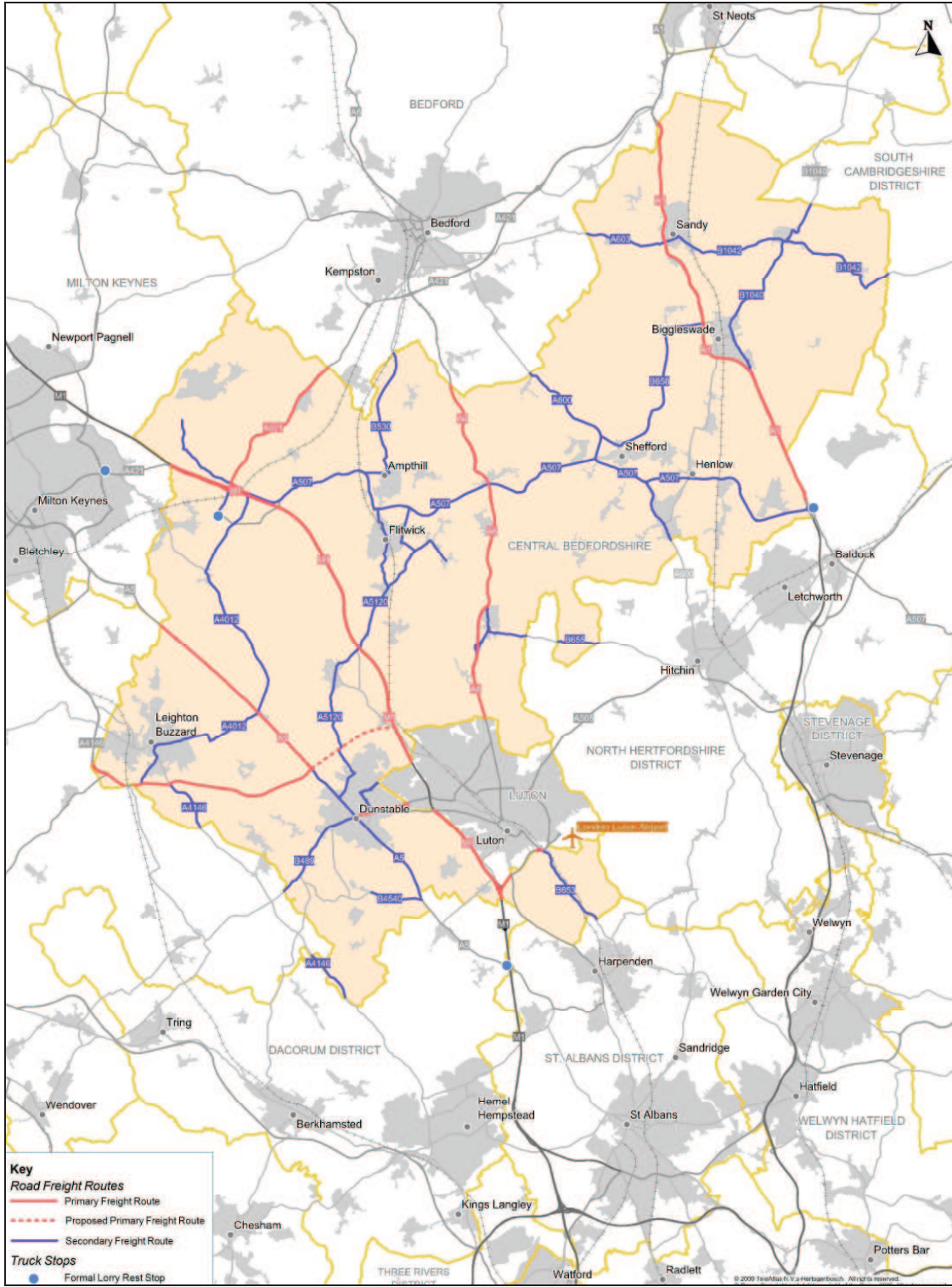
- **Car Sharing:**
 - No one to share with (37%)
 - Easier to drive myself (22%)
 - Prefer my own space / company (7%)
- **Walking:**
 - Too far to walk (47%)
 - Too slow (12%)
 - Not fit / well (4%)
- **Cycling:**
 - Too far to cycle (27%)
 - Too slow (10%)
 - Not fit / well (8%)
- **Bus:**
 - No service where want to go (50%)
 - Too slow (11%)
 - Unreliable (9%)
 - Too expensive (6%)
- **Train:**
 - Too slow (3%)
 - Too expensive (10%)
 - Not reliable (3%)
 - Inconvenient (44%)

7.7 Freight

Freight forms the focus of the third Journey Purpose Strategy in the LTP3 and, as part of this, a number of broad areas of intervention are identified, including the signing and enforcement of a Designated Road Freight Network. This network seeks to focus freight trips on specific routes through the authority so as to minimise the impact on local communities and town centres, and the section in and around the Chiltern area is shown in Figure 7.10.



Figure 7.10 Designated Road Freight Network



There are a number of restrictions limiting freight movements, including height and weight restrictions within the area of the LATP... However concerns exist as to the movement of freight through the Plan area and this is particularly the case on routes that do not form part of the Designated Road Freight Network.



8. Consultation & Engagement

As part of the development of the Chiltern Area Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public was undertaken by Central Bedfordshire Council.

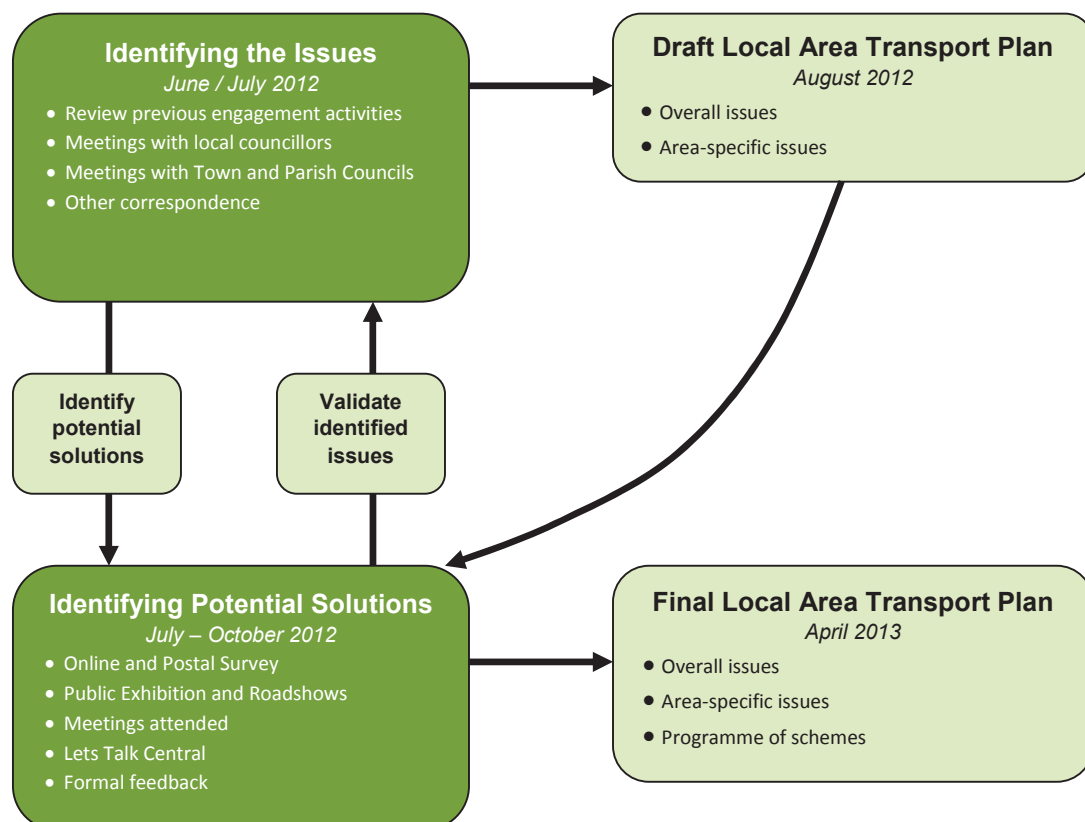
The outcomes of these activities have provided evidence to inform the development of the Plan. This chapter outlines the methods of engagement used, the outcomes and key messages of that engagement, and how these have been addressed in the development of the LAMP. A comprehensive breakdown of how individual comments have been addressed in the Plan is contained within Appendix E.

8.1 Overview of Process

Engagement on the LAMP has been split into two key phases: 'Identifying the Issues' and 'Identifying Potential Solutions'. As **Figure 8.1** shows, identifying the Issues influenced the development of the Draft Local Area Transport Plan, and Identifying Potential Solutions influenced the development of the Final Local Area Transport Plan.

In practice, issues and solutions will be identified at both stages by many stakeholders and members of the public, all of which will inform the development of the document.

Figure 8.1: Process of engagement in the Local Area Transport Plan



8.2 Identifying the Issues

The methods used through which to identify the main issues of importance to local stakeholders are detailed below:

- **Review of Previous Engagement Activities:** A review was undertaken of responses to previous engagement activities to identify the local transport issues that had been raised historically in each LATP area. This includes reviewing responses to the consultation on the Local Transport Plan, and Town and Parish Plans where they had been developed.
- **Meeting with Local Councillors:** A meeting with local Central Bedfordshire Councillors was held in June 2012 to brief them on the LATP and identify their key issues relating to all transport modes and journey purposes.
- **Meeting Town and Parish Councils:** A meeting was held with Town and Parish Councils, in June 2012, to brief them on the Plan, and provide an opportunity to discuss issues relating to all transport modes and journey purposes.
- **Other correspondence:** The Transport Strategy Team receives correspondence from local stakeholders and local people on transport issues in their area throughout the year which is taken into consideration in the development of the Plan and programme.

An analysis of the responses identified a number of issues that were consistently raised:

- Lack of public transport provision in some villages, and the quality of public transport infrastructure, services, and information where provided;
- Road safety concerns and traffic speeds in villages, particularly in close proximity to schools;
- Freight and large vehicles using inappropriate routes through villages;
- The need for safe infrastructure to encourage local trips by walking and cycling.
- Improvements to public realm in centre of the villages

In terms of potential solutions, all schemes suggested as part of the consultations were considered when developing the programme of works. Some notable examples of schemes include:

- Speed reductions measures in villages, particularly close to schools and other services;
- Restrictions on freight movements in villages.
- Improved walking and cycling infrastructure within and between villages.



8.3 Informing the Local Area Transport Plan

The engagement exercise has identified a number of key issues, and the solutions that local people and stakeholders would like to see implemented. Whilst the issues and potential solutions are often consistent across the LAMP area, there is variety in the nature, severity and extent of these across individual areas of the LAMP. This variety is reflected in the LAMP.

The feedback obtained on the issues has been an important process in developing and refining the Plan particularly in terms of modal specific issues, journey purpose analysis, and understanding the priority action areas.

All potential solutions identified will be considered, either individually or as part of a combined package of different schemes, in developing the LAMP Programme. More information on how the LAMP Programme is being developed is contained in the Programme chapter of this LAMP.

A number of issues and solutions likely to be identified as part of the engagement process are outside the scope of the LAMP. These issues and solutions will be communicated to the relevant Council departments or outside agencies where applicable and all comments submitted will be kept on file for consideration in future strategy work.



9. Priority Action Areas

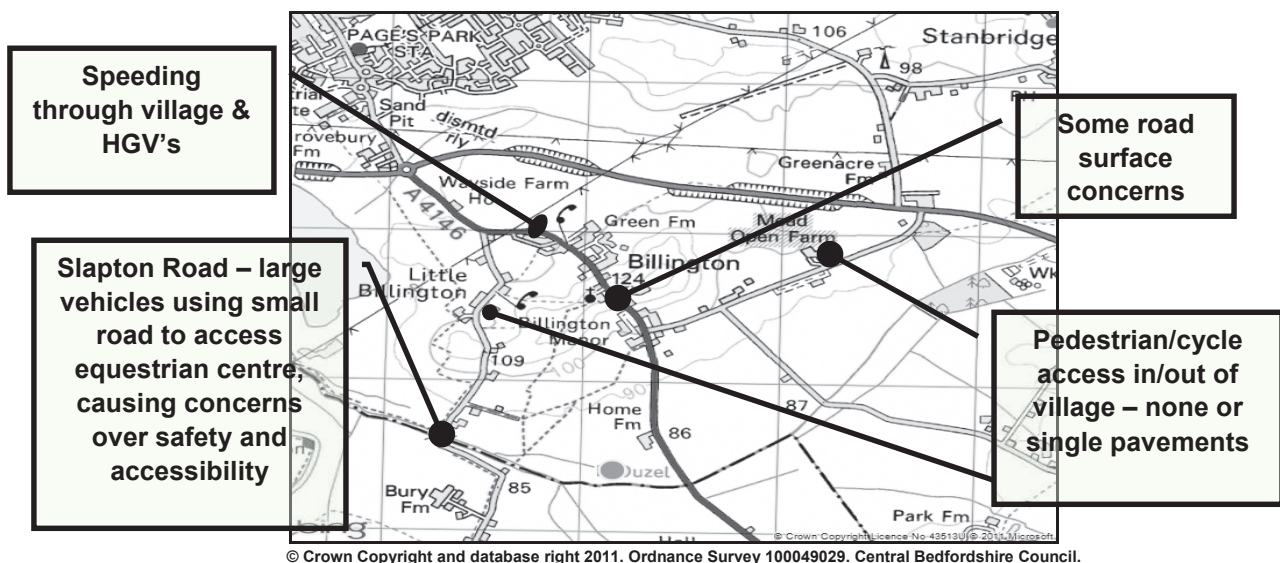
A number of priority areas that the LATP shall seek to address have been identified from the evidence base set out in this plan. From this evidence base, the main issues facing the area can be summarised, and the key locations for priority intervention have been identified in the following sections.

Throughout the evidence and consultation assessments it was apparent that there were a number of issues that were not attributed to one particular village or hamlet. Specifically the impact of freight and large vehicles, safe walking routes to schools and speed management are all issues that could potentially be better managed as an area wide initiative. Similarly the provision of public transport was also an issue for most, who felt that the current facilities and services do not, in many cases, meet the needs of those who work outside the villages and therefore public transport is not a viable alternative to car ownership for most.

The following sections detail the specific issues for each parish within the Chiltern area.

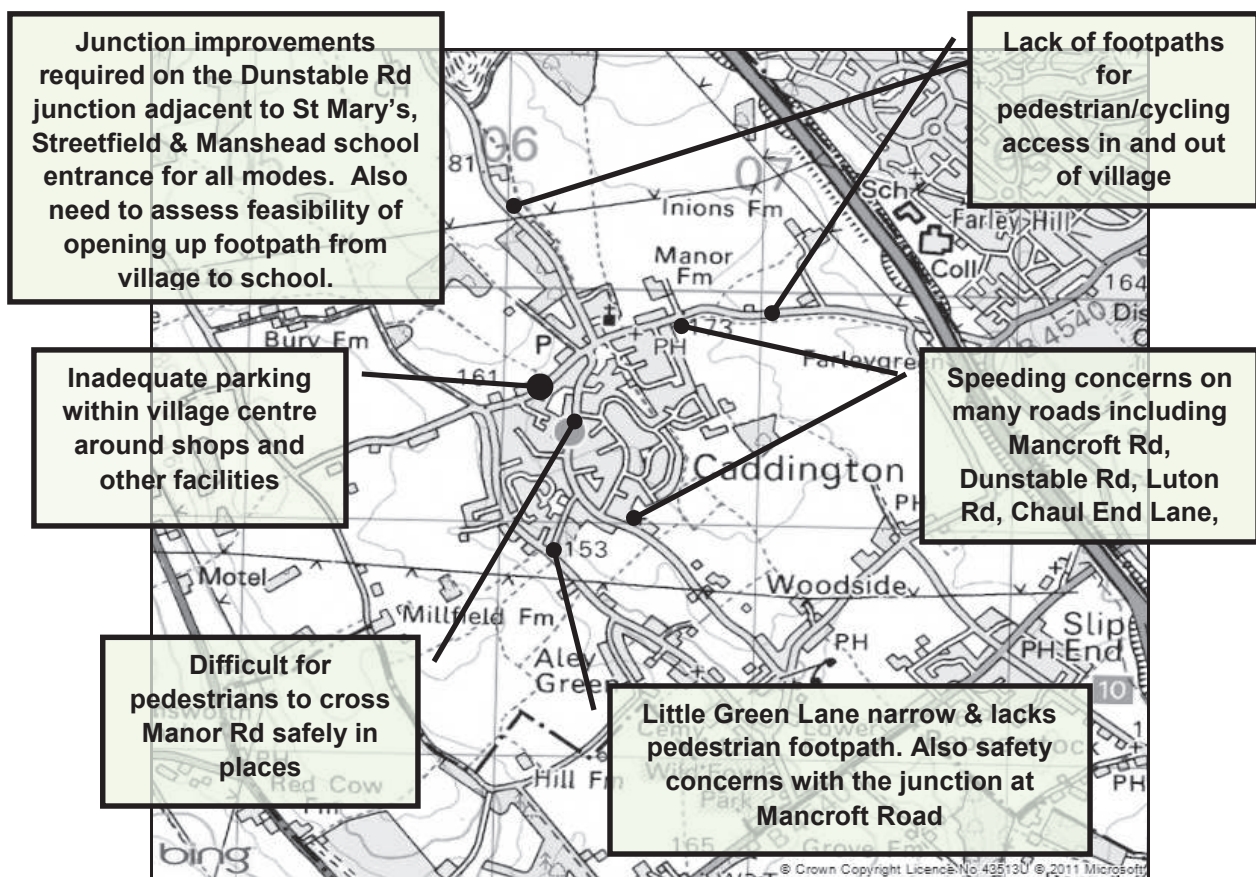
9.1 Billington

The village of Billington lies astride the A4146 road from Leighton Buzzard to Hemel Hempstead. There is a 30mph speed limit through the village which is enforced by the police through the designated parking bay for 'Police vehicles only'. There are limited facilities in the village these being; a bus stop and a village hall. The village has a number of issues to do with accessibility restrictions and traffic impact and are summarised below. The overarching concern for residents is the negative impact the Bury Farm Equestrian Centre traffic has in terms of access and safety concerns.



9.2 Caddington

Caddington is the largest village within the LATP area both in terms of population and facilities available. It is not surprising therefore that one of the major issues for the village is parking, particularly in the centre around local shops and other facilities. Some off-road parking is provided but parts of the carriageway are so narrow that on-street parking reduces it to just one car width which causes problems with traffic building up. Other issues and concerns include: access to primary school; conflict between pedestrians and cars; lack of cycle and pedestrian footways; speeding in various locations within the village; problems with pedestrians trying to cross Manor Road and the lack of available public transport in the evenings and weekends. There are a number of ideas for improving the journey to school and many residents have described a footpath that exists on the south side of Luton Road which could be used, but any works of this nature could impact on existing school bus services.



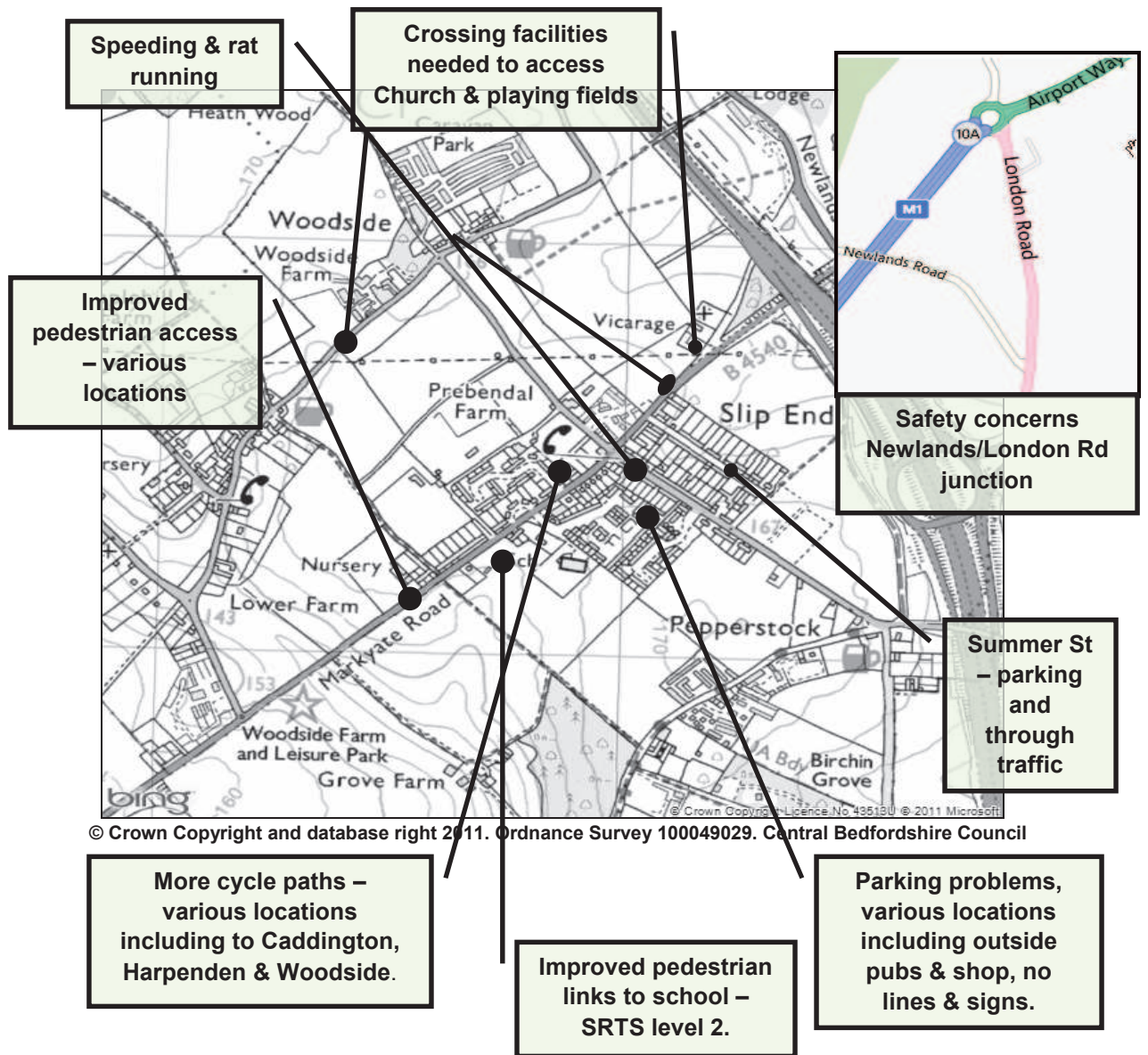
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9.3 Slip End

Slip End Parish council produced a questionnaire which was issued to every household, the results of which were used to inform the Parish Plan in 2011. A number of issues regarding travel and transport were raised by the residents including speeding, Street parking, lack of safe crossing points while accessing the church and playing fields, bus routes, improvements to cycle paths, footpath improvements to enable better access to local services and attractions such as Woodside Animal Farm and concerns about the

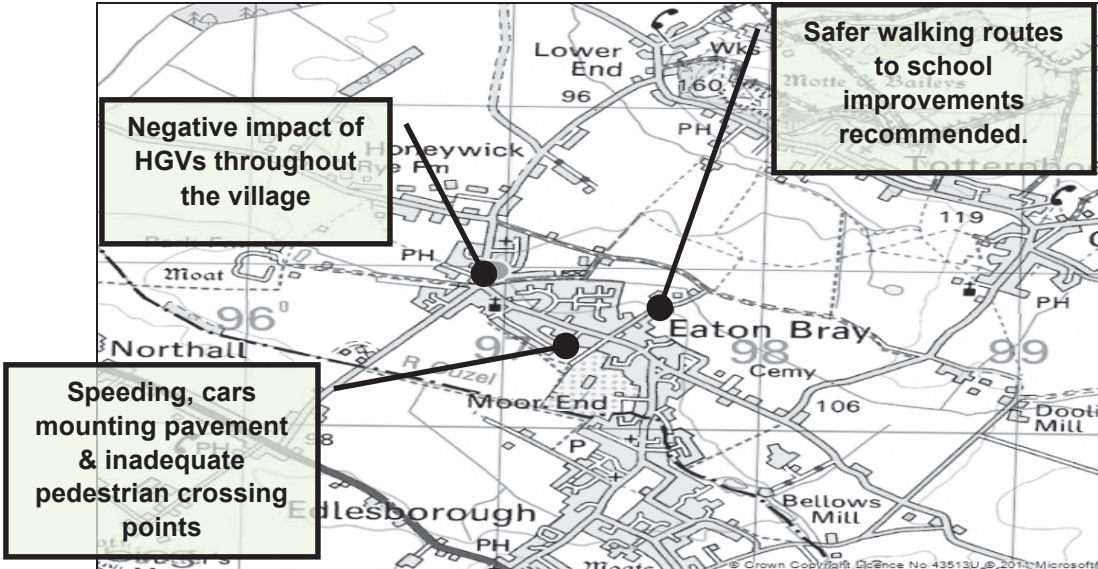


lack of public transport in the evenings and at weekends. At subsequent meetings set up as part of the consultation for the preparation of the forthcoming Neighbourhood Plan, attended by local councillors and residents, it was apparent that parking by people wishing to avoid paying for the airport parking was of an increasing concern but there were also joint concerns raised with members from the Caddington community about the safety of using the Newlands Road and London Road junction.



9.4 Eaton Bray

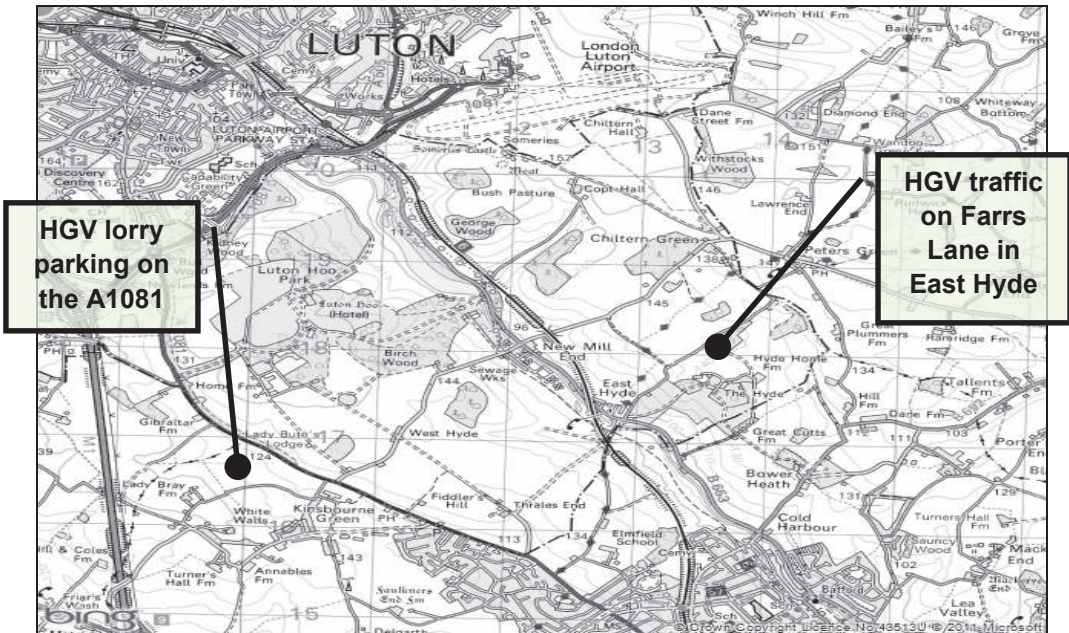
The main issues in Eaton Bray are centred on the High Street where residents have raised concerns about speeding traffic, vehicles mounting the pavement and inadequate crossing facilities particularly on the route to school.



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9.5 Hyde

Hyde is an area predominantly of rural hamlets with the largest settlement being in the East Hyde area. This brings obvious accessibility issues but problems associated with HGV traffic have been reported by the public.

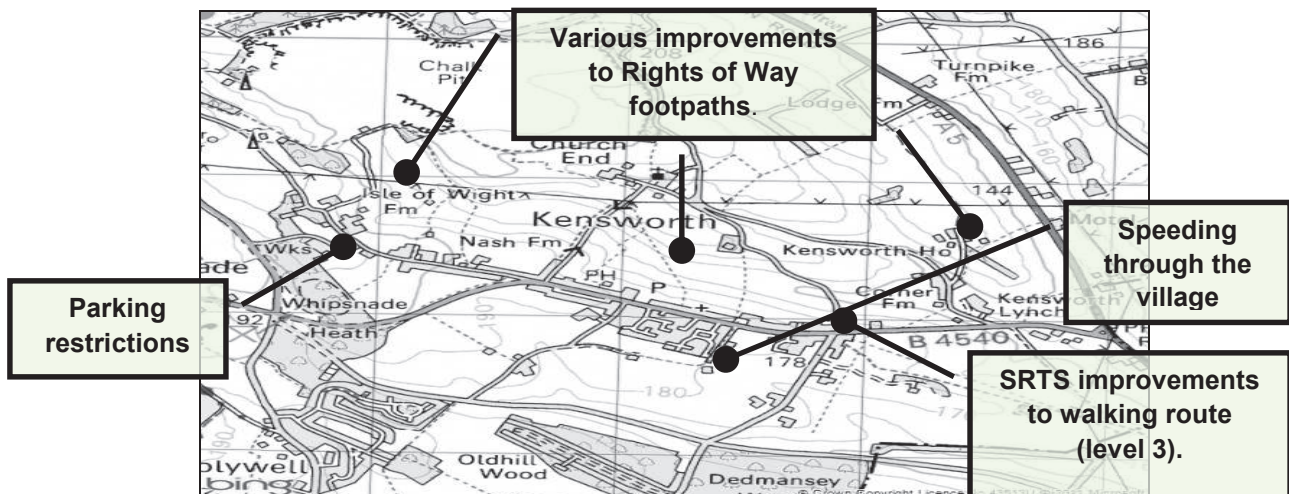


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9.6 Kensworth

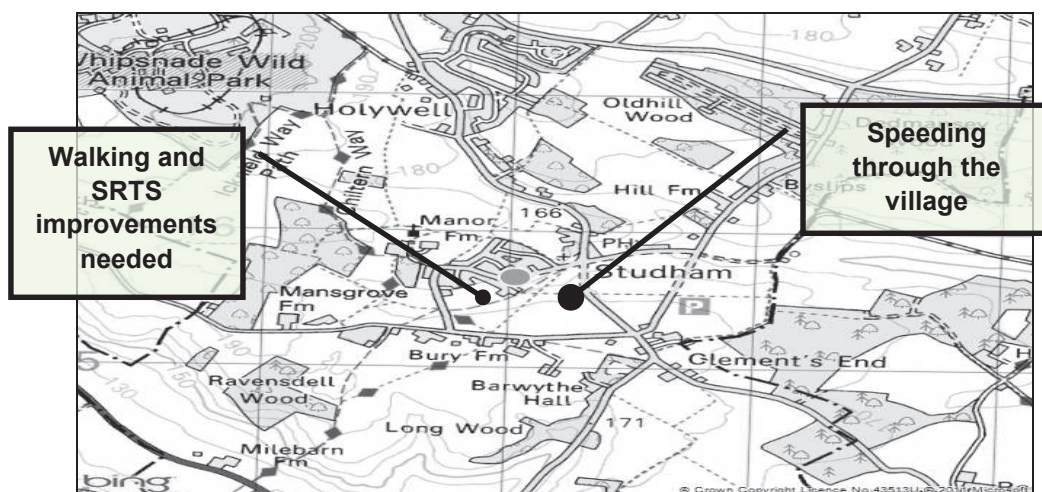
Kensworth benefits from some relatively recent highways improvements including a pedestrian crossing. Residents have raised issues with regards to the speed of traffic through the village, particularly those vehicles travelling from the Holywell direction. Parking restrictions or yellow lines have been requested on the Isle of Wight Lane as a result of parking charges being introduced at the Gateway Visitors Centre and there have also been a number of improvements suggested in the Green Infrastructure Plan which has identified a number of places where footpaths should be improved/created or upgraded.



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9.7 Studham

Studham is a picturesque village which benefits from not being on the Dunstable Road but in spite of this residents have reported problems with traffic speeding through the village. There are also a number of improvements that could be made to improve the walking route to the school with a recommendation to incorporate a footpath enabling a safer walking route.

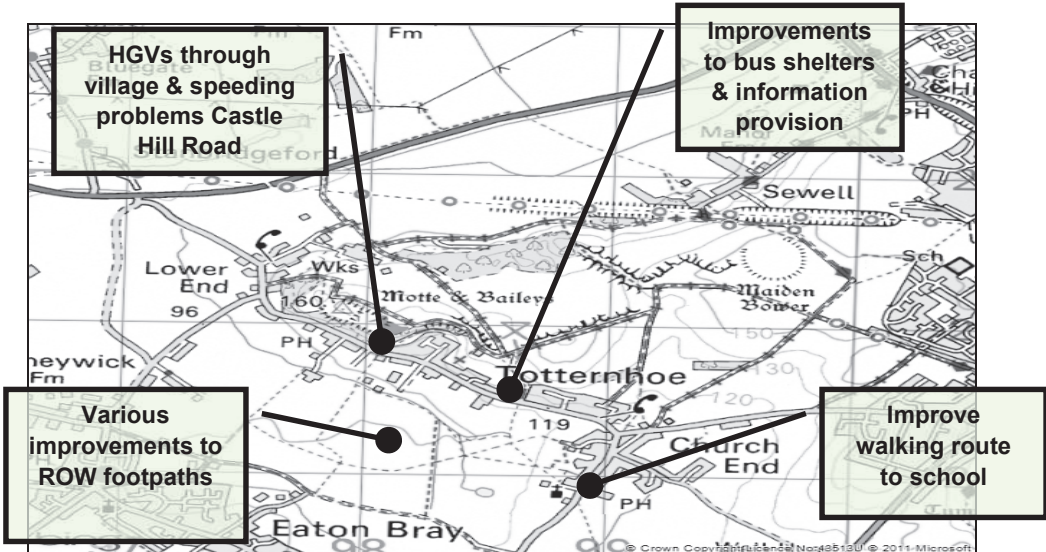


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9.8 Totternhoe

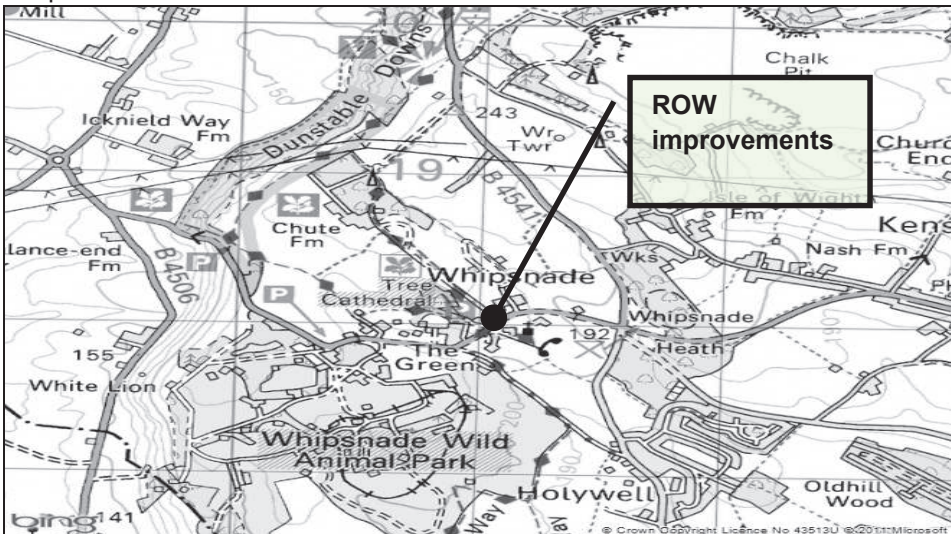
There have been a number of issues identified by Totternhoe residents and perhaps the main area of contention is the apparent number of HGVs travelling through the village a problem that could be made worse as it is often seen as a through route when the A5 / A505 is congested. Other areas for improvement which have been highlighted are: speeding on the entry to the village with a number of improvements suggested by the parish council including build outs; measures for improving the walking route to school and the updating of bus stops in the village while within the Totternhoe GI Plan there are a number of changes recommended for the walking network which the residents identified as being priorities.



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9.9 Whipsnade

There are a number of footpath and Rights of Way improvements that have been highlighted by the local community and are also detailed in the GI Plan for Whipsnade. One in particular that has been requested is access to the Tree Cathedral.



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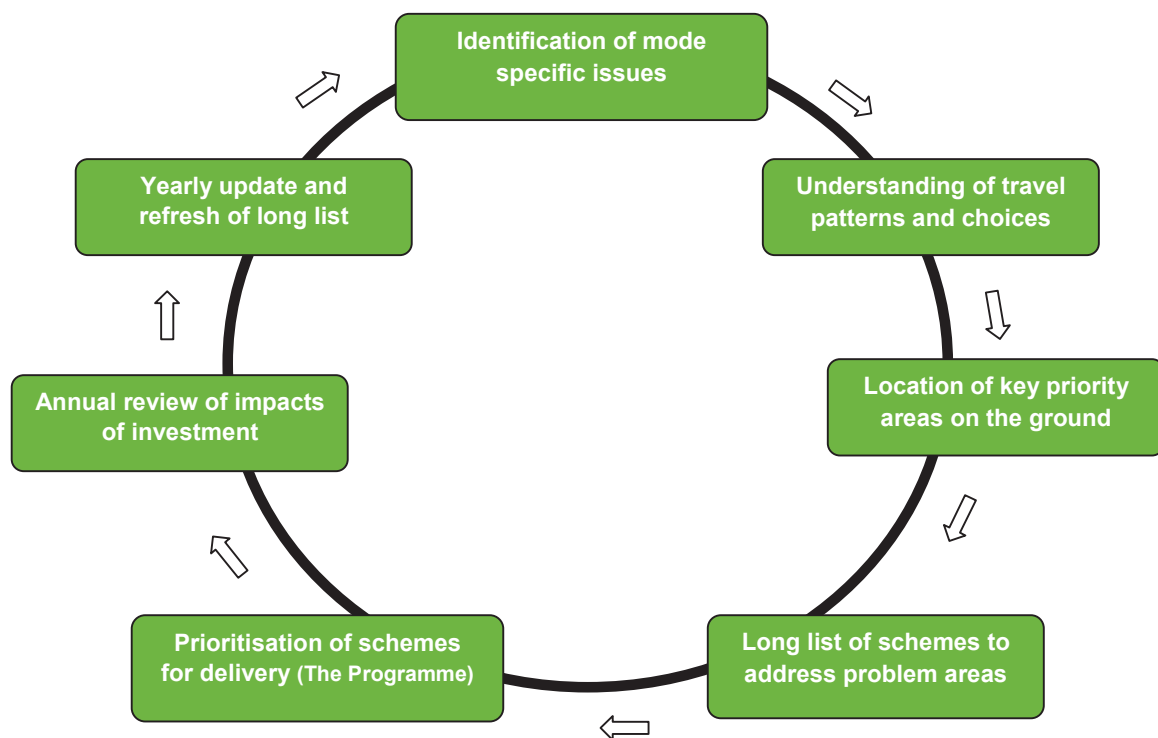
10. Development of Programme

The development of the programme links two critical factors: works required and budget availability. In order to ensure that this is managed effectively and fairly requires that the required transport works/improvements are prioritised into a programme of delivery. This Chapter helps to explain this process.

10.1 Development process

The programme is the list of schemes which will be funded and constructed on the ground over the period of the Local Area Transport Plan. Figure 10.1 shows how the programme has been developed based upon the problems and issues associated with different types of travel in the LATP. Together with the assessment of the modes of travel used for different journey purposes in the area, the Plan provides a sound evidence base upon which to consider the interventions necessary to address these priority action areas.

Figure 10.1: Programme Development Process



10.2 How will the schemes be prioritised?

The schemes which have been identified to mitigate current and potential future problems on the transport network form a “long list” of measures to be delivered over the period of the Local Area Transport Plan. The list includes those schemes identified as necessary by officers and engineers responsible for different elements of transport provision, suggestions from local representatives and members of the public drawn out in consultation on the Plan, and through the assessment of best practice from elsewhere.

Owing to the financial constraints on the authority not all of the schemes required will be able to be delivered, particularly in the short term, and so a framework has been developed to prioritise the long list of schemes based upon their conformity with the objectives of the Local Transport Plan, their actual deliverability on the ground, and the value for money they provide for local residents. The criteria contained within the Scheme Prioritisation Framework are set out in Table 10.1. Each scheme in the “long list” has been scored against these criteria, and those which have scored highest have been included within the programme for the Plan area.

Table 10.1: Scheme Prioritisation Criteria

Area of Assessment	Sub-Area of Assessment	Criteria
Policy Compliance	Local Transport Plan Objectives	• Increase the ease of access to employment by sustainable modes
		• Reduce the impact of commuting trips on local communities
		• Increase the number of children travelling to school by sustainable modes of transport
		• Improve access to healthcare provision by the core health service
		• Ensure access to food stores and other local services particularly in local and district centres
		• Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport
		• Minimise the negative impact of freight trips on local communities
	• Reduce the risk of people being killed or seriously injured	
Adopted Plans	• Is the scheme included within any adopted plans, including the Town or Parish Plans?	
Deliverability	Affordability	• Can the scheme be delivered within the LATP budget? • Can other sources of funding be levered in as contributions?
	Risk	• What is the level of risk associated with delivery?
	Support	• Is there public support for the scheme?
		• Does the scheme have Member backing?
		• Do stakeholders support the scheme?
• Are there partners on board who support the scheme financially?		
Value for Money	Integration	• Does the scheme contribute towards improving the integration of different modes of transport?
		• Will the scheme help to maximise the benefit of other schemes in the local area?
	Coverage	• What size of area would benefit from the scheme?
	Revenue	• Would the scheme generate new funds or result in increased revenue costs for the authority?



In the cases where schemes have not scored highly enough to warrant being funded directly through the LAMP, the “long list” provides a basis upon which to identify future priorities to be delivered when additional funding becomes available through some of the other funding channels detailed in Section 10.3.

Precise details of the schemes to be delivered will be drawn up prior to their implementation at which point local representatives, members of the public and other stakeholders will have the opportunity to comment on the more specific implications of the investment.

10.3 How much funding is available?

The Department for Transport (DfT) has allocated funding to Central Bedfordshire for delivering the Local Transport Plan (called the Integrated Transport Block Allocation). They awarded Central Bedfordshire a total of;

- £1.260million in 2011-12
- £1.340million in 2012-13
- £1.340million in 2013-14
- £1.882million for 2014-15.

Central Bedfordshire’s LTP3 identified how we would be prioritising the distribution of these funds with the initial LAMPs focussing on the key growth areas within Central Bedfordshire on the basis of:

- Level of growth and increase in demand to travel
- Ability to contribute towards LTP and wider objectives
- Levels of need

The allocation of integrated transport funding for the authority as a whole is set out in Table 10.2, and the Chiltern LAMP forms part of the third tranche of Plans which has been allocated £80,179 in 2013/14 and £203,500 in 2014/15, equating to a total of £283,679 over the two years. The breakdown of this funding between LAMPs is highlighted in Table 10.3 - the basis for this funding split is the relative population size of each area.

Table 10.2: Integrated Transport Funding Allocation

Area	2011/12	2012/13	2013/14	2014/15	Total
Tranche 1 (Biggleswade and Sandy, Dunstable, Leighton Linlade, Arlesey and Stotfold)	£940,000	£913,500	£913,500	£534,200	£3,304,600
Tranche 2 (Amphill and Flitwick, Marston Vale, Heath and Reach, Toddington and Barton le Clay, Shefford, Silsoe and Shillington)	-	£304,500	£224,321	£597,800	£856,621
Tranche 3 (including Chiltern)	-	-	£80,179	£203,500	£283,679



Area	2011/12	2012/13	2013/14	2014/15	Total
Local Safety Schemes (authority wide)	£320,000	£120,000	£120,000	£120,000	£680,000
“Rural Match Fund”	-	-	-	£376,000	£376,000
Development Fund	-	-	-	£50,000	£50,000
Total	£1,260,000	£1,340,000	£1,340,000	£1,882,000	£5,822,000

A “rural match fund” has been designated for the fourth year of the Plan, the 2014/15 financial year. This provides the opportunity for town and parish councils outside of the main urban areas (Dunstable and Houghton Regis, Leighton Linlade and Biggleswade) to put forward suggestions for schemes they wish to see delivered within their areas and which they are prepared to contribute financially towards the scheme costs.

The “rural match fund” will then be allocated to those schemes which demonstrate the greatest compatibility with the criteria within the Scheme Prioritisation Framework.

Table 10.3: Third Tranche of LAMP Areas Funding Split

Area	2011/12	2012/13	2013/14	2014/15	Total
Chiltern	-	-	£37,123	£92,336	£129,459
Haynes and Old Warden	-	-	£19,946	£49,611	£69,557
Potton	-	-	£23,110	£61,578	£84,688
Total	-	-	£80,179	£203,500	£283,679

It can be seen from the above that the funding available for Chiltern is very limited and so the authority will investigate a number of additional sources of funding which may also be available including:

- **Developer Contributions:** These are funds secured by the authority from developers, to be used to mitigate the direct impact of any specific development.
- **Community Infrastructure Levy:** The application of a levy on new development will help to support the funding of new transport infrastructure across the authority where it is required to facilitate growth, and the increase in demand to travel generated.
- **National, Sub-National and European Funding:** The authority will seek to apply for further funding from capital and revenue streams which become available at European, national and sub-national levels.

10.4 What schemes will be in the programme?

The schemes to be included in the Chiltern programme are set out in Table 10.4. The programme consists of only those schemes which can be funded through the integrated transport budget.



This means that they must be capital schemes relating to the provision of actual infrastructure, as opposed to revenue schemes which involve ongoing costs and relate to maintenance and the operation of services for example.

Specific road safety improvements are also omitted as these are funded separately, whilst works will be undertaken by Bedfordshire Highways who are the authority's contractors for such schemes.

The package will seek to strike a balance between different types of intervention and coverage of the Plan area, within the context of the relative rankings of schemes as generated by the Scheme Prioritisation Framework. The scheme costs shown are the current best estimates which may vary depending upon site conditions and any other specific costs which may arise during the development of the scheme.

10.5 What schemes will be in the long list?

The schemes included in the Chiltern "long list" are set out in Appendix F. Where additional schemes come to light in future years, they will be assessed against the same criteria as these schemes, and the list reviewed on an annual basis to reflect the revised list of priorities for future funding.

10.6 Other funding sources

There are a number of sources of funding which are used to deliver transport schemes in the Plan area which the authority use to help deliver the objectives of the Local Transport Plan, on top of that available to the area directly from the LAMP. The first of these is money secured through the planning process from schemes which have been granted planning permission.

Section 106 Agreements (S106) as they are known, involve developers providing a financial contribution to mitigate the impact of their development on the local area. As such there are often a number of clauses attached to the funding in terms of how, where and on what the authority can allocate the funding to particular schemes.

The LAMP will form the evidence base for the authority in seeking to secure additional funding in the future from other sources of potential investment as and when it becomes available. The two principal channels through which such funding may arise are:

- **National, Sub-National and European Funding:** The authority will seek to apply for further funding from capital and revenue streams which become available at European, national and sub-national levels.
- **Community Infrastructure Levy:** The application of a levy on new development will help to support the funding of new transport infrastructure across the authority where it is required to facilitate growth, and the increase in demand to travel generated. The



identification of transport infrastructure requirements in the LATP will inform the extent to which transport benefits from the authority’s receipt of the levy.

10.7 ‘Smarter Choices’ Measures

Alongside the delivery of priority schemes over the course of the LATP, the authority will seek to maximise the awareness of improvements to the transport networks locally, and to encourage greater take up of the alternatives to the car, through the delivery of ‘Smarter Choices’ measures. These could include:

Table 10.4 Examples of Smarter Choices Measures

Information provision
<ul style="list-style-type: none"> • Cycle maps to accompany the development of new routes • Timetable information at bus stops and via the Internet, social media and mobile phones • Travel hub information website addressing all journey types • Targeted promotion events to raise awareness of schemes
Ticketing
<ul style="list-style-type: none"> • Develop integrated ticketing options to support the better interchange between buses and bus and rail services. • Pre-paid ticketing to enable a faster transfer from one service to another.
Car sharing
<ul style="list-style-type: none"> • Develop car sharing schemes associated with a revision of car parking provision to prioritise spaces for those car sharing
Travel Plans
<ul style="list-style-type: none"> • Encourage employers to develop Workplace Travel Plans alongside access improvements to industrial areas. • Work with schools in delivering their Travel Plan targets as part of wider initiatives to reduce the dominance of traffic in and around schools. • Develop a Station Travel Plan for Biggleswade, Sandy, and Flitwick Stations
Promotion
<ul style="list-style-type: none"> • Roll out cycle training through the ‘Bikeability’ initiative at Levels 1>3 for all school children. • Encourage and deliver ‘Scootability’ training for all children who use their scooters to get to school. • Undertake a programme of road safety education alongside national campaigns. • Highlight national sustainable travel promotions including Walk to School Week, Bike Week and Car Share Week.



Table 10.5 Chiltern LAMP programme

Ref	Scheme	Town	Funding Profile (£)			Notes
			2013/14	2014/15	Total	
Walking						
WK-06	Pedestrian crossing and speed reduction measure - Church Rd	Slip End		70,000	70,000	The road is wide and the speed limit is likely being abused. This will require additional signing and a raised table for the crossing even if speeds are low enough to permit one being built though in principle this can happen.
School Safety Zone						
SSZ-01	School safety zone level 3 std – High St/School Lane	Eaton Bray	14,600		14,600	Detailed work required – initial inspection indicates minor works would improve.
Freight						
FR-03	HGV Impact reduction - Farris Lane	East Hyde	4,000		4,000	Initial requirements are for improved signage.
FR-01	HGV Impact reduction – Castle Hill Rd	Totternhoe	10,000		10,000	This may require a weight limit. An order would be required which could possibly be Castle Hill only.
Parking						
PK-01	Residential parking problems – on street residential	Slip End	7,500		7,500	Study and recommendations required with regards to the scale and impact of non-residents parking on street in order to utilise the Airport facilities.
PK-02	Residential parking problems – Isle of Wight Lane	Kensworth	1,000		1,000	Oak bollards
General Traffic						
GT-07	Public realm and Vehicular access improvements – Manor Rd	Caddington		22,300	22,300	Feasibility study required.
Total			37,123	92,336	129,459	



Appendix A: Speed related requests

Chiltern LAMP Area - Speed Related Requests						
ROAD	PARISH	LOCATION	REQUEST	ASSESSMENT DONE?	RECOMMENDATION	WORKS DONE?
A1081 London Road	HYDE	Gibraltar Cottages	Request for lower speed limit	Yes	No change	n/a
Woodside Road	CADDINGTON	at junction with Grove Road	Request for speed limit assessment	Yes	40 speed limit at junction	No funding for works as yet
School Lane	EATON BRAY	School lane	Request for 20 SL due to school	Yes	20mph speed limit	DONE MARCH 2012
Stanbridge Road	BILLINGTON	Stanbridge Road (southern 30SL)	Request to extend 30SL due to speeding	Yes	GW improvements only	DONE MARCH 2012
Slapton Road	BILLINGTON	Slapton Road	Request for SL assessment due to speeding	Yes	GW improvements only	DONE MARCH 2012
Dunstable Road	CADDINGTON	Dunstable Road	Assess speed limit due to speeding issues	No	No funding for assessment as yet	n/a
Harling Road	Eaton Bray	Harling Road	Reduce speed of traffic	No	No funding for assessment as yet	n/a



Appendix B: Chiltern Area Bus services

Number	Operator	Type of service	Weekday Frequency	Days of operation	Communities in area served
31 Studham to Luton	Arriva	Commercial	5 / 6 each way	Sundays and Bank Holidays	Kensworth, Studham, Whipsnade Zoo, Eaton Bray, Totternhoe
X31 Luton to Hemel Hempstead	Centrebus	Supported by CBC	8-10 per day	Monday to Saturday	Kensworth, Whipsnade, Studham
34 Dunstable to St Albans	Centrebus	Commercial	12 / 15 each way (more in Northbound direction)	Monday to Saturday	Kensworth Turn
44 Luton to Stevenage	Centrebus	Commercial	3 per day plus 2 extra on Saturday	Monday to Saturday	Hyde
45 Luton to Stevenage	Centrebus	Commercial	2 per day	Monday to Friday	Hyde
46 Luton to Hemel Hempstead	Centrebus	Commercial	Hourly (12 per day)	Monday to Saturday	Slip End
61 Luton Airport to Aylesbury	Arriva	Commercial	11 / 12 per day (Hourly)	Monday to Saturday	Eaton Bray, Totternhoe
71 Dunstable / Totternhoe to Leighton Buzzard	South Beds dial-a-ride	Supported by CBC	4 / 5 per day (some only part route)	Monday to Saturday	Billington, Eaton Bray, Totternhoe
73 Dunstable / Totternhoe to Leighton Buzzard	Red Kite	Supported by CBC	1 per day	Tuesday, Thursday, Saturday	Billington, Eaton Bray, Totternhoe
162 Leighton Buzzard to Edlesborough	Red Kite	Supported by CBC	2/3 per day	Monday to Saturday	Billington, Eaton Bray
164 Leighton Buzzard to Edlesborough	Red Kite	Supported by CBC	1 Westbound only (continues to Aylesbury)	Monday to Saturday	Billington, Eaton Bray
175 Edlesborough to Hemel Hempstead	Redline	???	One per day	Thursday	Eaton Bray
202 Dunstable to Harpenden	Centrebus	Supported by CBC	4 per day	Monday to Friday	Caddington, Slip End



Number	Operator	Type of service	Weekday Frequency	Days of operation	Communities in area served
231 Dunstable to Luton via Caddington	Centrebus	Supported by CBC	Up to half hourly (am)	Monday to Saturday	Caddington, Slip End
365 Luton to Hatfield (University Campus)	Centrebus	Commercial	1 per day	Monday to Friday	Hyde
366 Luton to Hatfield	Centrebus	Commercial	7/8 per day (up to hourly frequency)	Monday to Saturday	Hyde



Appendix C: Bus services running to train stations

Bus Services running to Train Stations.

- 34 from Kensworth to St Albans City station - first bus arrives at station at 0702 (0759 on Saturday), last bus leaves the station at 1853 (1805 on Saturday).
- 44 / 45 from New Mill End (Hyde parish) to Luton Airport Parkway station - first bus arrives at the station at 0837 and last bus leaves the station at 1756 (service also serves Luton Station arriving 6 minutes later and leaving 6 minutes earlier). In the other direction the 44 goes to Knebworth Rail Station – where first arrival is at 0953 and last departure at 1657. Service 45 also goes to Harpenden station twice in the day (not Saturday) arriving at 1554 and 1814 with one service back at 0819.
- In addition in this corridor the 366 from New Mill End goes to Luton Airport Parkway station, first arrival at 0831 and the last departure at 1731. In the other direction it serves Harpenden Rail Station (first arrival 0629 and last departure 1910) and Hatfield Station (first arrival 0708 and last departure 1837)
- Service 61 between Eaton Bray and Totternhoe and Luton Airport does not stop direct at Luton Station on the outbound journey (stops at Church Street – first arrival at 0745), but picks up direct from Luton Station – last departure 2130.
- Service 73 from Totternhoe, Eaton Bray and Billington has one service which serves Leighton Buzzard station on a Tuesday, Thursday and Saturday, arriving at station at 1029, with a return service leaving at 1205 on the same days.
- Service 202 runs from Caddington and Slip End to Harpenden Station – first arrival at 0823 and last departure from station at 1615.



Appendix D: SRTS

Safer Routes to Schools - School Safety Zone's - Infrastructure Measures

Safer Routes to Schools Programme

Safer Routes to Schools (SRTS) is a **'package of measures' based programme of engineering measures and supporting educational and promotional measures**. It aims to improve the safety of local walking, cycling and public transport network, and providing a suitable environment to encourage modes of travel to school other than the private car.

Safer Routes to Schools can bring many benefits such as **reduced congestion and pollution, improved health and fitness, cost savings and increased independence**. This is in addition to improved safety around schools and improvements to cycling and walking routes that will benefit everyone.

Safer Routes to Schools schemes are developed on a cluster of schools model, with a steering group of participating schools set up to identify local issues and progress initiatives to encourage sustainable travel to school. In order for a SRTS scheme to be successful, it is fundamental that they are supported by all of the schools which they benefit.

School Safety Zones

School Safety Zones have proven to be an effective method of reducing congestion and traffic speeds at or near schools. Further more, it compliments many of Central Bedfordshire's strategies aimed at improving driver behaviour, road safety awareness and encouraging walking or cycling as a primary means of travel.

The Concept:

A School Safety Zone comprises of a length of road immediately outside a school, catering for primary age children where no motor vehicle can stop or park during school opening times and includes a maximum advisory speed limit of 20mph. Operating times for school safety zones will vary according to the needs of the particular school. The Zone is clearly marked by high profile road signs and carriageway markings.

The aim therefore of a School Safety Zone (SSZ) is: To provide a safer environment for children entering and leaving school, by discouraging drivers from parking or stopping within the zone and to drive at a maximum speed of 20mph during school hours.

Level 1 – 20 mph signage

Level 2 – 20 mph signage, carriageway markings, Traffic Regulation Orders (TROs) on School Keep Clear markings (SKCs), pedestrian advantage features.

Level 3 - 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments.

Level 4 - 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway/cycleway enhancements.



Appendix E: Consultation Summary

CONSULTEE	COMMENT	RESPONSE
<p>Cllr Marion Mustoe (Chiltern Area LATP mtg 12 June 2012)</p>	<p>Billington: Issues with Bury Farm Equestrian Centre since latest development which has opened in the last year. Satnavs seem to send vehicle along Slatton Rd which isn't wide enough for heavy/large horseboxes. There seems to be about 70 events in a year now and is an increasing problem. Bury Farm is in AVDC so there are issues with regards to planning etc. There is an alternative through Slatton village but this is in Bucks. Options such as signing weight limits, width restrictions or installing passing places.</p> <p>Still some issues with speeding through the village however this has improved thanks to signing and periodic presence of police van.</p> <p>Possible dangers at the end of Stanbridge Rd, but recent work done there to improve advance warning of the junction and a village gateway to slow traffic.</p> <p>Eaton Bray: Speeding traffic through the village. Also concerns about the junction between Dunstable Road and Bower Lane (visibility because of the hedge).</p> <p>Totternhoe: Speeding traffic and number of HGVs coming through the village however application for HGV ban has been refused on a couple of occasions.</p>	<p>This is an issue that has been raised with Amey previously, who have received a number of local complaints. There are a number of issues associated with any options i.e. problems caused by horse boxes therefore weight restrictions would be ineffective, diversions would require liaison with Bucks and their village may not agree, passing places has potential but could prove to be expensive. Options will however be assessed including investigating the planning application and the potential for associated S106 monies etc.</p> <p>Assess in terms of speed reduction programme.</p> <p>Assess and discuss potential options.</p> <p>Investigate feasibility of removing hedge or extending speed limit beyond the junction.</p> <p>Investigate historical action, could depend on opening of the A5 – M1 link to be able to avoid Dunstable but it is unclear as to where the lorries are going.</p>
<p>Cllr Ruth Gammons (Chiltern Area LATP mtg 12 June 2012)</p>	<p>Caddington: Plans created by the Parish Council for improvements to the centre where the shops are located. Difficult to park and it is felt there is inadequate parking facilities. The old school site on Hyde Rd had been cited as potential area to accommodate a car park. Also want to know whether it would be possible to move the bus stop which would aid the flow of traffic and enable more parking.</p> <p>Lighting at the end of Chaul End rd/ Hatters Way only has bollards.</p> <p>Plans for a development of 55 houses on Dunstable Rd.</p>	<p>It was felt that there is potential for improving the public realm and parking facilities but to make a new car park would be of a huge cost and land space is limited. Furthermore the bus stop location can be assessed but it does need to be cited in a place where the public has the most ease of access and also to encourage use. The most effective way forward is to assess the problems as a whole and assess suitable options in line with the LTP3 criteria.</p>



CONSULTEE	COMMENT	RESPONSE
<p>Caddington/Slip End Neighbourhood Plan Events. (19/20 June 2012)</p>	<p>Slip End: Perception of a growing problem of Air Travellers avoiding parking in the car park and paying charges by parking in the residential areas. Could it be made into an RPZ? Also Summer Street has parking problems – is it possible to make better use of the pavements.</p> <p>Kensworth: No school markings. Poor walking and cycling links to Studham. Speed of traffic through the village</p> <p>Whipsnade: It would be an ambition to improve the access to the Tree Cathedral, however it is an on-going request which has not been able to progress as the land is owned partly by CBC, National Trust and private residents. Agreement by all required.</p> <p>Hyde: Newlands lane junction. Concerned about the perceived lack of consultation from LBC for new developments accessed from Newlands Road.</p> <p>Slip End: Most things identified as per the recently concluded Parish Plan. Additionally concerns about the lack of public transport.</p> <p>Cycle links from >>church to</p> <p>Caddington: Newlands Rd Junction with the A1081 – main access from Caddington / Slip End to motorway. Traffic speeds are high along the A1081 and it is dangerous getting out of the junction.</p> <p>Access to Caddington school difficult and dangerous by car. Proposal came to provide a new access to the school from Luton Rd paid for by the houses along it.</p> <p>Lack of footway on Chaul End Lane – but there is a footpath to the end of the houses and the 30mph signs. So not major issue.</p> <p>Parking provision inadequate in the village centre (support for Shared Space concept).</p> <p>Little Green Lane – (2) issues. Narrow but also a bus route and therefore can be difficult when meeting an on-coming vehicle. However it was accepted that this is a rural village lane and it would</p>	<p>No actual evidence of this as yet further investigation needed before any action recommended.</p> <p>Historical action will be assessed against the potential for improvements and against LTP3 objectives.</p> <p>Potential for improvements will be assessed.</p> <p>Difficult to progress as various land owners involved.</p> <p>Newlands Lane junction should be improved following J10A improvements.</p> <p>Engineer Assessment required.</p> <p>Low priority due to minimal impact.</p> <p>Plans developed by the local Parish Council scheme supported by local businesses but any proposals must be in alignment with LTP objectives etc. Assessment by engineers required.</p> <p>Low priority given context.</p>

CONSULTEE	COMMENT	RESPONSE
<p>CBC Internal rights Of Way Team</p>	<p>be difficult to improve it without major changes. In context it was also accepted that there were only four buses along there per day. The second issue is the lack of footpath provision, is there potential to put a footpath through the woods on the south side of the road?</p> <p>The mini roundabout at the junction of Little Green Lane / Mancroft Rd is in the wrong place. Could traffic calming and repeater 30mph signs in Mancroft Rd South of Little Green Lane help alleviate the problem?</p> <p>Pedestrian crossing required along Manor Rd.</p> <p>Improve cycle links between the school and Woodside using the existing footpaths/ bridleway and also from school to Manor Road by the social club (this could have the potential of detrimentally affecting school transport entitlement) similarly the footpath/cyclepath to Manshead school – idea of footpath behind the hedge is there potential to negotiate with the farmer/owner?</p> <p>There is an old footpath existing behind the hedge on the south side of Luton Rd (is this still on the definitive map? Ownership?)</p> <p>Lack of footway along Chau End Rd. (Chaul End – Caddington) – Improve footpath by providing new appropriate surfacing.</p> <p>Lack of footway along B4540 (Kensworth/Whipsnade) – Improvements for the benefit of walkers/cyclists by linking the two villages. First step would be a feasibility study.</p> <p>Poor cycle provision (Eaton Bray) – Improve bridleway surface in order to link tottermhoe and Dunstable Roads via the Comp and School lane.</p>	<p>Assessment needed by engineers..</p> <p>Assessment required.</p> <p>Further discussion required due to the impact this could have on the provision of provided for School Transport.</p> <p>Minimal work required, passed to Countryside Access for advice.</p> <p>Dependant upon ownership this could also come under maintenance – assessment via engineers.</p> <p>Feasibility study could be an appropriate 1st stage.</p> <p>Feasibility study required.</p>
<p>English Heritage</p>	<p>Consideration given to each plan and no specific comments. However as most of the settlements covered by the plans contain, or are near to, designated heritage assets including conservation areas, listed buildings, scheduled monuments and registered parks and gardens. They request that any proposals should consider the impact on the historic environment and aim to achieve the preservation of heritage assets and seek opportunities to enhance them where-ever possible.</p>	<p>Due consideration will be given and additional consultation would take place with EH on particular schemes so as to ensure the historic integrity of the rural community is not compromised.</p>
<p>Highways Agency</p>	<p>In the Chiltern LAMP are the Agency is responsible for the M1, which can be accessed via M1 junction 10/10a near Slip End, and the A5 which connects with the M1 at Junction 9 (Redbourn)</p> <p>The main issues that are apparent in the Chiltern LAMP include poor sustainable transport infrastructure in certain areas relating to irregular bus routes and adequate cycling provision. The reliance on the car as the main mode of transport is also identified as an issue that may need to be addressed in the future, [particularly with regard to traffic generation on the A5.</p> <p>The LAMP makes reference to the park and ride facility close to Slip End which serves London Luton Airport. This facility is potentially a significant trip generator and is of relevance to the Agency due to its location close to the M1 junction 10/10a. Consideration may also need to be given to this site with respect to future expansion proposals at the airport and the potential implications this may have on the Highways Agency's network.</p>	<p>Public and passenger transport is currently under review. This includes rural provision.</p> <p>Noted and any changes would be directed through the planning process.</p>



CONSULTEE	COMMENT	RESPONSE
	<p>I note that there are currently no list of programme schemes to address the issues associated with the LAMP, however there is the confirmation of adopting the 'Smarter Choice Measures' to address the location specific infrastructure issues in the LAMP area.</p> <p><u>General comments in reference to all LAMPs</u></p> <p>The HA is supportive of the general transport principles which are set out in the draft LAMPs, and the positive stance being taken towards recognising the importance of sustainable transport modes and infrastructure.</p> <p>The HA recognises that many of the transport measures that will emerge through the development of the LAMPs will be quite local in form and scope, however I consider that the deliver of an attractive package of sustainable transport measures, including physical interventions and smarter choice measures, should go some way towards encouraging more sustainable travel behaviour, and that this could have a positive effect on the surrounding road network including potentially parts of the Has network.</p> <p>The HA would like to be consulted on any proposed LAMP measure which have the potential to impact upon the operation and safety of the agencies network. These impacts could potentially arise through physical changes to the immediate highway close to or on the Agencies network. In addition, indirect impacts could occur through proposals to route or re-route movements of any mode on or across and agency road. These could for example include proposals to route or re-route pedestrians, cyclists, buses, cars or freight such that an operation of the Highways Agency network is affected or the risk of collisions occurring is increased.</p> <p>It is recognised that the LAMPs deal with predominantly rural areas, albeit incorporating a number of larger villages and market towns, and therefore this could reduce the potential to support the delivery of an extensive package of sustainable measures which cater for everyone's travel needs. Therefore I recognise that reliance on the car is quite likely to persist for many residents and employees.</p> <p>The planned developments, could apply greater pressure to the road network. The delivery of attractive walks, cycle and bus related measures will be crucial therefore in helping to ensure proposed development is sustainable and well connected. Provision of improved access to rail stations or enhanced bus services from existing settlement and planned development could help to minimise additional traffic generation on parts of the Has network. Access to, for example Luton Airport Parkway (serving Chiltern) station by modes other than car could be an area of focus in the LAMPs.</p>	<p>At the time the HA and other stakeholders etc were consulted the objective was to ascertain areas of concern so that an appropriate programme could be created in line with the LAMP objectives.</p> <p>The general points are noted and any schemes proposed would include further consultation with the HA as per our statutory obligations.</p> <p>The HA makes a suggestion about making access to the Luton Airport Parkway more sustainable. However in terms of the Chiltern LAMP the parkway in Slip End is owned and managed privately and by its very nature is providing a car parking service for travellers and is not an appropriate destination for encouraging sustainable transport use to the site.</p>
<p>Chilterns Conservation Board (response to draft plan)</p>	<p>There is little mention of the Chilterns Area of Outstanding Natural Beauty AONB. The board wishes for this to be rectified with appropriate references made to the AONB, its management plan and the key publications that relate to transport (Environmental Guidelines for the Management of Highways in the Chilterns and the 'Chilterns Cycleway' in particular). Furthermore the board considers that any references made should use Area of Outstanding Natural Beauty or AONB and should ensure conservation and enhancement of the natural beauty of the area.</p>	<p>Valid point which will be rectified for the final version.</p>

CONSULTEE	COMMENT	RESPONSE
<p>CBC Landscape Planning</p>	<p>Cycling is covered in section 6.5. However the board can find no mention of the Chilterns Cycleway despite the fact that this promoted route passes through the area. Despite the fact that the Chilterns Cycle route is predominantly a leisure route its potential for modal shift should not be ignored.</p> <p>The second paragraph of section 7.4 should have 'an' inserted before 'Area of Outstanding Natural Beauty'.</p> <p>Section 9.6 deals with Kensworth and mentions that the Green Infrastructure Plan has identified a number of places where footpaths should be improved/created or upgraded. Though such measures should normally be supported great care will be needed in connection with any improvements or upgrading to ensure that there is no detrimental impact on the natural beauty of the Chilterns AONB or on the enjoyment or understanding its special qualities. The same point can be made about section 9.9 which deals with Whipsnade and 'improvements' to Rights of Way.</p> <p>Whilst fully supporting the need to promote sustainable travel and access to series for rural settlement to ensure the vitality of rural communities there is need to ensure any physical measures, including lines, signs, build outs and kerbs etc are designed and implemented sympathetically, taking into account the rural character and local distinctiveness of the villages environments and approached (urban / rural interfaces) 'gateways'.</p> <p>Three of the villages are located in the Chilterns AONB; Kensworth, Studham and Whipsnade. Caddington village adjoins the AONB to the west of the village and Tottermhoe lies within the 'setting' of and approach to the AONB.</p> <p>It is advised that the guidance available from the Chilterns Conservation Board regarding highway design within environmentally sensitive areas can be applied to all rural roads and village environments.</p> <p>There is also a need to consider Conservation Areas, settings of listed building or key focal points including village greens to ensure any physical measures are not detrimental to these. I note the documents include photographs of key buildings and open spaces within each village; it would be useful to mention any conservation areas or protected features as background. It may be there is opportunity to consider enhancement opportunities to LTP actions – for example bus shelters, bollards and rationalisation of signage.</p> <p>Central Bedfordshire includes an extensive network of ancient tracks and historic routes which could be enhanced, linked or extended as access routes but any measures would need to be sympathetic to rural landscape and character. The inclusion of reference to Green Infrastructure and Village Plans is appreciated and could inform wider GI strategies and projects linked to access, biodiversity, landscape and heritage enhancement.</p> <p>.... Any measures associated to LTPs need to take into consideration possible changes in relation to trees, hedgerows and verges; vegetation not only provides important habitat resource for wildlife but also natural green boundaries, natural screens and 'green gateways' to villages. The authority is also fortunate to support a number of Raodside Nature Reserves within verges which require</p>	<p>It was the intention to include this in the final version upon consultation with CBC Cycling Officer.</p> <p>Noted and rectified.</p> <p>Any potential for upgrading etc of footpaths would be done with sympathy and integrity to the environment, it would also be most likely that this would be project managed by the Countryside Access team and any major works would include consultation with Stakeholders including the Chilterns Conservation Board.</p> <p>Although implementation of any schemes would be conducted through Amey it is possible through this document to ensure that proper consideration and consultation takes place with relevant bodies and CBC officers to ensure that the rural aspect of the area is fully considered with any works.</p> <p>Noted more reference to the AONB and The Conservation Boards Highways recommendations are referenced within the final version.</p> <p>The LATP for the Chiltern area will provide a recommended programme of works, however the detail of these projects will only be available when design takes place, it is therefore to offer specifics for proposed schemes within the LATP, however this</p>



CONSULTEE	COMMENT	RESPONSE
	<p>protection. I would like to request some reference is included in the LTP document referring to the importance and need to conserve and enhance the rural character of village environs, built and natural assets, local distinctiveness and especially that of villages within the Chilterns AONB.</p>	<p>document will include recommendations.</p>
<p>Email from resident of East Hyde to Bedfordshire Highways (Amey – Ref CRN 175288)</p>	<p>Re: Fairs Lane <i>In Summary</i>; There have been a number of complaints/requests made over a long period of time for a sign to be erected at the entrance to Fairs Lane in East Hyde stating 'Unsuitable for Heavy Goods Vehicles'. This request comes following a number of incidences whereby lorries have followed SATNAV instruction and tried to manoeuvre along the lane only to become stuck, the most recent incident reported also includes a police incident number as the lorry attempted to reverse down the road, went up the bank and then turned over on its side. As well as the danger this brings to both residents and HGV drivers there is the associated cost to both police and lorry firms of removing lorries that become stuck. There could also be damage to the natural environment.</p>	<p>Officers from Amey have advised that there is no current budget for the erection of a sign to help resolve this issue and that it could be considered as part of the Chiltern LTP. There would however need to be agreement from the local Parish Council etc.</p>
<p>Email from resident of Hyde to Bedfordshire Highways (Amey – ref CRN 174483)</p>	<p>Re: layby on the A1081, Hyde. <i>In summary</i>; A number of complaints have been made from local resident over a period of time with reference to lorries parking overnight in the layby opposite Gibraltar cottages on the A1081. The area is in a lorry ban zone but the only sign indicating this is upon exiting the M1 at junction 10. The resident upon advice from Bedfordshire Highways has reported incidence to the police who are reluctant to move drivers on as they feel there is insufficient signage and there should be a specific sign on the entrance to the layby itself. The residents are concerned that there is obviously no facilities for drivers and that drivers urinate and defecate in the lay-by.</p>	<p><i>Initial response from Beds Highways was to direct the residents to the police. However in subsequent emails they advise that this is a somewhat complex issue with no simple or cheap remedy. Because although this part of the A1081 is within a weight limit area, a lorry will only be parking illegally in the lay-by if it used the road as a through route and has not carried out a delivery in the area. In addition because there is a weight limit sign at Harpenden and at the Newlands Rd junction, then there should be no need of any further signing of the weight limit on the A1081.</i> <i>Another factor is that in general there is a shortage of lorry parking facilities in the area and from a transport policy point of view, there would be a reluctance to remove parking facilities for lorries.</i> <i>The layby could be removed by kerbing across it and forming it into grass verge. However this would be costly and would removing a facility for the general motoring public. Another possible remedy is to impose a ban on lorries parking in the layby either permanently or overnight, using a Traffic Regulation order (TRO). This is the most cost effective solution but would involve legal processes and would therefore incur associated costs.</i></p>
<p>Email from Slip End resident to Bedfordshire Highways (Amey ref CRN 165186)</p>	<p>Re: request for pedestrian crossing over Church Rd, Slip End Concerns raised by local residents over being able to cross the road safely particularly for older and younger people. The resident feels there is a requirement as the footway is on the south side of Church Rd and the playing fields on the north side.</p>	<p><i>Beds Highways response was advise that because records show there have not been any injuries resulting from traffic collisions within a 100 metre radius in the area of the requested crossing in the last three years (reported through Beds police) it is therefore unlikely that this request would receive priority under the</i></p>

CONSULTEE	COMMENT	RESPONSE
<p>Email from Totternhoe resident to Bedfordshire Highways (Amey ref CRN 17075)</p>	<p>Re: Castle Hill Rd, Totternhoe. Request to widen Castle Hill Rd due to large vehicles not being able to pass causing the vehicles to mount the kerbs and the footway. The resident considers that this results in people being afraid to use the footpath.</p>	<p>Casualty Reduction or Road Safety budget. It was therefore forwarded through the L ATP process for consideration.</p> <p>Beds Highways responds by advising that Minor Improvements works would only generally be taken forward outside the L ATP process if they offer a measurable improvement in road safety or address urgent road maintenance needs. Although there have been some slight injuries through traffic collisions along Castle Hill Rd, none have involved pedestrians. It is therefore proposed that any scheme be included for assessment under the L ATP process.</p>
<p>Email from Eaton Bray resident to Bedfordshire Highways (Amey ref CRN 170096)</p>	<p>Re: Church Lane/High St Junction, Eaton Bray. Concerns with regards to speeding traffic and the visibility at this junction. With concerns over the safety of pedestrians as a result of these two issues.</p>	<p>Beds Highways responds by advising that following receipt of the full record of collisions and incidents at this junction from Bedfordshire Police, they feel there is no reasons for concerns leading to giving priority for works at this junction under the road safety or casualty reduction budget and have therefore recommended assessment under the L ATP process.</p>
<p>Email from CBC officer Anne Brazier to Bedfordshire Highways (Amey ref CRN 177538)</p>	<p>Re: School Lane, Eaton Bray. Complaints received from residents about the general condition of School Lane at the main road end. As well as reporting that there is no kerb on the left hand side of the road giving no obvious boundary between the road and grass verge.</p>	<p>Beds Highways responds by advising that the provision of a kerbed footpath along School Lane would be very expensive and furthermore that it is not certain that there would be adequate verge width available in order to create a footpath. It is recommended therefore that the scheme be included for assessment under the L ATP process.</p>
<p>Original email received from Andrew Selous MP (to Gary Alderson) on behalf of Cllr Mark Tomkins – Eaton Bray Parish Council</p>	<p>Re: Speeding traffic & vehicles mounting the pavement. Cllr Mark Tomkins raised concerns with regards to traffic speeding through the village and coupled with incidence of vehicles mounting the pavement in order to proceed through the village. Concerns were also raised as the route to the primary school involves crossing the High St and there are worries that there could be serious fatalities.</p>	<p>Beds Highways investigated and without evidence of injuries are unable to direct funding for physical speed reduction measures. They also recommended that the speed watch programme be undertaken as this would help evidence any issues. (June 12). Following L ATP meetings with Cllr Tomkins the school travel plan officer went out to assess the area particular with due regards to the walking route to the school. *****insert comments from Nick *****</p>
<p>Billington Parish Council and two individual representations from residents.</p>	<p>Re: Slapton Rd, heavy traffic through village and along narrow lane. Concerns raised by local residents and the parish council with regards to the problems caused by large vehicles (predominantly horse boxes) accessing the nearby Equestrian centre through the village and more prominently on Slapton Rd, which is a narrow country lane. Specifically there is a problem with a bend approaching the exit from Little Billington towards Slapton, the problem causes access and safety issues and has also resulted in kerbs being flattened as a result of vehicles driving on the kerb trying to avoid each other.</p>	<p>Some works are being carried out as part of the highways budget and to this end the kerbs that have been flattened will be repaired. However this does not rectify the underlying problem. It is worth noting that there is no evidence to show that there is any increase as a result of the Equestrian Centre. However there is recent history of expansion at the Equestrian Centre which has resulted in extra traffic generation to the site. Typically the issue is complex. Any remedial works on the carriageway to widen the stretch of road would be expensive and</p>



CONSULTEE	COMMENT	RESPONSE
<p>Email received from Kensworth resident sent to Bedfordshire Highways (Amey ref 182509)</p>	<p>Re: Speeding on Lynch Hill, Kensworth. Letter received from local resident reference to concerns about speeding through the village.</p>	<p>that is presuming that it is possible to negotiate with land owners in order to widen the carriageway. Furthermore as the Equestrian centre isn't in the authority area of central Bedfordshire there is a difficulty in enforcing any potential planning action. However all of these are issues that can be explored further through the LAMP process.</p>
<p>Email received from Kensworth resident sent to Bedfordshire Highways (Amey ref 173990)</p>	<p>Re: Road signs at the memorial, Isle of Wight Lane/B4541 junction, Kensworth. Request to move road signs in order to prevent motorists parking on the verges.</p>	<p><i>Beds Highways responded following investigation into any accidents that as there was no reported injuries it would not qualify for any assessment or work under the Road Safety or casualty reduction budget. However the request would be put through for assessment under the LAMP process.</i></p>
<p>Direct response from Tilsworth parish council.</p>	<p>While not directly relevant to our Parish, The Chiltern Area Local Transport Plan covers the villages of Billington and Totternhoe, close to the boundary of Tilsworth. It was viewed that the tackling of speeding and HGV movements through both localities would positively impact on the villages in question, but also the villages in the immediate locality (including Tilsworth) encouraging decreased use of minor roads and an increased flow of traffic along major routes in the area.</p>	<p><i>Beds Highways responded by advising that the signs are in the correct position but there is the potential to move them further from the junction in accordance with government guidance, furthermore it is also possible to install posts or bollards to prevent verge parking and subsequent damage. However this work cannot be covered by any existing budget and has therefore forwarded the request for consideration within the LAMP process.</i></p> <p>It has been useful to have a neighbouring parish council comment on the plan and the comments are most welcome.</p>
<p>Direct response from Manshead School</p>	<p>1. The footpath known locally as the 'A5 path' which runs from the corner of Beech Road, through the underpass under the A5 and then south into the Manshead/Streetfield/St Mary's campus. This is a very unpleasant pedestrian route into the campus and we know that it puts off many from walking to school and diverts them into cars. The main challenge is that the underpass directs pedestrians into a footpath which is too dark and remote for users to feel safe; at peak times there will be nervousness amongst younger walkers who might fear bullies, and at quieter times it is lonely and remote enough to be daunting for anyone at all. The solution, in our opinion would be to seal off the underpass (the recent improvements to the traffic junction included proper pedestrian crossings above ground at the traffic lights), to redirect the footpath traffic along a widened pedestrian pavement adjacent to the A5 (allowing closure of the current remote path) and to drop and entrance into the campus at the southern perimeter of Streetfield School. This would remove all the unpleasant parts of the pedestrian journey.</p> <p>2. Cycling from Caddington. This would be so unsafe currently that we advise students that it is against school rules to cycle to Manshead from Caddington. The road down from</p>	<p>With regards to point one, unfortunately although the situation is not ideal and a crossing would be preferable to an underpass this route is used by students travelling from Dunstable and is therefore not covered by the Chilterns LAMP.</p> <ul style="list-style-type: none"> - Has there been any costs? Plans? Opportunity for match funding confirmation of where the peds are travelling from? - Bullying, photos of the underpass

CONSULTEE	COMMENT	RESPONSE
<p>Slip End Parish Council. Cllr Ken Crossett representing.</p>	<p>Caddington (Dunstable Rd) is too fast and too narrow and the entrance to the school would involve a right turn across oncoming traffic users and with vehicles thundering up behind. Any resolution would be a very major challenge in view of the distance for which the road is so fast and narrow.</p> <p>3. Traffic speed ad behaviour on the Dunstable Rd is a threat to all road users. We have done what is in our power to improve safety at the school entrance on Dunstable Road (cutting back trees and shrubs, improved signage) but vehicles still come round corners in the road from both directions far too fast and are surprised by the school entrance; likewise those exiting the site are inclined to misjudge when the road is clear.</p>	<p>Presumably there is nothing we can suggest with a minimum budget?</p>
<p>Slip End Parish Council. Cllr Ken Crossett representing.</p>	<p><u>Slip end:</u> (Parish Council & extensive public consultation for the Parish Plan) issues raised:</p> <ol style="list-style-type: none"> 1. Slowing traffic down – Church rd/Markygate Rd. from people cutting through to and from M1, received lots of verbal and written complaints, they do have speeding stats available, particular worry given that on the outskirts of the town is the playing fields and retirement home. 2. Speeding traffic – from Pepperstock, drivers tend to build up speed round the bend at half moon lane, which co-insides with the required crossing point so people can access the footpath coming from the residential park and heading towards Slip end. 3. Speeding, rat-running – Along Woodside, this road is used for 'racing' as part of a circuit, the police have intervened and there have been prosecutions. 4. Junction issues – there is a problem with the potential and actual overshooting a the junction coming from Grove Rd into Woodside rd. signage is particularly bad. 5. There is a growing problem with parking in the area due in part to people parking there who use the airport. It has been noted by residents that this is an issue that is starting to escalate. There is also problems with parking in Summer St and also with corner parking in Church Rd and Summer St which restricts driver vision. Could Summer St be a one way? 6. School traffic – due to catchment changes etc there is an increasing number of parents driving which causes problems outside the primary school and potential safety issues. There are lines outside the school but no TRO and therefore no enforcement can take place. 7. Is there potential for a HGV weight limit. 	



Appendix F: Long list of schemes

Rank	Ref	Scheme	Location	Village
1	WK-06	Pedestrian Crossing facility - Church Rd	Church Rd, near to the Church, residential retirement home & playing fields	Slip End
2	FR-03	HGV impact reduction	Farrs Lane	Hyde (East)
3	GT-01	Reduce number or impact of large vehicles through village and provide safe passing point on Slapton Rd (Assess planning obligations, signage, installation of passing point)	Village centre & Slapton rd (specifically a pinch point and bend approaching the exit from Little Billington towards Slapton)	Billington
4	FR-01	HGV impact reduction	Through the village Castle Hill Rd	Totternhoe
5	GT-07	Public Realm and vehicular access improvements including parking provision	Manor Road shopping area	Caddington
6	PT-01	Bus stop improvements/repairs	within the village	Totternhoe
7	PK-01	Residential parking problems - slip end	Summer Street and roads nearest to the Airpark Services.	Slip End
8	GT-13	Speed reduction measures through the village	Various locations: church Rd, Markygate Rd, Pepperstock near Half Moon & Woodside,	Slip End
9	PK-02	Residential parking problems - Kensworth	Isle of Wight Lane/B4541 junction	Kensworth
10	WK-07	Improved walking access to local facilities (Assessment and recommendations)	Village wide - predominantly access to local facilities	Slip End
11	SSZ-01	Speed reduction & Development of a School Safety Zone to level 3 Standard	High St particularly crossing to access school lane.	Eaton Bray
12	SSZ-03	School Safety Zone - St Mary's Catholic Lower, Streetfield Middle and Manshead Upper.	surface access to the sites from the A5 footpath.	Caddington
13	FR-02	HGV impact reduction	Village wide	Slip End
14	GT-04	Junction visibility improvements - Dunstable rd/Bower Lane	Junction between Dunstable Rd & Bower Lane	Eaton Bray
15	GT-05	Speed management & junction improvements - church Lane/High St	Church Lane/ High St junction	Eaton Bray
16	CY-02	Cycling infrastructure - Assessment of improving cycling infrastructure between villages and areas.	Caddington, Harpenden & Woodside links	Slip End & Caddington
17	GT-11	Junction visibility & speed management improvements - Little Green Lane/Mancroft Rd	roundabout at Little Green Lane/Mancroft Rd	Caddington
18	SSZ-05	School Safety Zone - Kensworth Lower to level 3	common rd	Kensworth
19	GT-15	Junction Improvements - Newlands Rd/ London Rd	Newlands Rd Junction with London Rd	Slip End
20	GT-17	Speed reduction measures through the village	through the village	Studham
21	GT-16	Speed reduction measures through the village	Lynch Hill	Kensworth
22	SSZ-02	School Safety Zone to level 2/3 (upon assessment)	Totternhoe Lower, Church Lane	Totternhoe
23	WK-10	Walking & cycling Infrastructure Improvements	Various locations prominently the B540	Whipsnade
24	GT-02	Speed reduction measures through the village	Through the village A4146	Billington

25	GT-06	Speed reduction throughout the village	Through the village Castle Hill Rd	Totterhoe
26	GT-08	Speed management & junction improvement - Newlands Rd/A1081	Newlands Rd junction with the A1081.	Caddington
27	GT-12	Speed reduction measures through the village	Luton Rd, Mancroft Rd, Chaul End Lane, Manor Rd & Dunstable Rd through the village	Caddington
28	SSZ-06	School Safety Zone - Studham lower	Church Rd	Studham
29	CY-01	Cycling infrastructure - Improvements to bridal way surface to allow cycling.	Between Totterhoe and Dunstable Rd via The Comp and School Lane	Eaton Bray
30	WK-09	Walking & Cycling infrastructure improvements - Kensworth to Whipsnade	Along the B540	Kensworth
31	GT-14	Junction safety Improvements - grove rd/Woodside Rd	Grove Rd/Woodside Rd	Slip End
32	WK-05	Pedestrian crossing facility - Pepperstock	Near half Moon bend	Slip End
33	SSZ-04	School Safety Zone - Slip End Lower to level 2	Ross Way and route to school	Slip End
34	WK-08	Walking & Cycling infrastructure improvements - Kensworth to Studham	Various as indicated in the Green Infrastructure Plan	Kensworth
35	WK-03	Footpath improvements	Chaul End Lane & various locations used to access local facilities	Caddington
36	GT-03	Junction visibility improvements - A4146/Stambridge Rd	Junction A4146/Stambridge Rd	Billington
37	WK-02	Improvements and upgrades to local footpaths and rights of Way (Assessment and feasibility)	Various	Totterhoe
38	GT-10	Vehicular and Pedestrian access improvements - Little Green Lane	Little Green Lane	Caddington
39	WK-04	Pedestrian crossing - Manor Rd	Manor Rd - no appropriate place specified	Caddington
40	GT-09	Traffic management options for school route - Caddington Village school	Caddington Village school, off five Oaks	Caddington
41	WK-01	Footpath improvements	School Lane at the Main Rd end.	Eaton Bray
42	FR-04	HGV impact reduction	lay-by on the A1081	Hyde



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Central Bedfordshire Local Transport Plan

Haynes and Old Warden Local Area Transport Plan

Including the areas of Houghton Conquest, Moggerhanger, Northill,
and Southill



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1. Background

1.1 What is the Local Area Transport Plan?

The Local Area Transport Plan (LATP) for Haynes and Old Warden sets out the key transport issues in the area and a programme of measures through which they will be addressed. It forms part of the Local Transport Plan (LTP) for Central Bedfordshire, covering the period between April 2011 and March 2026.

The LATP draws upon a number of different sources of information to form an evidence base upon which the most effective and cost efficient transport schemes can be provided, including:

- § Consultation with local residents and elected members
- § Census data and the Central Bedfordshire Householder Travel Survey
- § Previous studies and reports
- § Feedback from working groups, town and parish councils and other stakeholders
- § Future growth predictions and site allocations

1.2 What area does it cover?

The LATP covers a largely rural area in northern Central Bedfordshire between Houghton Conquest in the West, and Moggerhanger in the North East (Figure 1.1). The area consists of a number of small rural villages, the largest being Houghton Conquest, Moggerhanger, Northill, and Upper Caldecotte. The area benefits from good strategic transport links, with the A6, A600, A603, and B530 linking the area to nearby towns and other strategic road links. The area is also crossed by a number of frequent strategic bus services, providing good public transport connections to nearby towns.



Village sign at Old Warden

The population of the area is around 7,000, with Northill being the largest parish (2,360). Over 70% of residents are economically active, and unemployment low compared to the rest of Central Bedfordshire. The area has high levels of out-commuting, with over 70% of journey to work trips heading to nearby other urban areas, notably Bedford, Hertfordshire, Biggleswade, and London.

Local journeys are typically to facilities and services within the villages, notably schools and shops. The major trip generator in the area is Shuttleworth, having major tourist attractions in the Shuttleworth Collection and Bird of Prey Centre, and Shuttleworth College.

1.3 How does it relate to the LTP itself?

The Haynes and Old Warden Local Area Transport Plan forms one of a series of Local Area Transport Plans through which Local Transport Plan 3 (LTP3) for Central Bedfordshire will be delivered on the ground.



Figure 1.1: Local Area Transport Plans Areas



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It is informed by a series of 'journey purpose themes' which set out the high level, strategic approach to addressing travel behaviour in Central Bedfordshire, and supporting strategies focusing on specific issues in relation to walking, cycling, parking, public transport provision and road safety. The LAMP considers the transport issues of relevance to the area on a mode by mode basis. The framework for the LAMP is set out in Figure 1.2.

1.4 How is the LAMP Structured?

The Plan is structured around the following chapters:

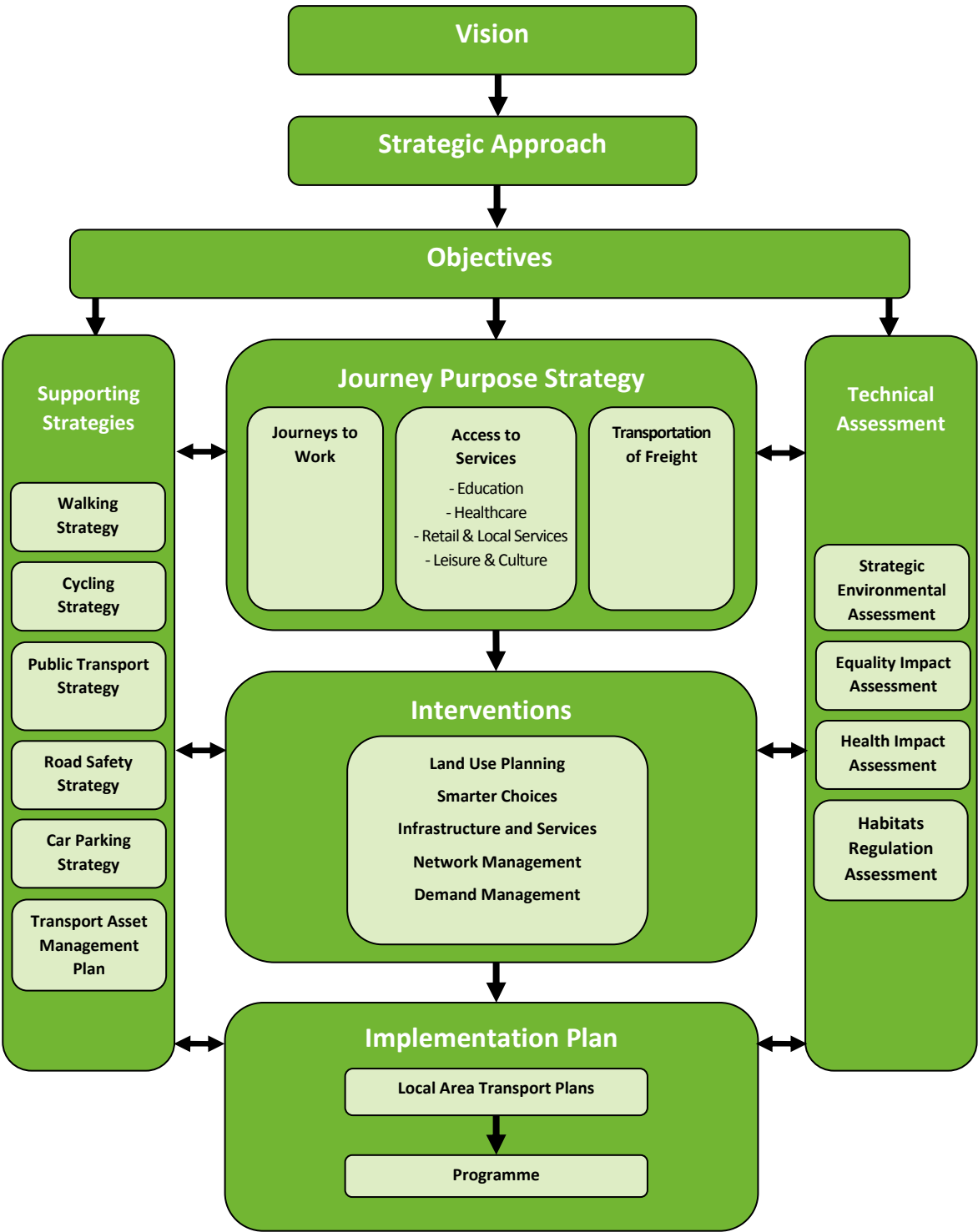
- **Chapter 2 – Planning Context:** Details the planning context within which the Local Area Transport Plan is being developed, including potential housing and employment allocations through the Local Development Framework process.
- **Chapter 3 – Local Studies:** Reviews previous transport studies undertaken and development plans



Wilstead Hill



Figure 1.2: Haynes and Old Warden LAMP within the LTP3 Structure



in place to highlight key issues which will influence the direction of transport provision in the future.

- **Chapter 4 – Modal Issues:** Forms an assessment of transport issues in Haynes and Old Warden and the rest of the Plan area by different types of travel.
- **Chapter 5 – Journey Purpose Analysis:** Reviews how the issues identified for each mode of travel in the area translate into how local residents actually travel for different journey purposes.
- **Chapter 6 – Consultation and Engagement:** Details the consultation process on the Plan and the key findings of engagement with local residents, stakeholders and elected representatives.
- **Chapter 7 – Priority Action Areas:** Focuses on the priority action areas through which the issues identified may be addressed over the course of the Local Transport Plan period.
- **Chapter 8 – Programme:** Highlights how schemes have been prioritised to be delivered over the course of the Plan, the funded allocated to the Haynes and Old Warden area, and the programme of initiatives to be implemented locally.
- **Chapter 9 – Other Schemes and Funding:** Sets out schemes which are set to be delivered by developers or through other funding secured through the Planning process.
- **Appendix A – Development Sites and Classifications:** Shows specific sites proposed to be developed as part of the North Bedfordshire Site Allocations Development Plan Document, and the classification of uses for all villages in the LATP area.
- **Appendix B – Haynes and Old Warden Cycle Network:** Highlights the cycling routes within the villages and their relative status within the network hierarchy.
- **Appendix C – Consultation Summary:** Summarises the comments received by the authority in response to the publication of the draft Plan and how these were addressed in the final version of the document.
- **Appendix D – Programme of Schemes “Long List”:** Details the schemes identified for delivery in the Plan area, in the longer term when additional funding is available, in their priority order.



2. Planning Context

2.1 Overview of local areas

Houghton Conquest

Houghton Conquest is a village located in the West of the LATP area, with a population of around 1,400. The village is located around 4 miles to the south of Bedford. Over the last 30 years there has been some infill development within Houghton Conquest, however the major development planned for the area is to the north at The Wixams.



All Saints Church, Houghton Conquest

The village retains a defined nucleus on the High Street, focussing on the Post Office and Lower School, which provides a focus for village activity. The village is bypassed to the east (A6) and west (B530).

The village is characterised by high levels of out-commuting, with residents commuting to work in Bedford, Hertfordshire, and London. Car ownership is very high in the area, with 56% of residents owning 2 or more cars, and this is reflected in commuting figures that show 70% of residents drive to work.

Haynes

Haynes is a series of linear villages and hamlets running West-East in the Eastern part of the LATP area. The main village of Haynes is located just to the south of the A600, with the hamlet of Church End just to the South West on Church End road. Haynes West End is a hamlet located to the West of the A6, around 2 miles south of Houghton Conquest. The area has a population of 1,160, the majority of whom live in Haynes village. Development in the area over the last 30 years has typically been small scale infill development of a few dwellings.



Haynes Park

Haynes benefits from good access to the strategic road network, with the A6 and A600 running north-south within close proximity. Both Church End and West End are linear in nature, with no services provided in either village. Haynes village is focussed around Silver



End Road and Northwood End Road, the junction of which forms an informal centre to the village. The village has one Lower School, on Forrester's Close, but otherwise has no other services.

Much like Houghton Conquest, Haynes village has high levels of out-commuting, with Bedford, Hertfordshire, and Luton being popular destinations. Around 55% of households own two or more cars, which means that commuting to work by car is high, with over 70% driving to work.

Old Warden

Old Warden is a small village, located to the North East of the A600. This small village of just 350 people has very little growth taking place in the village itself. The Shuttleworth College, Shuttleworth Collection, and Bird of Prey Centre to the East of the village are the major trip generators in this area, and have been expanded and upgraded over the years.



Shuttleworth College

Old Warden itself is linear village, with no services within the village. Shuttleworth College is the main education provision in the area, but this is a specialist Land and Agricultural College. Old Warden has good highway links close by, notably the A600 to the South West, and the B658 to the East providing access to the A1.

Northhill

The Northhill area consists of 3 small villages: Northhill, Ickwell Green, and Upper Caldecote. Located around 4 miles to the West of Biggleswade, the parish is the most populous in the LAMP area, with a population 2,360. Development in the area has been largely limited in the last 20 years to infill developments in the larger villages of the parish.



Ickwell Green War Memorial

The villages of Northhill, Ickwell Green, and Upper Caldecote all have a central focus to them. In Northhill, the village is centred on the St Mary's Church, with the village Lower School in close proximity. Whilst Ickwell Green does not have any shops or services in itself, the village green provides a strong central focus to the village and its activities. Upper Caldecote, meanwhile, benefits from a local shop and Post Office on Hitchin Road, a shop on Biggleswade Road, and Caldecote Lower School in Manor Place.

The excellent links to the strategic road network, notably the A1 to the East, combined with high levels of car ownership (55% of households owning 2 or more cars), means that travelling to work by car is popular in the Parish. Over 75% of residents of the Parish



commute to work by car, with Bedford, Biggleswade, and Hertfordshire being the most popular commuting destinations.

Southill

The Southill area consists of a number of small villages and hamlets, notably Broom, Southill and Ireland. Located South West of Biggleswade, the area has a population of 1,160, with the majority of residents living in Broom. Development in the area has been limited for a number of years.



Southill Lower School

In Broom, the village green provides the main focus of activity in the village. From there, the village spreads North Eastwards along the High Street and Southill Road. Southill village contains two services – Southill Lower School on School Lane, and the village store on the High Street – that act as the main trip generators. The village itself is linear in nature, with the play area adjacent to the junction of High Street and School Lane forming the only noticeable centre to the village.

The Southill area enjoys good links to the nearby road network, notably the A600 to the South, and the A1 to the North East (via the B658). Car ownership in the area is high, with over 50% of local households having two or more cars. Around 73% of local residents commute to work by car, with Biggleswade and Hertfordshire being the most popular destinations.

Moggerhanger

Moggerhanger is located in the North of the LAMP area. Located on the A603 between Bedford and Sandy, the village has a population of 630. Development within the village has been limited for a number of years.



Crossroads in Moggerhanger

Moggerhanger is centred around a crossroads that forms the heart of the village – with the A603, St John's Road, and Blunham Road. The main bulk of the village is located to the south of the A603. The main service in the village is Moggerhanger Lower School, on Blunham Road. The nearby Moggerhanger Park is the other notable trip generator in the area.

Being located on the A603, Moggerhanger enjoys good east-west road links to Bedford, Sandy, the A421, and the A1. Despite the frequent buses running through the village, the car is still the dominant mode of transport, with 55% of local residents owning two or more cars. This manifests itself in terms of journeys to work, with 71% of local residents driving to work. Popular work destinations in this area are Bedford and Biggleswade.



2.2 Major Developments

The Wixams

The Wixams is a significant development to create a new settlement just to the north of the LAMP area. Its continued development over the forthcoming years will have a significant transport impact on the LAMP area.

The Wixams aims to establish a high quality, sustainable new settlement, based on the following principles:

- Maximising the use of brownfield land;
- Integrate the development within the landscape;
- Encourage the creation of a balanced and self-sufficient community;
- Structure the development around energy efficient movement networks;
- Provide an open space network for recreation, wildlife, energy, and water management;
- Promote technical efficiency in the siting, design, and use of materials
- Ensure settlement durability and adaptability;
- Create a distinctive, high quality, and successful new place;
- Promote community involvement in design, development, and management.



Overview of The Wixams

The development will consist of:

- Around 4500 new homes, with potential for 2500 more;
- A mixture of employment land throughout the site;
- Community facilities and buildings;
- 3 Lower Schools, 2 Middle Schools, and an Upper School;
- A Healthcare Centre;
- A Library;
- A Sports Hall;
- 300 hectares of recreation space, including landscaped areas and parks;
- Construction of a new railway station on the Midland Mainline, provisionally called 'Wixams', to the North of Houghton Conquest, including access onto the B530;
- Re-routing and dualling of the A6.



Map of Village One (Source: Gallagher Estates)

Work has commenced on Village 1, known as Lakeside, at the Eastern end of the development. Lakeview Lower School has



been completed, and community facilities have started construction. The A6 dualling was also completed as part of this Village. The 900 new homes planned for this area are at various stages of completion.

In January 2012, Bedford Borough Council granted planning permission for the construction of The Wixams Station. This includes the construction of the station itself – 4 platforms, lifts, and ticket hall – and associated infrastructure, including 600 car parking spaces, cycle parking, and bus interchange. Work will start on the station during 2014, with opening anticipated to be in December 2015. The station will form part of Village 4 of the development.



Lakeview Lower School

Site preparation works for Village 2 are due to begin shortly. Work has already commenced on creating a “green buffer” between Lakeside and Village 2. Works on Village 3 will commence at a later date.

Wixams Southern Extension

The site has been allocated for mixed-use development comprising 500+ dwellings, a Country Park, and other uses to be defined in a Development Brief and Masterplan, currently being developed. It is the intention to integrate this development with the main Wixams settlement.

To maintain adequate separation from Houghton Conquest, a Country Park of strategic importance will be delivered on land within the allocation boundary. This will be located at the Southern end of the extension.

Policy 63 of the Development Strategy for Central Bedfordshire: Pre-Submission Version states that the development of the Wixams Southern Extension should be consistent with the Masterplan for the Wixams Core area and is subject to the following:

- *Production of a Masterplan and Design Code;*
- *Provision of strategic landscaping and publicly accessible open space within the site;*
- *Preparation of a town-wide Transport Assessment to ensure that potential cumulative impacts on the Strategic Road Network are taken into account;*
- *Provision of sufficient capacity within the public foul water system and wastewater treatment works to meet the needs of the development;*
- *Providing a suitable buffer zone to protect significant water and waste water infrastructure from inappropriate development*

Land off Broadmead Road, Stewartby

As part of Bedford Borough Council’s Core Strategy and Rural Issues Plan 2008, land to the North of Stewartby, off Broadmead Road, has been allocated to create an urban extension of Stewartby. The key principles of the development include:

- The provision of a mixture of land uses including employment, 610 new homes (including affordable housing), a village shop, site for a public house, open space, recreational and other facilities;



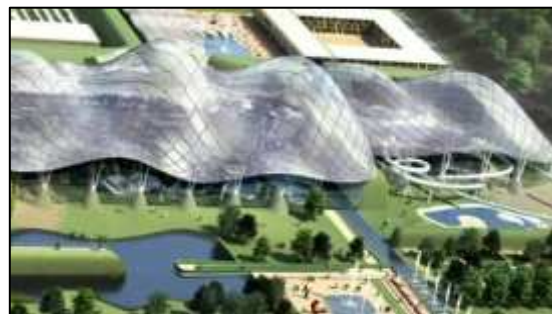
- Contributions towards school provision;
- Improvements to the A421
- A new road linking Rousbury Road and Broadmead Road to serve the development.

The site has been granted planning permission subject to the agreement of planning contributions. Construction has yet to start on the site.

Whilst this site is outside of the LAMP area, the site will impact upon the B530 which runs past Houghton Conquest. This is particularly in terms of travel to and from The Wixams as it is developed, including the new station.

National Institute for Research into Aquatic Habitats

Land at Quest Pit, on Ampthill Road to the north of Houghton Conquest has been granted planning permission of the National Institute for Research into Aquatic Habitats (NIRAH). This will be a major new visitor attraction in the north of the Local Area Transport Plan area, consisting of:



Artist impression of NIRAH

- A tropical biotope;
- A water adventure park and spa;
- Three hotels;
- Conference and exhibition centre;
- Science research park.

Transport plans for NIRAH include dedicated car parking, and a shuttle bus service. Whilst the site has been given planning permission, it is unlikely to be delivered within the timescales of the LAMP.

Working Woodland Centre, Maulden Wood

Related to the work on the Greensand Ridge Local Development Strategy is the Greensand Trust's work on a major project at Maulden Wood, on the A6 to the south of Haynes West End in the parish of Maulden. The Working Woodland Centre will provide a workspace for wood-related enterprises, as well as a dedicated visitor centre including a café, shop, educational, and community facilities. This will aim to:

- Stimulate sustainable woodland management across Bedfordshire (and beyond), for the benefit of biodiversity, access and the rural economy;
- Act as a demonstration 'hub' for carbon reduction and renewable energy use at both an individual and community level;
- Act as a focal point for access, linking with routes into Maulden Wood and providing information helping visitors to maximise the benefits from access to the site without damaging this fantastic resource;
- Provide opportunities for a diverse range of communities to engage in a woodland environment and take part in its management and learn new skills;
- Create an office and volunteer base for local charity the Greensand Trust;
- Enhance the appearance of the Deadman's Hill Lay-by, reducing anti-social behaviour.





Artists Impression of the Working Woodland Centre (Source: Greensand Trust)

The development is currently under construction.

2.3 Development Strategy for Central Bedfordshire

The Development Strategy will be the main planning document for Central Bedfordshire. It will set out the overarching spatial strategy and development principles for the area together with more detailed policies to help determine planning applications.

The Development Strategy will address similar issues to those in the Core Strategy and Development Management Policies in the north of Central Bedfordshire, but will also consider the allocation of strategic development sites.

The main elements of the Development Strategy are:

- Strategic objectives for the area
- Overarching strategy for the location of new development
- Scale of new employment, housing and retail provision
- Identification of new strategic scale development sites
- Extent of new infrastructure required
- Key environmental constraints and opportunities
- Set of detailed policies to guide consideration of new development proposals



Until a new Development Strategy is adopted, the existing approved plans will continue to set the planning context for decisions on planning applications. For this area, the *Northern Central Bedfordshire Core Strategy and Development Management Policies Development Planning Document* and the *Site Allocations Development Planning Document* apply.

The pre-submission version of the draft Development Strategy was published on 14 January 2013 and is expected to become the adopted planning policy for Central Bedfordshire in February 2014.



The Development Strategy plans for the delivery of a total of 28,700 new homes and 27,000 new jobs between 2011 and 2031. The Council will support the delivery of the existing planned sites that make up the majority of provision

New development will be planned for at the following locations

- North of Houghton Regis (5,600 homes and 30 ha employment land up to 2031)
- North of Luton (2,900 homes and 20 ha employment land up to 2031)
- East of Leighton Linlade (2,500 homes and 16 ha employment land)
- Sundon Rail Freight Interchange (40 ha employment land)
- Land at Maulden Road, Flitwick (18 ha employment land and country park)
- Land south of Wixams (500 homes and country park)

In addition to these strategic sites, small-scale development will also be brought forward through Neighbourhood Plans.

Site Allocations Document

The Site Allocations Document details the specific sites proposed to be developed to meet the housing and employment land requirements established within the Core Strategy for North Central Bedfordshire as a whole up until 2026.

Extracts from the Site Allocations Document, showing development sites and classifications for villages in the LATP area, are shown in Appendix A. The document was adopted in January 2012.

2.4 Collective impact of known development

The Wixams and the Wixams Southern Extension are unlikely to be fully completed by the end of the LATP period. Throughout the lifetime of the LATP the continuing development of these major development sites and other developments will impact upon the LATP area in a number of ways:

- A programme of development-funded transport infrastructure and service improvements;
- Additional homes and facilities being provided in the Wixams area generating additional travel on the existing highway network, particularly on the B530 and A6;
- The Wixams's role as a major service centre attracting trips from nearby villages such as Houghton Conquest and Stewartby, and the need to accommodate these trips by non-car modes of transport through better walking, cycling, and public transport links;
- Development of the Working Woodland Centre to generate additional travel on the A6, and provide a focus for the local rights of way network;
- Small scale infill development to generate additional travel on local streets, particularly in villages, but also providing opportunities for sustainable travel.



3. Local Studies

3.1 Greensand Ridge Local Development Strategy (2008-2013)

The Greensand Ridge Local Development Strategy, developed by a number of local stakeholder groups, sets out a vision to make the Greensand Ridge (of all wards in the LATP area are a part) a “Green Lung” throughout Bedfordshire.

“In a low-carbon future, the Ridge will form a key part of this wider area, offering environmentally-friendly tourism and leisure opportunities to millions of people within a short journey, as well as high-quality locally produced food. Its farms, woodland and associated businesses will supply renewable energy and sustainable construction materials, while becoming exemplars in resource efficiency. These growth areas will in turn support thriving, mixed local economies based on small knowledge and service businesses, increasing community spirit and reducing out-commuting.”



Greensand Ridge Walk sign

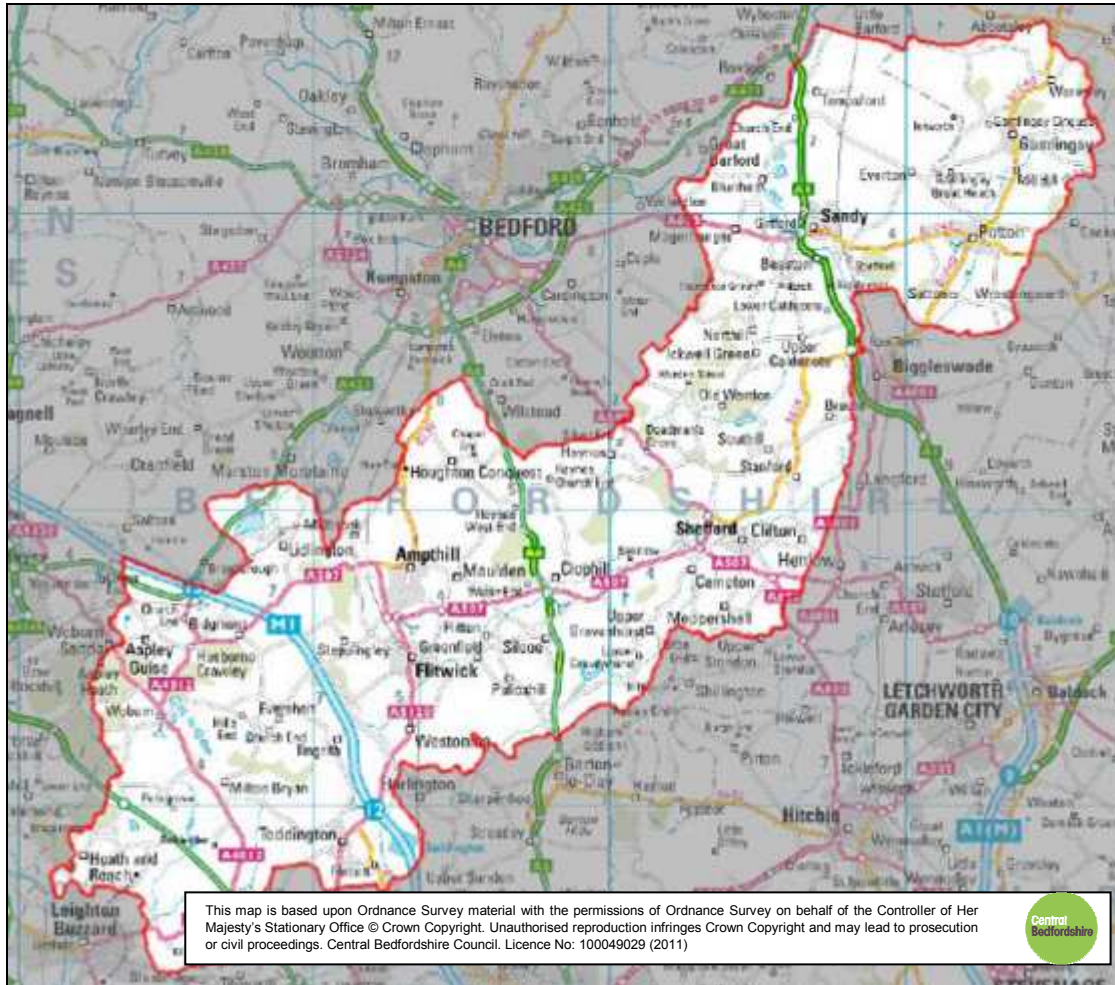
The strategy particularly focuses on economic growth, highlighting that economic growth and the nature of the rural economy is probably the areas greatest challenge. This challenge manifests itself in a number of different ways:

- A lack of local jobs and the attractiveness of the area means that there are high levels of out-commuting, particularly by car;
- There is a need to balance creating jobs with protecting and conserving the local character and distinctiveness of the area;
- The economic viability of woodlands and the agri-food sector, particularly locally;
- Developing the local tourist economy in a sustainable way;
- Declining access to services, with a leakage of service provision to urban areas and areas outside of the authority making it harder to access those services for those who do not have a car;
- Adapting to a low carbon future.

In response to these challenges, the Strategy has identified 4 strategic objectives, which in turn have a number of actions associated with them.



Figure 3.1 – The Greensand Ridge Development Strategy Area



“String of Pearls” – Building upon links to much larger visitor attractions such as Center Parcs, this focuses on raising the game of smaller attractions. Promoting walking and cycling routes to, from, and between the attractions, networking, and effective marketing of local businesses are seen as particularly important means of achieving this.

“Taste the View” – Supporting the competitiveness and the quality of local produce. This includes improving access to local and strategic supply chains, better sales and marketing, and improving the quality of local foods. This work has implications for freight traffic in rural areas, which would require careful management.

“Swiss Army Knife Centres” – Developing a network of local centres that cluster a number of services under a single roof. Whilst these centres may improve access to such services, such centres would need to be located in areas with good access by sustainable transport.

“Putting the Green back into Greensand” – Focussing on increasing the resource efficiency of local communities and businesses. This may require support in the development of Travel Plans for communities and local businesses.

3.2 Northill Parish Community Plan 2008

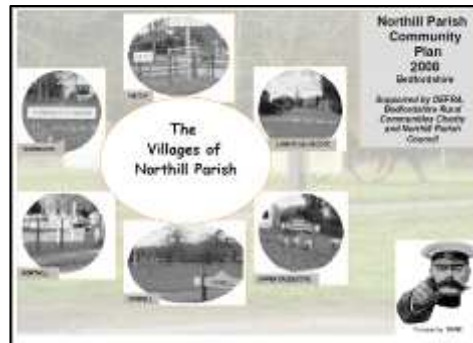
The Northill Parish Plan was produced in 2008, setting out a vision and action plan for the future of the villages of Hatch, Thorncote, Northill, Ickwell, Upper Caldecotte, and Lower Caldecotte. Whilst the issues raised in the villages were many and varied, traffic and transport



featured highly across the area. Notable issues include parking outside local schools and services, HGV movements through the villages, improving access to the A1, and severance caused by the A1.

The plan set out a number of actions that local communities wished to see delivered to tackle traffic and transport issues in the Parish:

- Improve the Greens, including tackling parking problems;
- Improve bridleways, including signage;
- New footpaths, particularly between Upper Caldecotte and Ickwell
- Apply appropriate traffic calming measures to most villages;
- Reassess parking areas in all villages;
- Enforce and apply more lorry weight / width limits;
- Address A1 issues of access from Lower Caldecotte;
- Address volumes of traffic through the villages;
- Improve off-road access and bridleways;
- Improve the signage throughout the parish, including village gateways;
- Establish a village Care Scheme;
- Make bus services more consistent with local needs.



Northhill Parish Community Plan

3.3 Houghton Conquest Green Infrastructure Plan 2010

A Living Networks Green Infrastructure Plan has been developed for the Houghton Conquest area. The action plan sets out a number of improvements to local green infrastructure that also represent improvements to local sustainable transport;

- Create a new cycle route to the Marston Vale Millennium Country Park;
- Upgrade footpaths to cycle paths;
- Extend footpath through the Church yard;
- Create cycle warning signs on B530;
- Extend footpath from Thickthorn Farm to Bedford Road;
- Create footpath between Howe End and The Grove;
- Extend footpath to Sybil's Way;
- Create footpath between Howards Piece and Conquest Wood;
- Create cycle path to Stewartby;
- Create cycle path from Wilstead to Chapel End Road;
- Create footpath from How End to Duck End;
- Create cycle path west of the B530
- New path from Chapel End to the village.



Houghton Conquest Green Infrastructure Plan



3.4 Landscape Character Assessments

A Landscape Character Assessment (LCA) is a method used for understanding what the landscape is like, how it formed, and how it may change in the future. It helps to define what makes an area unique as well as what should be done to protect and improve its character.

There are two LCA areas covered by this LATP: the Marston Vale Clay and Mid Greensand Ridge. These are important because when we manage the highway network and the improvements we make to it need to take into account how this affects the landscape. The detailed LCA advice is to:

Conserve the character of rural roads, limiting urbanising influences such as kerbing and widening and the loss of verges. Ensure that traffic management measures are sympathetic to those areas with a strong rural character.



4. Modal Issues

4.1 Pedestrians

The small and compact nature of many of the villages in the LATP area makes it relatively easy for residents to walk from one area of the village to another in a reasonable time. In the villages, footways are sometimes supplemented by off-road routes, though in the hamlets there is often a lack of footways.



People walking along a footpath in Upper Caldecotte, one of a few 'in village' off-road walking routes

Many of the villages in the Plan are linked by one or more off-road rights of way, such as a footpath, permissive path, or public bridleway. These routes provide a comprehensive network of walking links throughout the area,

particularly where they meet in rural villages to form off-road paths as alternatives to walking on street. Many routes suffer from soft surfacing (particularly an issue in poor weather), poor legibility, lack of lighting, and long distances, meaning that they are often used for more leisurely walking. Otherwise, pedestrian links between villages are typically along fast rural roads, often without footway.

Pedestrian Priority and Permeability

Broom

The compact nature of Broom village makes walking around the village an easy and convenient local travel options. Whilst the footways are narrow, they provide a comprehensive network within the village by which local people can walk through the village with ease and convenience.



Broom village green

Being bypassed by the B658 for the majority of through-traffic movements in the area, both traffic speeds and volumes in the village have been observed to be low, further adding to the quality of the walking environment. There are few crossing issues in the village, although observations reveal the main area of crossings being centred around the village green. Traffic speeds through the village are generally quite low

The local rights of way network in Broom is relatively dense, providing access towards Upper Caldecotte and Biggleswade. Both the B658 and A1 are high speed roads, though varying in their roles, but together provide significant barriers to walking to nearby towns and villages. All rights of way in the area are typically poorly surfaced, unlit, and are unsuitable for persons with limited mobility.



Haynes

The different villages and hamlets that are part of the Haynes ward are different in terms of their structure and functioning for pedestrians. For Haynes main village, the majority of street activity is concentrated on Silver End Road and Northwood End Road. Whilst footways are narrow, traffic speeds and volumes are generally low. A lack of north-south links through the pedestrian areas, except Footpath 5, reduces the permeability of the village somewhat. Regardless walking through the village is quiet and convenient.



Haynes Village. Footways are narrow on both sides, however the street is lightly trafficked

There are no formal pedestrian crossing facilities provided within Haynes main village, but low traffic volumes and speeds mean that it is a generally safe crossing environment along many of the village roads. Parked cars outside the Lower School do present a temporary crossing issue during school term.

In the smaller hamlets of Haynes West End and Haynes Church End, a lack of footways, combined with high speeds (40/60mph speed limits) in both, means that walking locally is not perceived as a safe activity. Whilst traffic volumes are low in both hamlets, and it is quick to walk from one part of the hamlet to the other, mixture with high speed traffic and a lack of local services forms a significant perceptual barrier to walking.

The local rights of way network is typically focussed on the main villages and hamlets in the area. In Haynes main settlement, there are many links to areas such as Deadmans Cross and Standalone Farm, whilst around Haynes Church End there are good links towards Ampthill.

Busy roads, particularly the B530 and the A6, provide a major barrier for walking between villages, and from the villages to nearby settlements. These routes are characterised by high flows of traffic travelling at fast speeds, with no formal crossing points. Combined with relatively poor rights of way links in the area and distances, these discourage inter-village walking



High Street in Houghton Conquest, approaching the Lower School. Parked cars do provide a barrier to crossing, but otherwise there are low speeds and traffic volumes. Image source: Google Streetview

Houghton Conquest

Houghton Conquest is a relatively quiet village, providing a reasonably safe walking environment. Whilst there are no formal pedestrian crossing points in the village, the low speed and levels of traffic passing through the village means a generally safe crossing environment.

The linear nature and small size of Houghton Conquest means the village is generally permeable village for walking. The main streets in Houghton Conquest – High Street, The Grove, and Bedford Road – provide direct, safe walking links from the majority of residential



areas to services in the village centre. On occasions, some speeding traffic can provide a psychological barrier to walking.

The main area of the village where there are some crossing issues is outside the Lower School and Post Office, where some parked vehicles provide an obstruction to convenient pedestrian crossing, particularly before and after school.

The rights of way network in the area radiates from the village itself, though there are notable circumstances of such links not connecting to streets at The Grove and Mill Lane. A notable omission in the rights of way network is towards Stewartby and the Millennium Country Park in the North and West. All rights of way in the area are typically poorly surfaced, unlit, and are unsuitable for persons with limited mobility.

Lower Caldecote

The major pedestrian issue in Lower Caldecote is that of the severance provided by the busy and fast-moving A1 immediately outside the village. A lack of grade-separated crossing points means that it is very difficult to cross the A1 safely on foot.

Within the village itself, the High Road is the only means of accessing the village, and with just a few houses and some businesses, traffic is light and the speeds are quite low. This makes for a generally safe walking environment, despite the visual intrusion of the nearby A1.

The village is served by a single public right of way, with Footpath 11 leading from the village to the south and east towards Upper Caldecote. All rights of way in the area are typically poorly surfaced, unlit, and are unsuitable for persons with limited mobility.

Moggerhanger

Unlike other villages in the LATP area, Moggerhanger has a busy road – the A603 – running right through the heart of the village. High traffic levels, the use of the route by HGVs, and narrow footways make for an uncomfortable pedestrian environment. A pedestrian crossing is provided, enabling safe access between the main residential area of the village to the south and the Lower School to the north.



High levels of traffic through the village in Moggerhanger make for an intimidating pedestrian environment

Away from the A603 the pedestrian environment improves. Whilst footways are typically narrow, the low speeds and levels of traffic make for a more pleasant walking environment throughout much of the village.

In contrast with other areas, the rights of way network in Moggerhanger is relatively sparse, with routes typically leading to Blunham and Moggerhanger. All rights of way in the area are typically poorly surfaced, unlit, and are unsuitable for persons with limited mobility.

Northhill and Ickwell

The villages of Northhill and Ickwell, and Hatch to the north are generally quiet and linear villages. Despite footpaths often being narrow in all villages, the low traffic volumes passing



through the area make for a good pedestrian environment. Speeding traffic in all villages is, however, an occasional issue.

The linear nature of Northhill and Ickwell, combined with footways on major routes, makes for good permeability. All residents are within easy reach of key walking routes in both villages – typically along the main streets – making for convenient local walking journeys. In contrast, the walking route between Hatch and Northhill is along an unlit rural road with vehicles travelling at high speed. This discourages inter-village walking.

Northill Lower School is the main service in the villages, and is easily accessible from most areas by foot. School drop-off and pick up traffic provide a temporary crossing and footway obstruction during the school term.

There are some local rights of way that provide some off-road links to nearby villages. The most notable are routes to Old Warden and towards Moggerhanger. The long-distance Greensand Ridge Walk runs through Northhill, and is well sign-posted throughout. All rights of way in the area are typically poorly surfaced, unlit, and are unsuitable for persons with limited mobility.

Old Warden

Traffic levels through Old Warden are still somewhat higher than other villages owing to traffic accessing Shuttleworth College and the visitor attractions at Shuttleworth. Combined with a lack of footways, and some speeding traffic, there are perceptual barriers to safe walking



Old Warden village. A lack of footways are a barrier to walking

The linear nature of the village makes navigation between different parts of the village relatively simple, even for those not familiar with the area. But this linear nature means that it can take some time to walk between one part of the village and the other. A lack of local services also discourages walking as part of everyday activity in the village.

The local rights of way network is a relatively dense one, providing a variety of off-road routes. These are typically to nearby villages, such as Northill and Southill. All rights of way in the area are typically poorly surfaced, unlit, and are unsuitable for persons with limited mobility.

Southill

The largely linear nature of Southill village means that it is relatively easy to navigate through the village, and to the services that it provides. This makes for a permeable village so local people are able to walk through the village with relative ease.

The village is characterised by having narrow pavements throughout, with the exception of School Lane west of Southill Lower School where there are no pavements at all. This is particularly an issue on the High Street, which as well as being the main route in the village is also a key route for vehicles passing through the village. Whilst traffic volumes are not high,



the narrow nature of the carriageway and footways can make for an uncomfortable walking environment.

Southill Lower School is within easy walking distance of the rest of the village. However, there are issues with parked cars during school drop-off and pick-up times that make for an uneasy walking environment, and limit the ability of pupils and parents to cross the road.

Southill is served by few local rights of way, with only a single footpath serving the village directly and providing no linkages to nearby villages. All rights of way in the area are typically poorly surfaced, unlit, and are unsuitable for persons with limited mobility.

Upper Caldecote

Upper Caldecote is a relatively busy village, with much of the street activity taking place on the two main highways through the village – Biggleswade Road and Hitchin Road. As the majority of streets front onto either of these two streets, this means much village activity is within easy walking distance.

The internal permeability of Upper Caldecote is boosted by a number of internal footpaths connecting the residential areas, such as Manor Place to Dene Way and The Old Barn to Water Lane Farm. This particularly benefits the Lower School, located on Manor Place. The convenience that these routes provide makes walking an attractive choice for getting around the village.

The footways throughout the village are of a varying quality. Internal footpaths can be intimidating at night without adequate lighting and not adequately overlooked in some areas, whilst footways along the main routes can be narrow in places. Traffic volumes on Hitchin Road in particular can make for a difficult environment in which to cross.

The local rights of way network is quite dense, and focuses on Upper Caldecote. This provides the village with off-road links to Biggleswade, Ickwell, and Beeston. All rights of way in the area are typically poorly surfaced, unlit, and are unsuitable for persons with limited mobility. Severance by the A1 also provides a significant barrier to longer distance walking.

Street Furniture

The provision of street furniture differs across the Plan. The villages of the Plan area typically have street lighting as their main street furniture. In addition to this, many of these villages also have an additional item of street furniture. These are typically benches located in the centre of the village or close to bus stops, or local interpretation boards giving information on local facilities and local footpaths.



Street furniture in Haynes main village

4.2 Cycling

The level of cycling in the Plan area is much lower than the average for Central Bedfordshire. This low level of cycling can be explained by a number of factors, notably a general lack of local services in most villages, the perception of high traffic levels and speed, and a general lack of dedicated, segregated facilities for cyclists. Owing to such factors, a cycling culture



has generally not developed locally. This is despite the fact that the small size of the majority of villages gives significant potential for local cycling, and traffic levels on the majority of routes are generally low.

Network Hierarchy

Work undertaken for Central Bedfordshire Council by the sustainable transport charity Sustrans¹ has identified a network of cycle routes across the Plan area which would join centres of population with services centres, places of employment, schools and healthcare facilities for example.

Many of these routes are not yet in place. The shape of this aspirational network is included in Appendix B.

Infrastructure Provision

The LAMP area is notable for its lack of dedicated infrastructure provision for cycling, particularly in terms of segregated routes and cycle parking. Within all villages, low traffic volumes and their compact nature can make for a reasonably pleasant cycling environment for many people. However, the speed of traffic, and mixing with different types of vehicles such as buses and Heavy Goods Vehicles, is a significant perceptual barrier, particularly to less confident cyclists.

Cycling between villages and to nearby urban areas is characterised by using fast rural roads. Whilst many of these are not heavily trafficked, mixing with motor vehicles, combined with high speeds, gives a significant perceptual barrier to cycling. To access many villages and town involves either crossing or cycling along high speed, busy roads such as the A6 or A600, which is daunting to all but the most experienced cyclist.

Most off road cycle links in the area are provided by public bridleways. Their advantage is that there is almost no conflict with vehicular traffic over the majority of their length. But these routes are often indirect and the quality of infrastructure (often muddy tracks or fields) makes cycling along them uncomfortable. Crossings of rural roads can be hazardous due to high vehicle speeds and a lack of adequate crossing provision. They are also poorly lit, which is a significant safety barrier.

The only strategic cycle route in the area is National Cycle Route 51, just outside of the LAMP area to the North of Moggerhanger. This route provides a good quality, direct off-road link to Sandy and Bedford, particularly for the residents of Moggerhanger who can access the route near Blunham. Accessing this link requires residents to cycle along a rural, unlit road that is subject to the national speed limit along much of its length.



Cycling along Route 51. Image from Let's Go



Cycle signage near Haynes. This signed route is mainly off-road using bridleways

¹ Mapping works undertaken during 2008/09. The consultation process was managed by Bedfordshire Rural Communities Charity during 2009/10



4.3 Public Transport

The area is served by mainly by local bus routes and Community Transport services, with no rail services in the LAMP area itself. All of the largest villages in the area are served by regular bus services, typically a mixture of commercial and non-commercial services, providing links to Ampthill, Bedford, Biggleswade, Flitwick, Hitchin, Sandy, and Shefford (among others).



73 bus service, that runs via Moggerhanger, at Biggleswade Bus Station

Public Transport Infrastructure

The quality of the waiting facilities is generally poor across the area. Bus stops often consist of little more than a pole with a flag, with little or no timetable information or shelters, and where a shelter is provided it is often dirty and uninviting to users. In some cases bus shelters are provided complete with lay bys, raised kerbs and lighting, and bespoke timetable information. Shelters are particularly common in village centres, in locations perceived to be the 'main' village bus stop. In other cases only bus stop flags are provided with timetable information stuck or tied to the pole.

Bus services

Local bus services are a mixture of commercial inter-urban bus services serving many of the larger villages, and supported bus services providing socially-necessary services.

Commercial bus services

The commercial bus routes in the area are provided on routes that pass through the area en route to nearby towns and villages – particularly to Bedford, Biggleswade, Sandy, and Shefford. A summary of the key commercial bus services in the area is shown in Table 4.1.

Being commercial bus services, the majority of services are provided without local authority support. Central Bedfordshire Council may, however, provide support for specific trips such as evening or Sunday services.

The two areas of the plan area best served by local bus services are Haynes and Moggerhanger. Both villages benefit from bus services running every 30 minutes – in Haynes via a combination of two bus services – that provide access to employment, services, and leisure opportunities in nearby towns and villages. For Haynes, these bus services provide links to Bedford, Shefford,



Contrasting qualities of local bus stops. A poorly maintained stop (top) compared to a well maintained stop with seating and up-to-date timetables (bottom)



Table 4.1 – Summary of commercial bus services in the LATP area

Route number	Operator	Frequency of service ²	Days of operation	Places served
42	Grant Palmer	Hourly	Monday to Saturday	Bedford, Houghton Conquest, Ampthill, Flitwick, Toddington, Dunstable
44	Grant Palmer	Hourly	Monday to Saturday	Bedford, Wilstead, Clophill, Maulden, Ampthill, Bedford
71	Stagecoach	Hourly	Monday to Saturday	Bedford, Haynes, Shefford, Henlow, Hitchin
72	Stagecoach	Hourly	Monday to Sunday	Bedford, Haynes, Shefford, Henlow, Arlesey, Hitchin
73	Stagecoach	Half-hourly	Monday to Sunday	Bedford, Moggerhanger, Sandy, Biggleswade
74	Stagecoach	Hourly	Monday to Saturday	Bedford, Cardington, Northill, Ickwell, Upper Caldecote, Biggleswade
81	Stagecoach	Hourly	Monday to Sunday	Bedford, Wilstead, Clophill, Silsoe, Barton-le-Clay, Luton



Figure 4.1 – Extract from Central Bedfordshire Bus Map 2012 of local bus routes in the LATP area

Henlow, Arlesey, and Hitchin. For Moggerhanger, services provide links to Bedford, Sandy, and Biggleswade

The villages of Houghton Conquest, Ickwell, Northill, Southill, and Upper Caldecote also benefit from commercial bus services, although at a lower frequency of service than Haynes and Moggerhanger. All villages enjoy an hourly service to Bedford. For Houghton Conquest, their local service also provides links to Ampthill and Flitwick. For Ickwell, Northill, Southill, and Upper Caldecote, their hourly bus service also links them to Biggleswade.

Residents who live close to a commercial bus service enjoy a good quality local bus service. However, there are local concerns about the timings of services, the locations that they serve, and importantly the reliability of services.



Supported bus services

Where bus routes are commercially unviable, and connecting villages to local service centres provides an important social role, Central Bedfordshire Council provides support to bus operators to provide a local bus service. These services typically serve smaller villages in the plan area, and are aimed at improving access to local services.



44 bus service at Bedford Bus Station

Supported bus services are typically infrequent bus services, with some running as little as once per week. As a result, they are typically used by a few off-peak passengers – particularly those with concessionary bus passes – to access services in nearby towns and villages. Regardless of their low patronage, they serve a useful social function.

Rail Services

The area is currently not served directly by local rail services. This means that local residents are required to access rail services by travelling to nearby towns.

Analysis of data on season ticket holders reveals that the desired choice of railway station focuses on stations on the main lines that provide regular services into London. Actual stations used vary across the LATP area:



Train at Biggleswade Station

- Residents of the Houghton Conquest area typically use Flitwick or Bedford stations;
- Residents of Moggerhanger, Northill, Southill, Ickwell, Upper and Lower Caldecotte and Old Warden typically use either Sandy or Biggleswade stations;
- Residents of Haynes use a variety of stations, including Bedford, Flitwick, Arlesey, and Biggleswade;
- Residents Haynes West End and Church End typically use Flitwick or Bedford stations.

There is also more limited demand in the Houghton Conquest area for travel along the Marston Vale Line running from Bedford to Bletchley. Residents can access this line by travelling to Kempston Hardwick or Stewartby stations.

The Wixams Station

As part of the Wixams development, a new 4-platform railway station will be constructed on the Midland Mainline, around 1¼ miles north of Houghton Conquest. This includes the construction of the station itself – 4



**Artist impression of the new Wixams station.
Image sourced from theWixams.co.uk**



platforms, lifts, and ticket hall – and associated infrastructure, including 600 car parking spaces, cycle parking, and bus interchange. The station is anticipated to be open in December 2015.

The station will be opening outside of the period of this plan, however when it does open it is likely to have significant travel impacts in the surrounding area. The station will be attractive to use for residents of the area, particularly for residents from Houghton Conquest, Haynes Church End, and Haynes West End. The attractiveness of the station to other areas such as Stewartby and Wootton may also lead to increased travel on local highway networks.

In advance of the station opening, preventative measures are required to both encourage local people to access the station by walking, cycling, and public transport from the outset, and to minimise the impacts of additional traffic generated by the station on local communities.

PlusBus

PLUSBUS ticket provides train passengers at local stations with unlimited bus travel on participating operators' services within the PLUSBUS area. The ticket is effectively an add-on to a rail ticket and is available for £2 a day (£1.35 a day for a rail card holder) or £7 for the week. PLUSBUS is recognised by bus service providers including Stagecoach and Grant Palmer and enables easy interchange for public transport users wishing to travel by both rail and bus.

Villages in the area are covered by a number of PlusBus schemes. Houghton Conquest and Haynes West End are located within the Flitwick PlusBus area. Haynes is located within the Arlesey PlusBus area, while Northhill, Southill, Moggerhanger, and surrounding villages are all located in the Biggleswade and Sandy PlusBus area. These PlusBus areas are outlined in Figures 4.2 to 4.4.



Figure 4.2: Flitwick PLUSBUS



Figure 4.3: Arlesey PLUSBUS



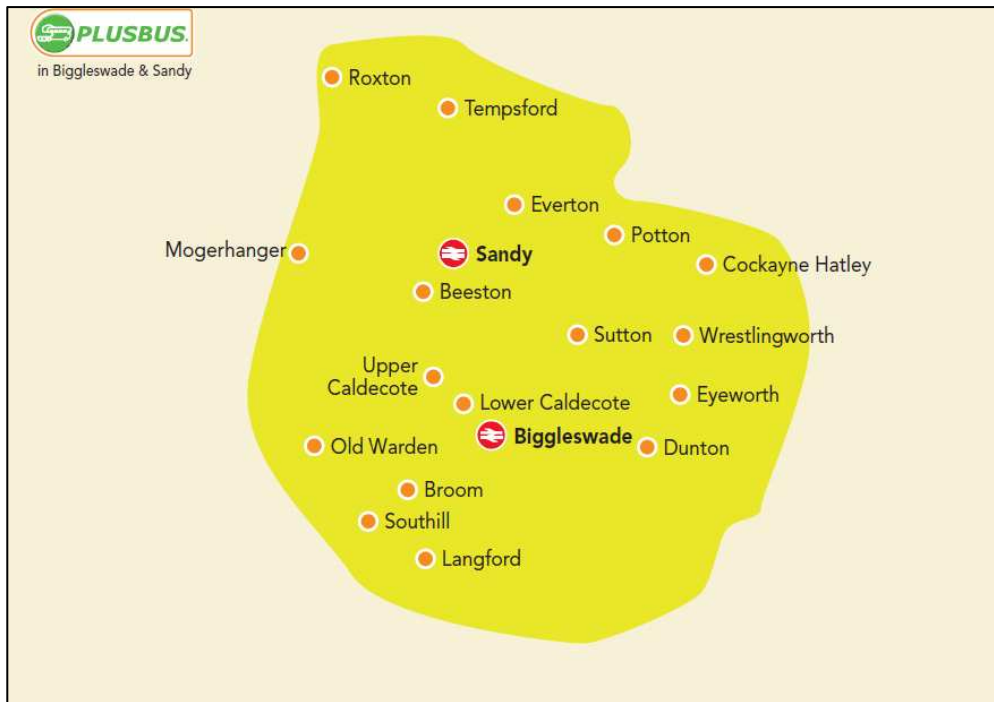


Figure 4.4: Biggleswade PLUSBUS

4.4 Highways

Household car ownership in the Plan area is set out in Table 4.2. This area is characterised by very high levels of car ownership compared to both Central Bedfordshire and the country as a whole, with some wards having car ownership levels of 95%.

Table 4.2: Car Ownership in the Local Area Transport Plan Area

Area	No car or van	One car or van	Two or more cars or vans
Haynes and Old Warden LAMP	8.1%	33%	59%
Central Bedfordshire	13%	40%	46%
England	26%	42%	32%

Source: Census 2011; Office of National Statistics

Strategic Road Network

The Strategic Road Network (SRN) is the responsibility of the Highways Agency and not Central Bedfordshire Council. The SRN passes through the LAMP on one corridors, the A1 Truck Road on the Eastern edge of the LAMP area, running from Sandy to Lower Caldecote.

The A1 provides excellent north-south links to the rest of the region and further afield. Access onto the A1 is provided in several locations, but the busiest are the Biggleswade North Roundabout and the



The A6 near Haynes West End



Sandy Roundabout. The A1 through the area operates close to capacity for much of the day, particularly during peak hours, resulting on congestion on approaches to key junctions. At the Sandy Roundabout, this leads to air quality issues for properties situated close to the roundabout.

Local Road Network

The SRN is supported by the local road network which is the responsibility of Central Bedfordshire Council. The LATP area is characterised by good north to south road links to other areas of the authority and surrounding areas, but relatively poor east-west links. The key routes comprise:

- **A6:** A key north / south route through Central Bedfordshire linking Barton-le-Clay with Luton in the south with Bedford in the north. In 2010, the Annual Average Daily Traffic Flow (AADT) was in the region of 16,700 vehicles³ on the route, just north of Clophill.
- **A600:** Links Bedford to Shefford, via Haynes. This route is busy, but relatively free-flowing for much of the day. This route provides onward connections to the A421 in the North, and the A507 in the South.
- **A603:** A busy east-west link between Bedford and Sandy, running through Moggerhanger. This route is very busy, but mostly free-flowing through Moggerhanger itself. At the junction with the A1 at Sandy, there is often congestion.

Road Safety

The number of people killed or seriously injured on the roads in the Plan area is set out in Table 4.3 below, with the geographical spread highlighted in Figure 4.5. As the data shows, between 2006 and 2010 the majority of people killed in road accidents were car users.

Motor cyclists were also involved in a large number of accidents in relation to the number of trips undertaken by motorbike. 31 pedestrians or cyclists were injured by road traffic collisions between 2006 and 2010, in Upper Caldecote were children.



The spread of casualties across the Plan area highlights a number of trends:

- A significant number of accidents occur on the strategic routes running through the area. This can partly be explained by the high traffic volumes using these routes. The A6 has a particular cluster of accidents close to the junctions at Haynes, and the A603 has a number of accidents along its length. The approach to the Biggleswade Roundabout on the A1 also seems to be a particular problem area.

³ All traffic flows taken from permanent counters in place and detailed on the website: www.c2trafficdata.co.uk



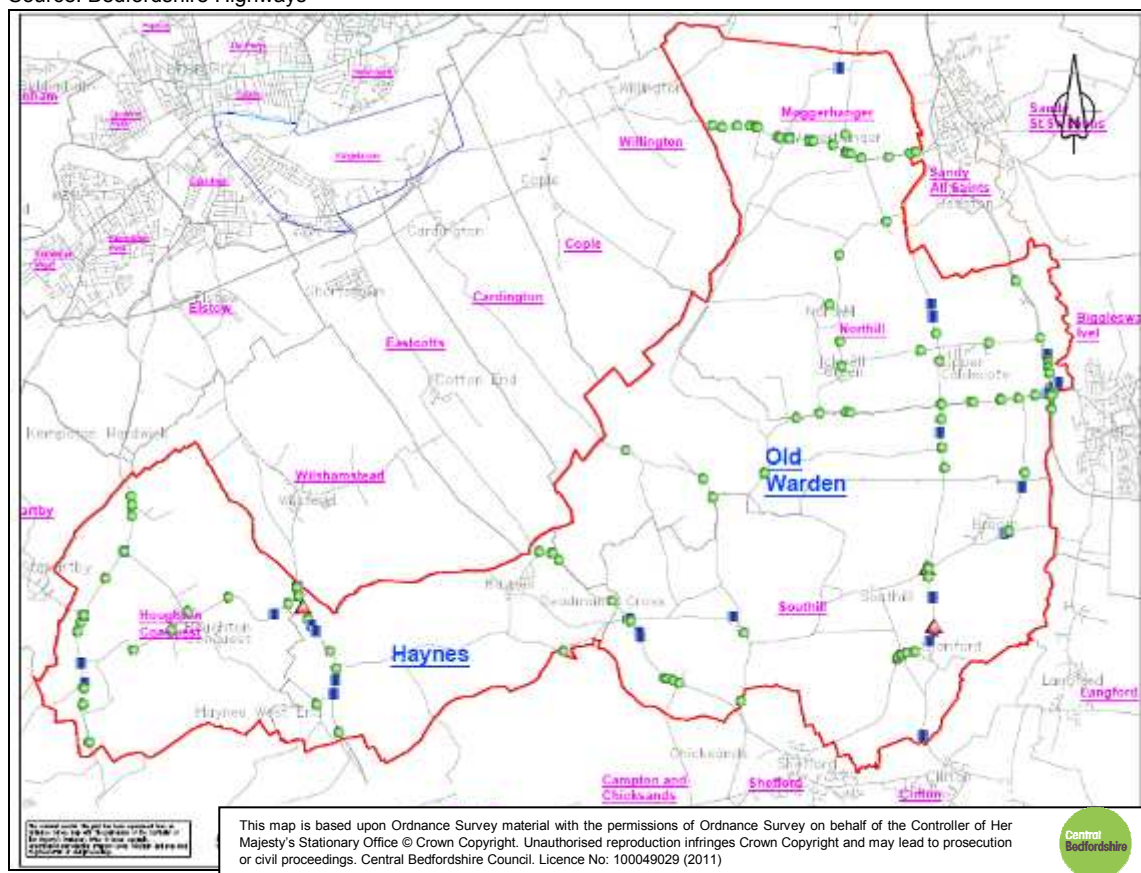
Table 4.3: People Killed or Seriously Injured in Haynes and Old Warden (Jan 2007 – Dec 2011)

Casualties	Adults				Children				Total			
	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0
Cyclists	0	2	7	9	0	0	2	2	0	2	9	11
Motor cyclists	2	7	7	16	0	0	1	1	2	7	8	17
Car users / passengers	1	28	184	213	0	2	5	7	1	30	189	220
Bus	0	1	0	1	0	0	0	0	0	1	0	1
HGVs / passengers	0	2	13	15	0	0	0	0	0	2	13	15
Other	0	0	5	5	0	1	0	1	0	1	5	6

Source: Bedfordshire Highways

Figure 4.5: Haynes and Old Warden LATP Area Road Traffic Accidents between 2007 and 2011

Source: Bedfordshire Highways



- The number of accidents with fatalities is low, with just 3 such accidents. Accidents resulting in fatalities tend to be on derestricted roads. A notable road for people killed in accidents appears to be on B658, where there have been 2 fatalities.
- Accidents that result in serious and slight injuries generally tend to occur around junctions, especially on the main routes. There appears to be a particular concentration of serious injury accidents on the A6 at the Haynes Turn, and at junctions on the A603.



Car Parking

The provision of car parking in the Plan area is typically confined to private, off-street parking that is normally dedicated to the use of a specific facility, such as a shop or a school. There is little in the way of formal public car parking in the area.

The enforcement of on-street car parking is undertaken by Central Bedfordshire Council, through its contractor Vinci Parking. Central Bedfordshire Council seeks to manage on-street parking in a way that benefits local communities, improves traffic flow, and improves access for emergency vehicles and buses. Civil Enforcements Officers issue Penalty Charge Notices (PCNs) to vehicles parked in breach of Traffic Regulation Orders.



5. Journey Purpose Analysis

5.1 Overview

This chapter considers how the issues identified within the assessment of individual modes of transport, translates to how people in Haynes and Old Warden LAMP area actually travel for different types of journey. It compares the modal split for different types of journeys in the Plan area with those for Central Bedfordshire as a whole where data is available.



The old Post Office in Southill

A Householder Travel Survey was undertaken in March/April 2012 which looked at the travel patterns of Central Bedfordshire residents. This survey forms the basis to the identification of the mode split for different journey types across the authority, whilst the Census, school and workplace travel plans and results from the schools census have also been utilised to identify the specific travel patterns of residents in the Plan area.

5.2 Journeys to Work

Distance Travelled to Work

The distance travelled to work impacts on the ability to access employment by different modes of transport. It also provides an indication as to the self containment of a town in terms of the ability for people to find employment locally. Census 2001 identified the distances travelled by residents across the authority to get to their place of work and these figures are detailed in Table 5.1.

Table 5.1: Distances Travelled to Work

Distance	Percentage	
	Haynes and Old Warden	Central Bedfordshire
Work from home	14%	10%
0 – 2 kilometres	8%	18%
2 – 5 kilometres	11%	11%
5 – 10 kilometres	19%	14%
10 – 20 kilometres	18%	21%
Over 20 kilometres	25%	22%
No fixed place of work / other	5%	5%
Total	100%	100%

Source: Census 2001 (<http://neighbourhood.statistics.gov.uk/>)⁴

⁴ At the time of writing, data from the 2011 Census for Distances Travelled to Work was unavailable



Table 5.1 highlights that a large proportion of residents live a considerable proportion of the population work a considerable distance from the Plan area reflecting the lack of self containment of the villages and the need for local residents to seek employment further afield.

Modal Split

The modal split of journeys to work of residents in the Plan area with those for the rest of Central Bedfordshire, together with the general modal split for all trip types across the UK is set out in Table 5.2.

Table 5.2: Journey to Work Modal Split for the Haynes and Old Warden LATP area compared to Central Bedfordshire and national figures

Mode	Haynes and Old Warden	Central Bedfordshire	Nationwide
Car	80.6%	74.1%	60.2%
Car (passenger)	4.2%	4.9%	5.3%
Walk	4.8%	8.7%	11.3%
Cycle	1.1%	1.7%	3.1%
Bus	1.8%	2.1%	7.9%
Train	6.2%	6.8%	5.6%
Other	1.1%	1.7%	6.6%

Source: Census 2011. Excludes people working at home

Like the remainder of Central Bedfordshire, the car is the dominant mode of transport for journeys to and from work in the Plan area. Journeys on foot, by bicycle, and by bus are all particularly low, especially walking and cycling which are less than half of the figure for Central Bedfordshire as a whole. This reflects the lack of local employment in this particular area, and significant distances required to travel to access work.

5.3 Access to Services

Healthcare

Access to healthcare in the form of a local doctor is an important factor in residents' perceived quality of life. The rural nature of the LATP area means that no medical facilities are provided locally, with local residents being required to travel to healthcare in nearby towns and villages.

The majority of local residents are within 30 minutes travel time by public transport to their nearest Doctors Surgery. Surgeries in Sandy, Biggleswade, Shefford, and Ampthill provide the nearest GP Surgeries for local residents, with some offering home visits on a limited basis.

The nearest hospital for most residents in the area is Bedford Hospital, which is served directly by buses from the Houghton Conquest area, with other areas requiring a change of bus in Bedford. Another popular hospital, though a greater distance away, is the Lister Hospital in Stevenage, for which there are no direct links by public transport.

The modal split of access to healthcare provision across Central Bedfordshire as a whole is depicted in Table 5.3. It demonstrates a significantly higher proportion of trips are made on foot to doctors surgeries than for other journey purposes which have been assessed, although still involves a significant reliance on the car for the bulk of journeys.



Table 5.3: Modal Split for Travel to Doctors

Mode	Proportion of Trips
Car	50%
Car (passenger)	8%
Walk	35%
Cycle	1%
Bus	5%
Train	0%
Other	1%

Source: Householder Travel Survey 2012

Education

A lack of major trip generators in the area makes travel to school one of the key local trips within the area. Annual surveys of the way pupils travel are undertaken in schools and colleges across Central Bedfordshire which allows trends in changes in travel behaviour to be readily identified.

There are 6 lower schools in the area, plus one specialist higher education college:

- Caldecote Lower School, Upper Caldecote
- Haynes Lower School
- Houghton Conquest Lower School
- Moggerhanger Lower School
- Northill Lower School
- Southill Lower School
- Shuttleworth College, Old Warden



Northill Lower School

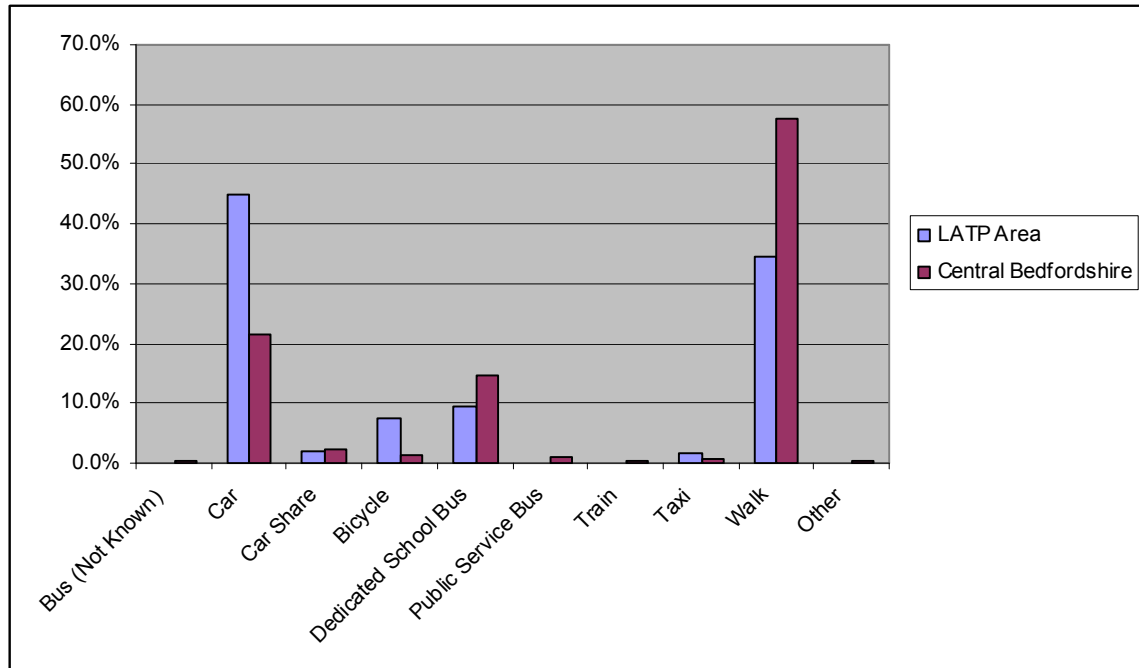
How pupils travel to the Lower Schools is set out in Figure 5.1, with figures for the authority as a whole for comparison.

The rural nature of the area means that fewer children walk to school in the plan area compared to the rest of Central Bedfordshire. Equally, the percentage of children being driven to school is much higher than the rest of Central Bedfordshire. There are also a number of issues surrounding specific schools. Many of these issues are covered in Chapter 7, but common issues include:

- Congestion outside school gates creating an uncomfortable and sometimes unsafe environment for children to walk and cycle to school;
- School run traffic contributing to wider peak hour congestion issues;
- Negative perceptions of speed and traffic levels outside of schools creating a perceptual barrier to walking and cycling to school;
- Different school catchment sizes requiring different sustainable transport solutions, for example Upper Schools have a wider catchment area, placing greater necessity for school buses compared to Lower Schools.



Figure 5.1: Mode Split of Travel to School Journeys



Food Shopping

The food shopping offer in the Plan area generally consists of food shops and convenience stores located in the larger villages, most notably Houghton Conquest and Upper Caldecote. These stores are typically local in nature, serving a localised catchment area for everyday food, drink, and other convenience purchases such as newspapers. These stores are typically located central to their respective villages. Parking at these stores is generally limited.

For larger scale food shopping, such as visiting a superstore, local residents travel outside the Plan area. Notable towns with superstores close to the plan area include:

- Bedford (Tesco, Sainsburys)
- Biggleswade (ASDA, Sainsburys)
- Sandy (Budgens)
- Shefford (Morrisons)



Caldecote Stores. A small convenience store in Upper Caldecote

In the more rural areas of the Plan area, few local food shops are provided, with local residents being required to access their nearest large village or town for food shopping. Combined with relatively poor public transport links, accessing food stores is an issue for people in these areas without access to a car.

Table 5.4 shows that across Central Bedfordshire, access to larger food stores is generally undertaken by private car, reflecting the role of these stores for weekly large shopping trips, and increasingly for purchasing comparison goods. Residents who responded to a



Householder Travel Survey indicated that access to such provision was seen as easy or very easy across Central Bedfordshire as a whole.

Table 5.4: Access to Main Food Shopping Modal Split in Central Bedfordshire

Mode	2010	2012
Car	75%	70%
Car (passenger)	10%	14%
Walk	12%	9%
Cycle	1%	1%
Bus	2%	5%
Train	0%	0%
Other	1%	1%

(Source: Householder Travel Surveys – 2010 & 2012)

The relative ease with which residents feel they can access various different types of retail provision is set out in Table 5.5.

Table 5.5: Relative ease of accessing retail provision across Central Bedfordshire

	Closest food shop (corner shop)	Closest supermarket	Closest shopping centre
Very easy	51%	39%	25%
Fairly easy	37%	47%	51%
Neither easy nor difficult	5%	6%	10%
Fairly difficult	3%	5%	9%
Very difficult	1%	2%	3%
Cannot Reach	0%	0%	0%
Not applicable	3%	1%	2%

(Source: Householder Travel Survey 2012)

5.4 Access to Leisure, Culture, and Tourism

Being able to access leisure, culture and tourism facilities is important to the quality of life of local people, and has significant well-being benefits. These facilities also have a local economic benefit, providing jobs and income for the local area.

The major leisure attraction in the area is the Shuttleworth, close to Old Warden. Shuttleworth has 3 significant leisure attractions, with each of these attractions unique to the other:



The Shuttleworth Collection, Old Warden

- The **Shuttleworth Collection** is a collection of historic aircraft from the first 100 years of flight. As well as a series of display hangars, the collection also has its own grass runway aerodrome;
- **Swiss Garden** is an ornamental garden, combined with picturesque architecture. The main focus of the Garden is the 19th Century Swiss Cottage;
- The **English School of Falconry and Bird of Prey and Conservation Centre** is home to over 200 types of birds or prey. At the centre, visitors can enjoy the frequent flying displays, learn about the birds, and the conservation work being undertaken.



The impacts of these leisure attractions are most acute at weekends, where the majority of trips to and from these destinations take place. On the majority of weekends, there are relatively few traffic issues, although some delays can arise when there is a major event at any one of the attractions.

A particular issue for accessing these leisure attractions is the lack of local public transport, particularly from places such as Biggleswade Railway Station. This results in a high percentage of visitors travelling to the attractions by car.

Access to the Countryside and Open Spaces

The rural nature of the LAMP, along with an extensive rights of way network leading from most villages, means that the majority of local residents have relatively easy access to the countryside. The network of footpaths, bridleways, and permissive routes are well-used by ramblers, dog walkers, and cyclists (among others). Many of these paths also permeate into larger villages, providing local walking and cycling routes used by residents every day.

The area is also served by more strategic rights of way, which cater for long distance walking as well as more local routes. The most notable is the Greensand Ridge Walk, running from Ivinghoe Beacon in Buckinghamshire to Norfolk. This walk passes through the LAMP area via Haynes and Northill, making up part of the 40-mile stretch of the walk in Bedfordshire. All routes are well-signposted throughout.



Greensand Ridge Walk, near Haynes

Accessing the rights of way network is an issue not just in terms of physical accessibility, where the majority of rights of way in rural areas are difficult to navigate by people with mobility issues, but also in terms of accessing the rights of way network itself. Access to rights of way can often be on fast rural roads, with no segregated footway – a major perceptual safety barrier for walkers and cyclist. Within larger villages paths are generally good but narrow in places, limiting their potential for use by cyclists.

Leisure Centres and Cultural facilities

With the exception of Shuttleworth, there are few significant local leisure and cultural destinations. Local people are required to travel to destinations outside the LAMP area to access leisure and cultural facilities.



Saxon Pool and Leisure Centre at Biggleswade

Libraries also act as a local cultural resource, where people can find out about local history and about the area, as well as loaning books and other materials, accessing the Internet, and accessing local services. The nearest



local libraries are:

- Biggleswade – Directly accessible by public transport from Northill, Ickwell, Upper Caldecotte, and Moggerhanger;
- Sandy – Directly accessible by public transport from Moggerhanger;
- Shefford – Directly accessible by public transport from Haynes;

Outside of the libraries, there are few local cultural facilities such as museums and art galleries in the area. Local people are therefore required to access such facilities in nearby towns.

There are no formal leisure centres provided within the area, therefore local residents are required to travel outside of the area to access these facilities. Notable nearby leisure centres include:

- Sandy Sports Centre, Sandy
- Saxon Pool and Leisure Centre, Biggleswade

Within many villages there are often sports grounds and local play areas that provide recreational activities to local people. As these facilities have a local catchment, accessing them in a safe way is a critical issue, particularly on foot.

Retail Shopping and Town Centres

There is limited retail shopping in the LAMP area. In the larger village centres, notably Houghton Conquest and Upper Caldecotte, some retailing is provided. These are primarily local independent stores offering some limited convenience shopping such as everyday food.

For larger retail shops, local people are required to access retail centres in nearby towns. Bedford is a notable local destination in this regard, with a range of shops that are easily accessible by car and public transport. Other notable shopping areas with a more limited variety of stores include Biggleswade, Sandy, and Shefford. Access to a town centre during key shopping hours is relatively good across the LAMP area, with public transport routes running from the main villages to these town centres.

5.5 Freight

Freight forms the focus of one of the six journey purpose themes upon which the LTP is structured. The signing and enforcement of a Designated Road Freight Network (DRFN) has been identified as one of the main areas through which to manage road based freight on the highway network based upon the rationale to focus freight trips on specific routes through the authority so as to minimise the impact on local communities and town centres. The section in the Plan area is shown in Figure 5.2.

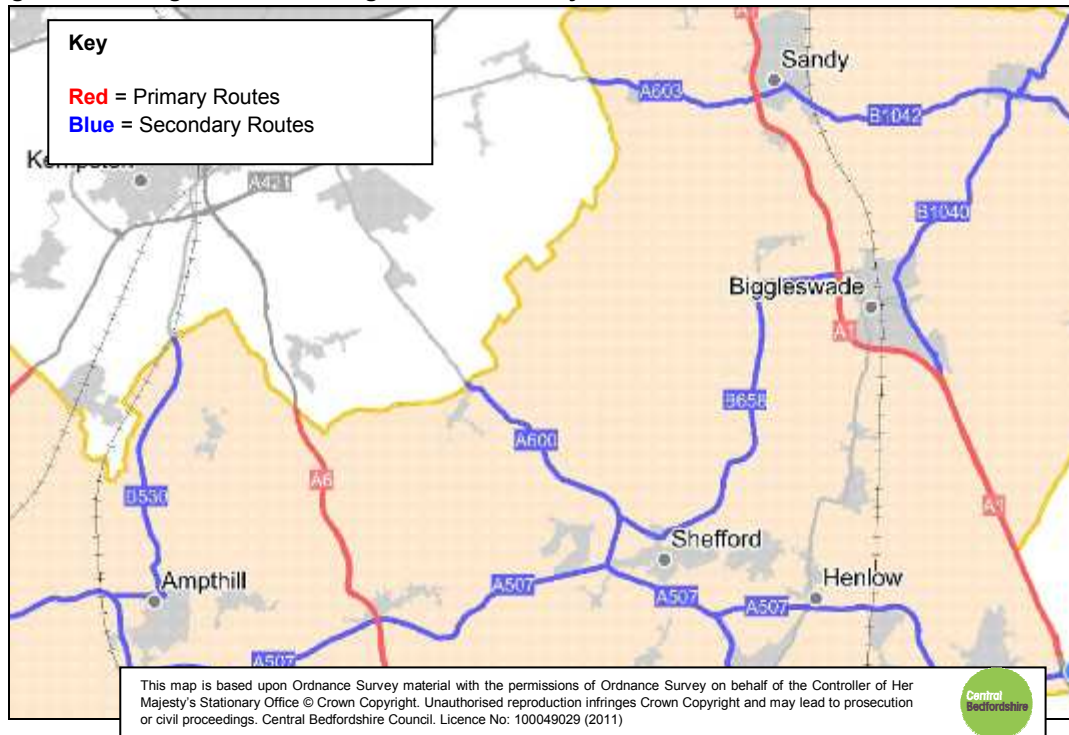


HGV in Moggerhanger

In this LAMP area, one primary freight route passes directly through the area, the A6 near Haynes West End. Freight would be expected to use this route for local journeys and when passing through the area. Another primary freight route, the A1, borders the area to the East.



Figure 5.2: Designated Road Freight Network in Haynes and Old Warden



The area is also crossed by a number of secondary freight routes – the B530, A600, B658, and A603. Freight is expected to use these routes as a means of accessing services in local communities from the primary route network.

There are a number of restrictions limiting freight movements, almost all of which are concentrated in the Old Warden area of the LAMP. These include height restrictions under some bridges along the old Bedford to Hitchin railway line, and weight restrictions.

Notwithstanding these measures which have been taken by the authority, concerns exist as to the movement of freight through the Plan area. This is particularly the case in areas that do not form part of the Designated Road Freight Network.



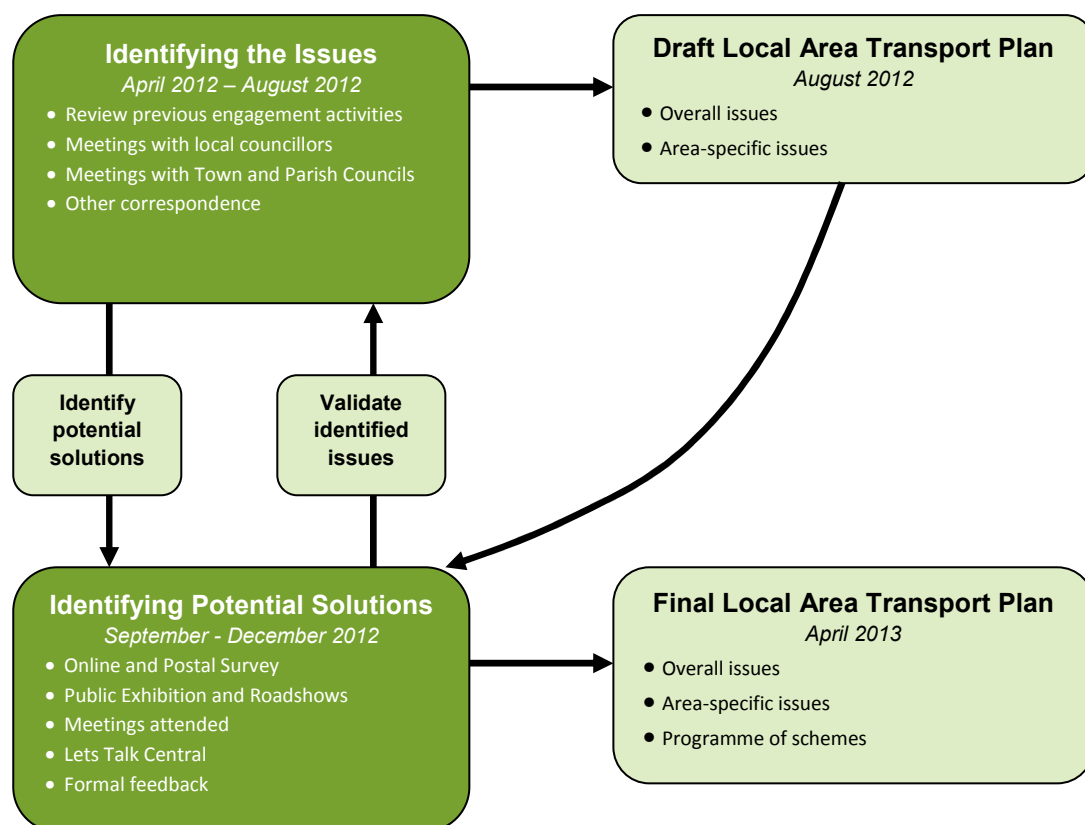
6. Consultation and Engagement

6.1 Overview of Process

As part of the development of the Haynes and Old Warden Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public was undertaken by Central Bedfordshire Council. The outcomes of these activities have provided evidence to inform the development of the Plan. This chapter outlines the methods of engagement used, the outcomes and key messages of that engagement, and how these have shaped the LAMP.

Engagement on the LAMP has been split into two key phases: 'Identifying the Issues' and 'Identifying Potential Solutions'. As Figure 6.1 shows, identifying the Issues has influenced the development of the Draft Local Area Transport Plan. In practice, issues and solutions will be identified at both stages by many stakeholders and members of the public, all of which have informed the development of the document.

Figure 6.1: Process of engagement in the Local Area Transport Plan



6.2 Identifying the Issues

The methods used to identify the main issues of importance to local stakeholders are detailed below:



- **Review of Previous Engagement Activities:** A review was undertaken of responses to previous engagement activities to identify the local transport issues that had been raised historically in each LATP area. This included reviewing responses to the consultation on the Local Transport Plan, and reviewing Town and Parish Plans where they had been developed.
- **Meeting with Local Councillors:** A meeting with local Central Bedfordshire Councillors was held on Tuesday 19th June 2012 to brief them on the LATP and identify their key issues relating to all transport modes and journey purposes.
- **Meeting Town and Parish Councils:** A meeting was held with Town and Parish Councils on Tuesday 26th June 2012 to brief them on the Plan, and provide an opportunity to discuss issues relating to all transport modes and journey purposes. Follow-up meetings were also held with a variety of town and parish councils.
- **Public Consultation:** A formal public consultation on the Draft LATP was held between September and December 2012, in which members of the public and stakeholders were invited to express their views on the LATP and suggest schemes for the programme.
- **Other correspondence:** The Transport Strategy Team also received correspondence from local stakeholders and local people on transport issues in their area.

An analysis of the responses identified a number of issues that were consistently raised:

- Lack of public transport provision in some villages, and the quality of public transport infrastructure, services, and information where provided;
- Concerns over growth associated with The Wixams and associated impacts on the local transport network;
- Road safety concerns and traffic speeds in villages, particularly in close proximity to schools;
- Freight using inappropriate routes through villages;
- The need for safe infrastructure to encourage local trips by walking and cycling.

In terms of potential solutions, all schemes suggested as part of the consultations were considered when developing the programme of works (Chapter 8). Some notable examples of schemes include:

- Improved public transport provision, particularly in terms of information and the timing of services;
- Speed reductions measures in villages, particularly close to schools;
- Restrictions on freight movements in villages.
- Improved walking and cycling infrastructure within and between villages.

6.3 Informing the Local Area Transport Plan

The engagement exercise identified a number of key issues, and the solutions that local people and stakeholders would like to see implemented. Whilst the issues and potential solutions are often consistent across the LATP area, there is variety in the nature, severity, and extent of these between individual areas of the LATP. This variety will be reflected in the LATP.



The feedback obtained on the issues was an important process in developing and refining the Plan particularly in terms of modal specific issues, journey purpose analysis, and understanding the priority action areas.

All potential solutions identified were considered, either individually or as part of a combined package of different schemes, in developing the LAMP Programme. More information on how the LAMP Programme was developed is contained in the Programme chapter of this LAMP.

A number of issues and solutions identified as part of the engagement process are outside the scope of the LAMP. These issues and solutions have been communicated to the relevant Council departments or outside agencies where applicable and all comments submitted will be kept on file for consideration in future strategy work.



7. Priority Action Areas

7.1 Identifying Priorities

A number of priority areas that the LAMP shall seek to address have been identified from the evidence base set out in this plan. From this evidence base, the main issues facing the area can be summarised, and the key locations for priority intervention have been identified.

7.2 Area-wide issues

The Haynes and Old Warden area is generally a prosperous one, with high levels of car ownership. But there is a relative lack of local employment and services in many villages. This displacement of home and everyday activities requires the majority of residents to travel out of the area to nearby towns, mainly by car.

Where there are local services provided within villages – Lower Schools and small village shops being the most notable – there is significant potential for encouraging trips to these facilities by walking and cycling. This is owing to the localised catchment of these facilities.

The greatest potential for trips to encourage sustainable transport to nearby towns from many villages is the local commercial bus network. Across the area there are concerns over service timings, service quality, and the quality of infrastructure that combined present a barrier to the use of buses. Currently, cycling is not seen as a viable alternative to inter-urban travel owing to the lack of safe infrastructure, particularly on fast rural roads.

Many strategic highways cross the LAMP area, the most notable being the A6, A600, and A603. These highways act as the main through routes for cars and HGVs, however where congestion issues do occur on these strategic networks rat-running is known to take place through local villages.

Significant growth is planned in the North of the LAMP area as part of the Wixams development. This development will continue to be built out throughout the lifetime of this LAMP, raising the issue of additional travel on strategic and village networks. The development also provides the opportunity to improve sustainable travel links in the area, and will provide a new service centre for local people.

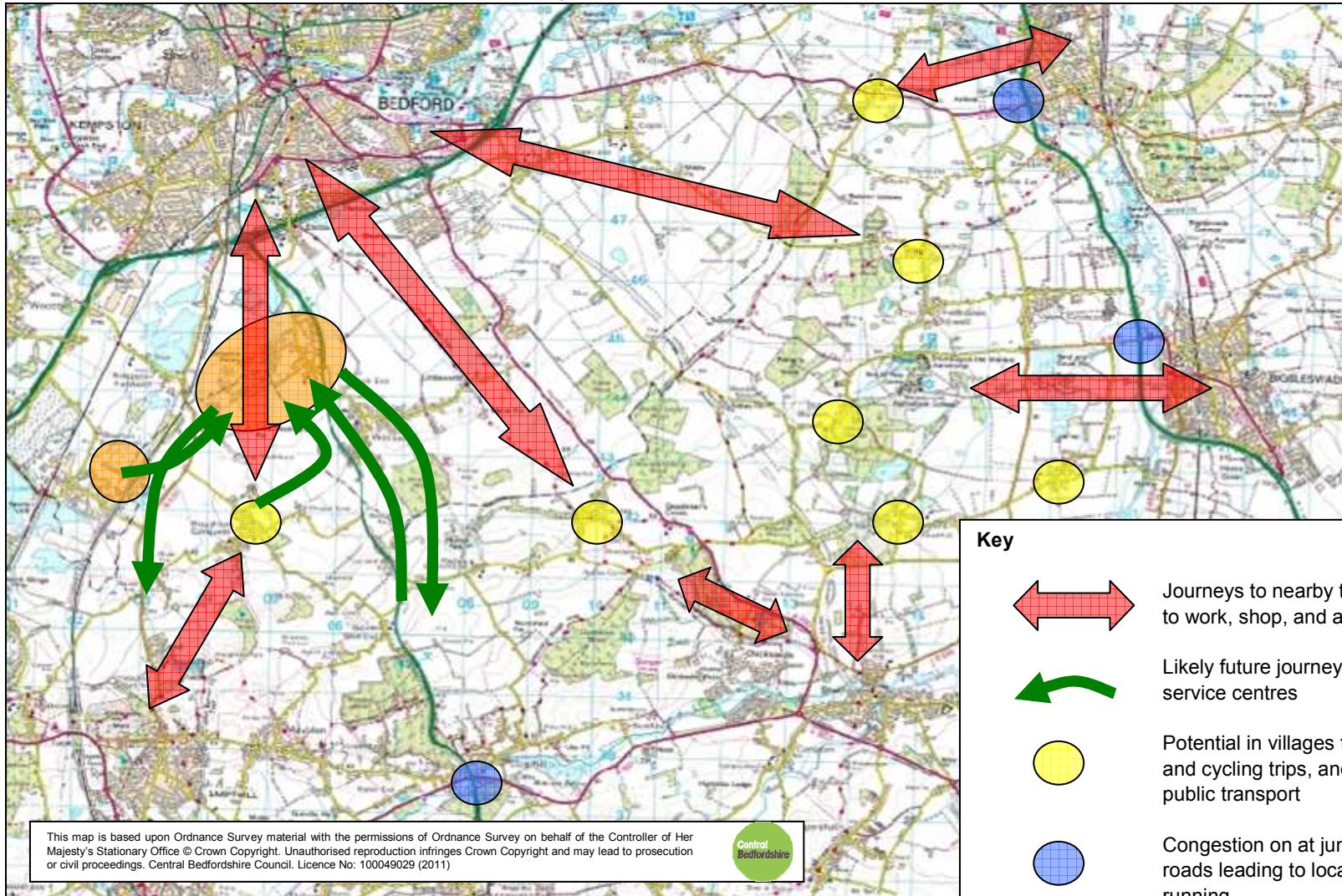
7.3 Local issues

Houghton Conquest

The village has benefitted from recent investment in terms of a village centre 20mph zone, with some associated calming. The perception locally is that traffic speeds have lower slightly, but there are narrow pavements and parking in the village centre, and speeding traffic on Bedford Road was highlighted as an issue in our consultations. The Parish Council and local people feel that while improvements have been made, there is still scope for further improvements.








Figure 7.1 – Area-wide issues



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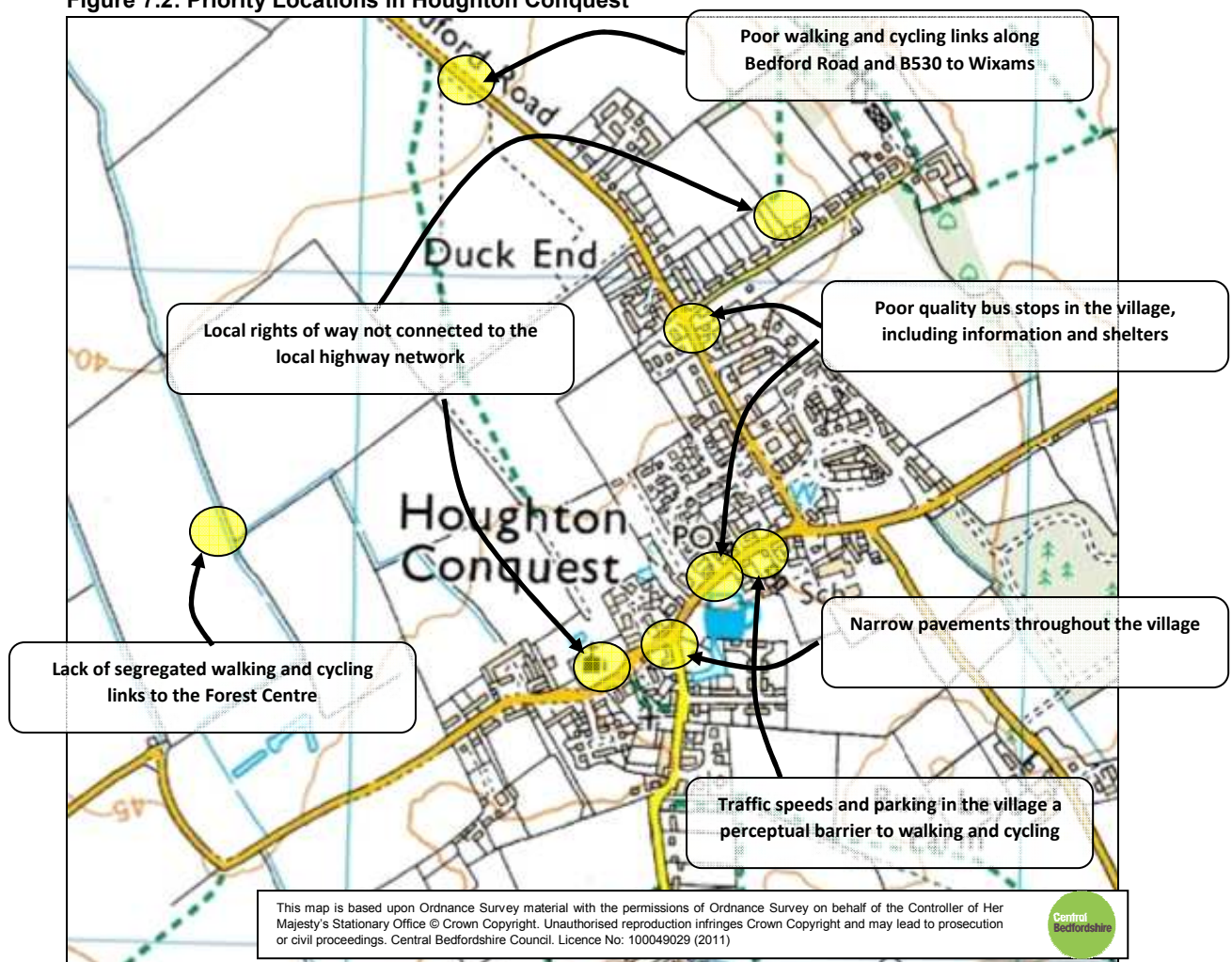
Key

-  Journeys to nearby towns and villages to work, shop, and access services
-  Likely future journeys to and from new service centres
-  Potential in villages for local walking and cycling trips, and encourage use of public transport
-  Congestion on at junctions on strategic roads leading to local delays and rat-running
-  Growth Areas

Owing to its small nature, and concentration of the Lower School and Post Office on the High Street, there is significant potential for developing walking and cycling as the main ways of getting around the village. While the new 20mph zone has been delivered, there is still a perceived safety issue from traffic speeds and conflicts between pedestrians, cyclists, and vehicles.

An issue that will emerge over the LAMP period is linkages to the new Wixams station as it is developed. The current links to the site are poor, consisting of a roadside verge along the B530, presenting a significant barrier to walking and cycling to the planned station. Linked to this are concerns about traffic levels increasing on the A6 and B530, as well as potentially through Houghton Conquest itself, as the Wixams develops. The local view is that effective traffic management measures are needed in advance of the Wixams being delivered to mitigate the impact of the development on the village. Local people are also concerned about the lack of segregated walking and cycling links to the Forest of Marston Vale near Stewartby.

Figure 7.2: Priority Locations in Houghton Conquest



Haynes

Haynes main settlement has significant potential for developing walking and cycling as the primary means of getting around the village itself, but there are significant perceptual barriers to overcome. In common with other villages, speeding is considered to be an issue, as well as on street parking, particularly outside the Lower School.



Whilst there are good north/south connections by public transport, east/west links require significant development to provide effective links between villages. Improvements to bus stops can help support the currently well-used north/south services, and future development of east/west services. Walking routes to bus stops also need to be improved, notably at Wilstead Hill and towards Haynes Turn.

In Haynes Church End and Haynes West End, speeding traffic and rat-running have been identified as the issues of highest priority. The perception of high traffic speeds and an increasing level of rat-running to access roads such as the A600 and A6 are significant safety barriers, and a perceptual barrier to walking and cycling within the villages. The A6 also acts as a significant severance for East-West movement, particularly by bicycle.

Figure 7.3: Priority Locations in Haynes

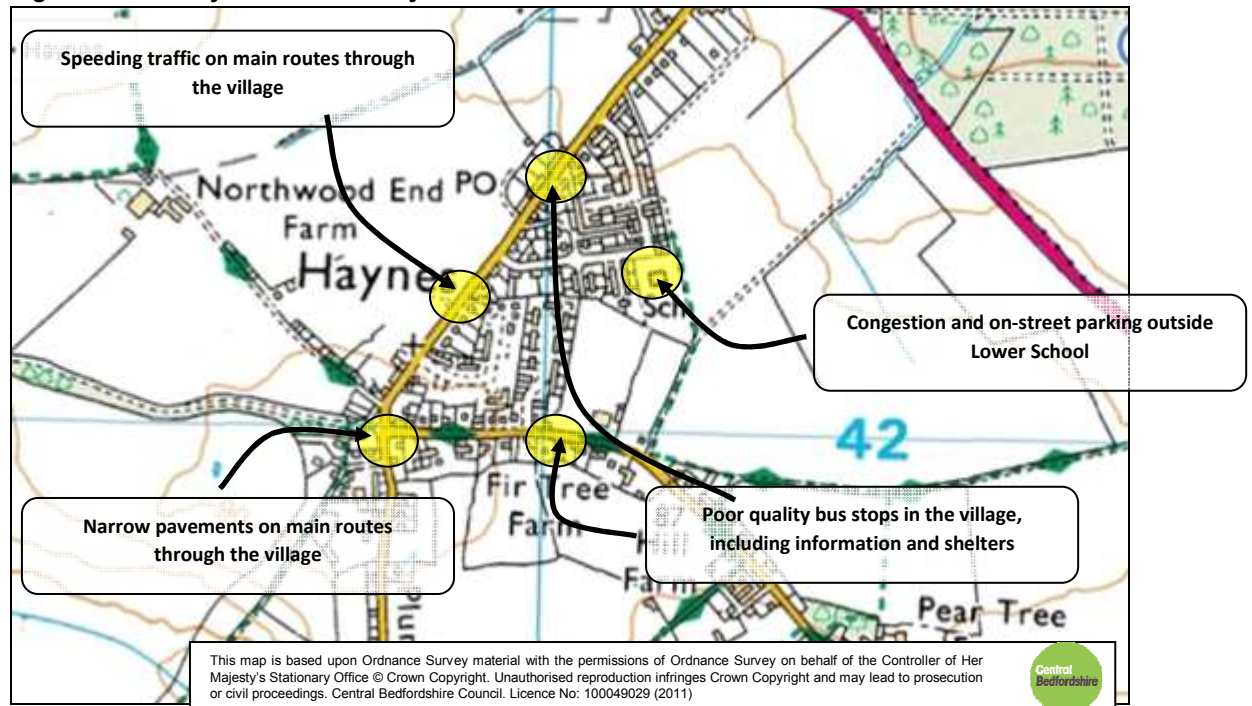
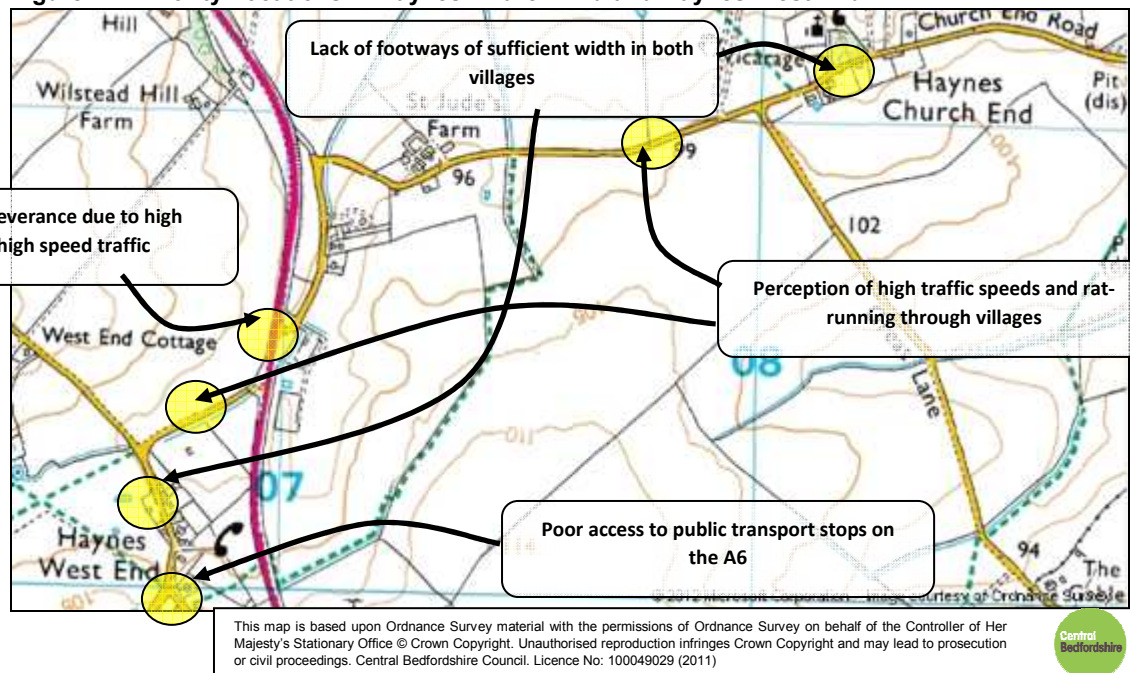


Figure 7.4: Priority Locations in Haynes Church End and Haynes West End

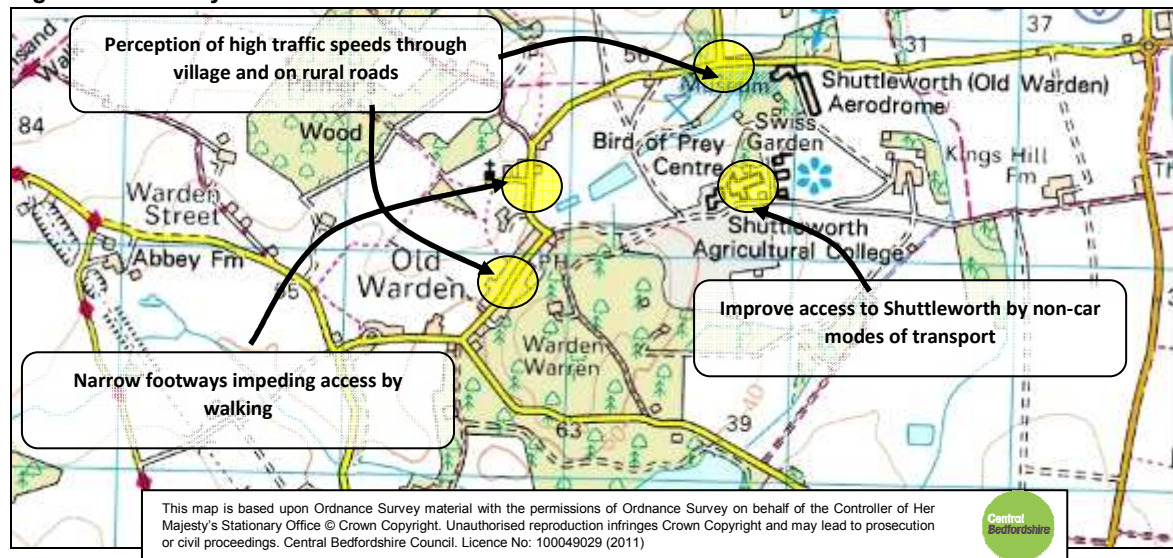


Old Warden

The main issue in the Old Warden area is speeding traffic along the rural roads, and streets within villages. Combined with either a lack of footways, and being narrow when they are provided, this presents a significant perceptual barrier to walking locally, and is a concern of local residents.

The other key issue in this area is access to the college and leisure attractions at Shuttleworth, particularly from Biggleswade. The sustainable transport links to Shuttleworth are poor, with a lack of bus, walking, and cycling links to the attractions.

Figure 7.5: Priority Locations in Old Warden



In the villages of Northill, Southill, and Moggerhanger, it is felt that there lies the greatest potential for encouraging local walking, cycling, and use of public transport. The compact nature of these villages, combined with a regular bus service, offers significant potential, however there are a number of issues to overcome to realise this potential.

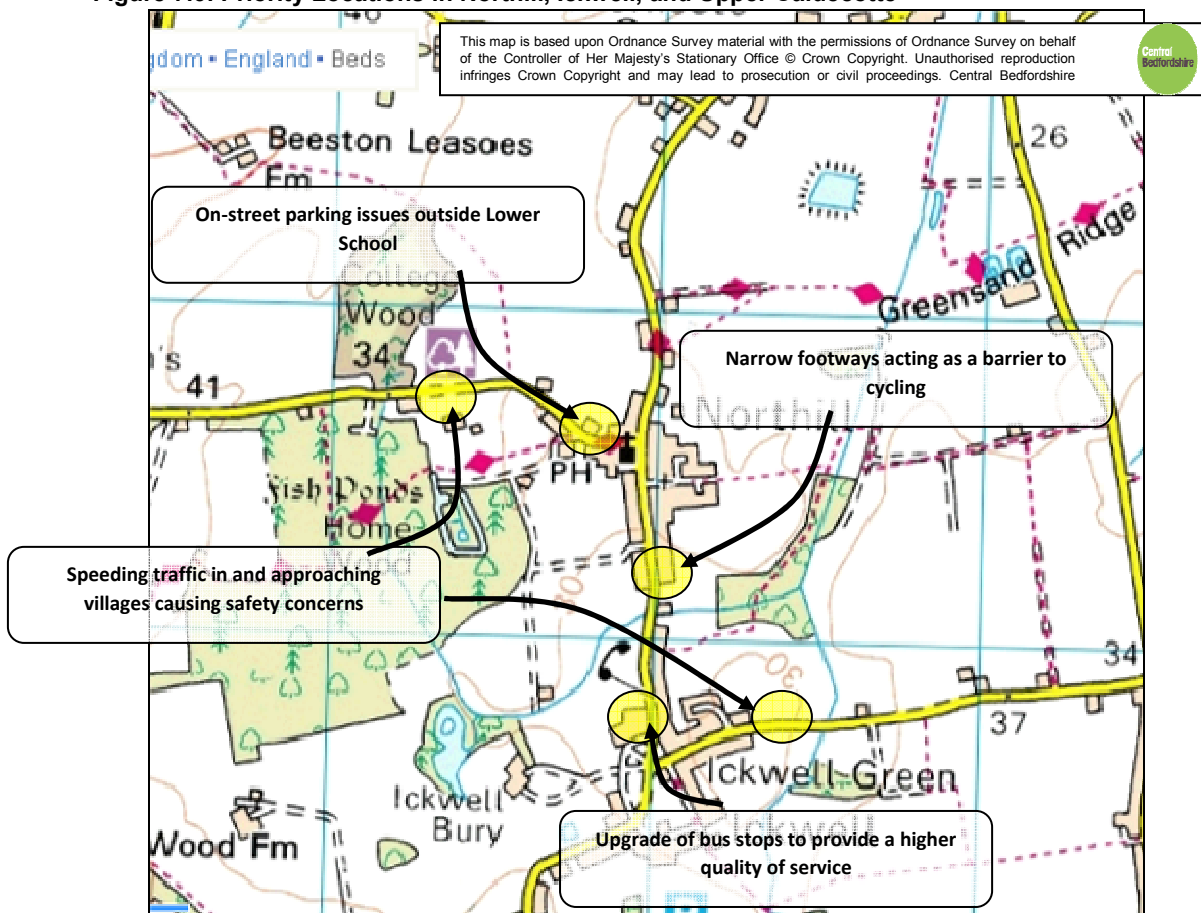
Northill, Ickwell and Hatch

The villages of Northill and Ickwell together form a linear settlement offering potential to encourage local walking and cycling. This is particularly to the Lower School in Northill, the main local service. A commercial bus service runs between the two villages, offering further potential for local sustainable travel. Hatch, by contrast, is a relatively isolated and linear hamlet to the north of Northill, with few sustainable transport links.

Residents of the area look to a number of areas in order to access additional services and employment. The most notable are Bedford, Biggleswade, and Sandy, with the latter two also acting as onward connections to London via local rail services. Bedford and Biggleswade can be accessed by bus from Northill and Ickwell. Cycling to these areas requires cyclists to high speed rural roads, and cross major roads, acting as a significant deterrent to cycling to these areas.



Figure 7.6: Priority Locations in Northhill, Ickwell, and Upper Caldecotte



Local consultation has revealed a local issue of speeding traffic, with respondents feeling that traffic travels at excessive speed on some village roads. Of particular concern is Bedford Road in Northhill approaching the village and Lower School. Combined with this is the routing through the area of some HGV traffic, much for local access, resulting in large vehicles using routes considered to be unsuitable.

Southill and Broom

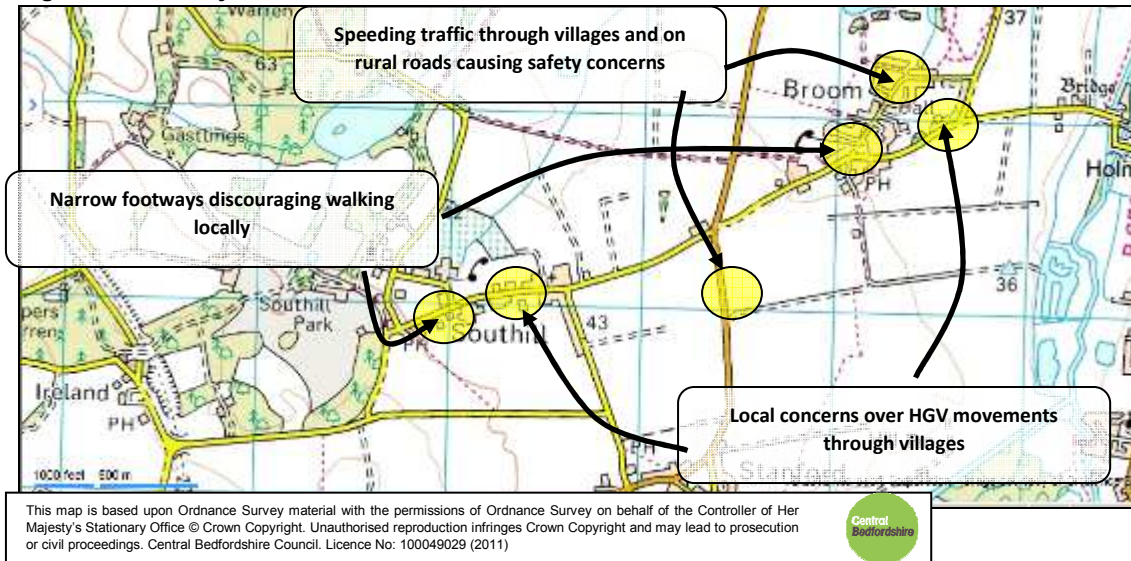
Southill and Broom are two linear villages situated either side of the B658, connected via rural roads crossing this busy through-route. Owing to their small size, the only local service in either village is the Lower School in Southill, where issues have been raised over poor quality walking links to the school.

The residents of the local area look primarily towards Shefford and Biggleswade to access additional local services and employment, although there is some local travel to other villages such as Upper Caldecotte. The primary sustainable transport link to these areas is a relatively infrequent local bus service serving both towns, with poor quality cycle links to these areas being a significant issue.

Similar to Northhill and Ickwell, a significant local issue here is of speeding traffic, both on village roads and on rural roads, particularly the B658 that passes through the area. The B658 is also a secondary freight route through the area.



Figure 7.7: Priority Locations in Southill and Broom



Upper and Lower Caldecote

Upper Caldecote is a compact village that acts as a small service centre for the local area. In the village are local shopping facilities and a local Lower School, concentrated around Hitchin Road. There is significant potential within the village to encourage trips to such facilities by walking and cycling. Lower Caldecote, by contrast, is a small hamlet just off the A1 with no local services.

When travelling to other areas for employment and services, the focus of local residents is on accessing Biggleswade and Sandy. Upper Caldecote enjoys a relatively frequent bus service running directly to Biggleswade for this purpose. This contrasts with Lower Caldecote where, despite its position on the A1, does not benefit from such services.

The A1 trunk road has a number of significant impacts in this area, which also impacts upon areas beyond. The A1 acts as a significant severance between the area and Biggleswade and Sandy. This is particularly an issue for cyclists, who are required to cross a fast-moving and busy road in a hostile environment to cyclists, thus forming a significant barrier for a number of cycle routes in the LAMP area. The restricted number of crossing points can also cause congestion during peak hours, particularly at the roundabout at Biggleswade.

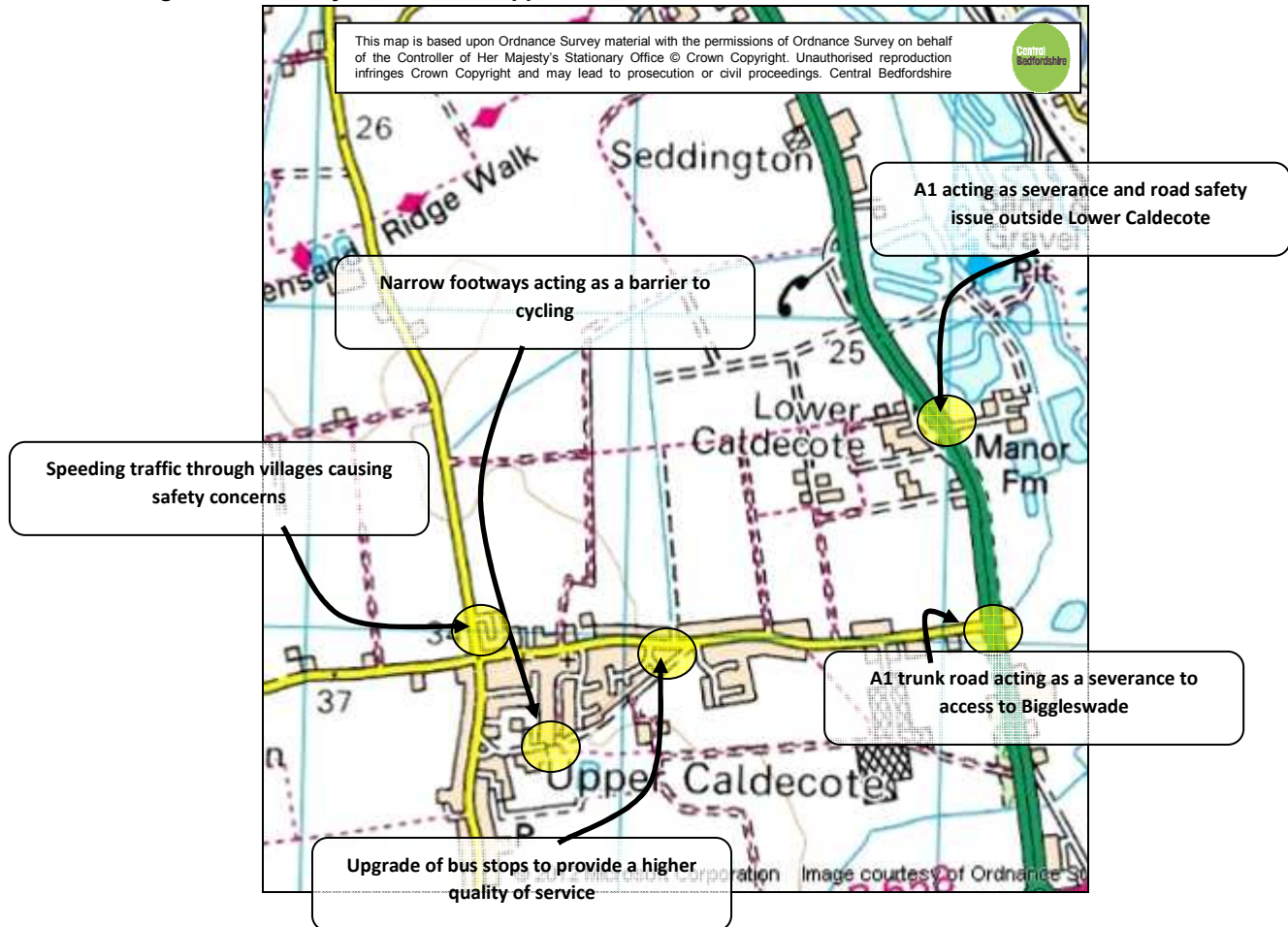
Speeding traffic is a major issue raised in both villages, but in differing contexts. In Upper Caldecote, traffic speeds approaching the village are a significant issue, particularly on Vinegar Hill. For Lower Caldecote, traffic speeds and levels on the nearby A1 pose a safety hazard for people wishing to enter and exit the village.

Moggerhanger

Moggerhanger is a village situated on a crossroad of the A603, with the majority of the village situated to the south. The A603 effectively severs the main village from its main service – the Lower School on Blunham Road – with high levels of traffic passing through the village every day.



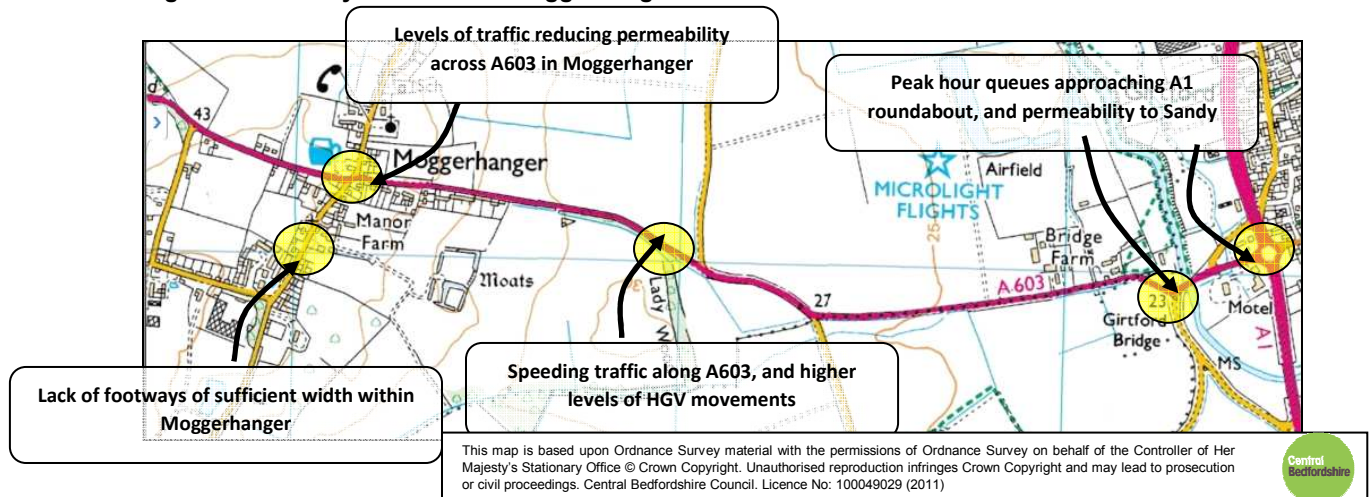
Figure 7.8: Priority Locations in Upper Caldecote and Lower Caldecote



The village is relatively well connected by sustainable travel to nearby towns. Buses run frequently through the village to Bedford, Sandy, and Biggleswade. The nearby National Cycle Route 51 also offers traffic-free access to Sandy and Bedford by bicycle, although this does require cycling along rural roads to access.

The high volumes of traffic through the village on the A603 are a significant concern, acting as a perceptual barrier to walking and cycling locally. The A603 is also on a secondary freight route, meaning that HGVs frequently pass through the village.

Figure 7.9: Priority Locations in Moggerhanger



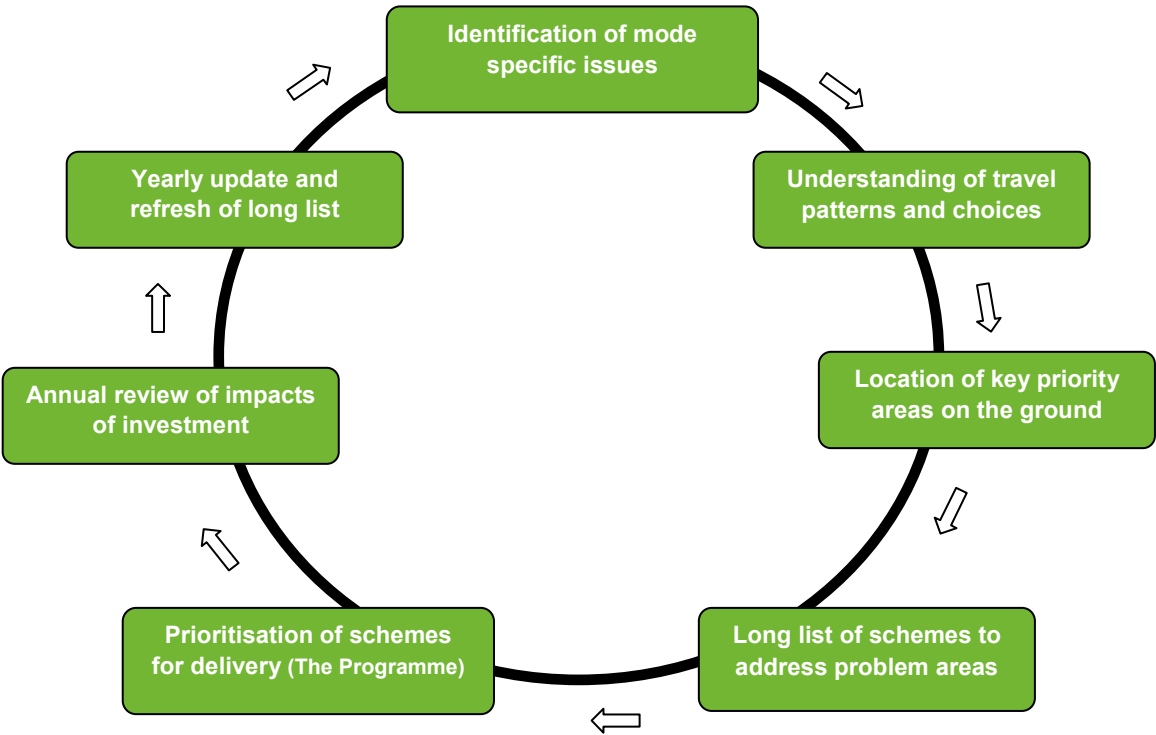
8. Programme

8.1 What is the programme?

The programme is the list of schemes which will be funded and constructed on the ground over the period of the Local Area Transport Plan. This chapter details the process through which the schemes have been prioritised, the level of funding available to implement them and other sources of funding available to deliver improvements to transport provision in Haynes and Old Warden.

Figure 8.1 shows how the programme has been developed based upon the problems and issues associated with different types of travel in the LATP. Together with the assessment of the modes of travel used for different journey purposes in the area, the Plan provides a sound evidence base upon which to consider the interventions necessary to address these priority action areas.

Figure 8.1: Programme Development Process



8.2 How have the schemes been prioritised?

The schemes which have been identified to mitigate current and potential future problems on the transport network form a “long list” of measures to be delivered over the period of the Local Area Transport Plan.



The list includes those schemes identified as necessary by officers and engineers responsible for different elements of transport provision, suggestions from local representatives and members of the public drawn out in consultation on the Plan, and through the assessment of best practice from elsewhere.

Owing to the financial constraints on the authority not all of the schemes required will be able to be delivered, particularly in the short term, and so a framework has been developed to prioritise the long list of schemes based upon their conformity with the objectives of the Local Transport Plan, their actual deliverability on the ground, and the value for money they provide for local residents.

The criteria contained within the Scheme Prioritisation Framework are set out in Table 8.1. Each scheme in the “long list” has been scored against these criteria, and those which have scored highest have been included within the programme for the Plan area.

Table 8.1: Scheme Prioritisation Criteria

Area of Assessment	Sub-Area of Assessment	Criteria
Policy Compliance	Local Transport Plan Objectives	<ul style="list-style-type: none"> Increase the ease of access to employment by sustainable modes
		<ul style="list-style-type: none"> Reduce the impact of commuting trips on local communities
		<ul style="list-style-type: none"> Increase the number of children travelling to school by sustainable modes of transport
		<ul style="list-style-type: none"> Improve access to healthcare provision by the core health service
		<ul style="list-style-type: none"> Ensure access to food stores and other local services particularly in local and district centres
		<ul style="list-style-type: none"> Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport
		<ul style="list-style-type: none"> Minimise the negative impact of freight trips on local communities
	Adopted Plans	<ul style="list-style-type: none"> Is the scheme included within any adopted plans, including the Town or Parish Plans?
Deliverability	Affordability	<ul style="list-style-type: none"> Can the scheme be delivered within the LAMP budget? Can other sources of funding be levered in as contributions?
	Risk	<ul style="list-style-type: none"> What is the level of risk associated with delivery?
	Support	<ul style="list-style-type: none"> Is there public support for the scheme?
		<ul style="list-style-type: none"> Does the scheme have Member backing?
		<ul style="list-style-type: none"> Do stakeholders support the scheme?
	<ul style="list-style-type: none"> Are there partners on board who support the scheme financially? 	
Value for Money	Integration	<ul style="list-style-type: none"> Does the scheme contribute towards improving the integration of different modes of transport?
		<ul style="list-style-type: none"> Will the scheme help to maximise the benefit of other schemes in the local area?



Area of Assessment	Sub-Area of Assessment	Criteria
Value for money (continued)	Coverage	<ul style="list-style-type: none"> What size of area would benefit from the scheme?
	Revenue	<ul style="list-style-type: none"> Would the scheme generate new funds or result in increased revenue costs for the authority?

In the cases where schemes have not scored highly enough to warrant being funded directly through the LATP, the “long list” provides a basis upon which to identify future priorities to be delivered when additional funding becomes available through some of the other funding channels detailed in Section 8.3.

Precise details of the schemes to be delivered will be drawn up prior to their implementation at which point local representatives, members of the public and other stakeholders can have the opportunity to comment on the more specific implications of the investment.

8.3 How much funding is available?

The allocation of integrated transport funding for the authority as a whole is set out in Table 8.2, and the Haynes and Old Warden LATP forms part of the third tranche of Plans which have been allocated £80,179 in 2013/14 and £203,500 in 2014/15, equating to a total of £283,679 over the two years. The breakdown of this funding between LATPs is highlighted in Table 8.3 - the basis for this funding split is the relative population size of each area.

Table 8.2: Integrated Transport Funding Allocation

Area	2011/12	2012/13	2013/14	2014/15	Total
Tranche 1 (Growth Areas, including Arlesey and Stotfold)	£940,000	£913,500	£913,500	£534,200	£3,301,200
Tranche 2 (Amptill and Flitwick, Marston Vale, Heath and Reach, Toddington and Barton le Clay, Shefford, Silsoe and Shillington)	-	£304,500	£224,300	£597,800	£1,126,600
Tranche 3 (Chiltern, Haynes and Old Warden and Pottton)	-	-	£80,200	£203,500	£283,700
Local Safety Schemes (authority wide)	£320,000	£120,000	£120,000	£120,000	£680,000
“Rural Match Fund”	-	-	-	£376,000	£376,000
Development Fund	-	-	-	£50,000	£50,000
Total	£1,260,000	£1,340,000	£1,340,000	£1,882,000	£5,822,000

A “rural match fund” has been designated for the fourth year of the Plan, the 2014/15 financial year. This provides the opportunity for town and parish councils outside of the main urban areas (of Dunstable and Houghton Regis, Leighton Linlade and Biggleswade) to put forward



suggestions for schemes they wish to see delivered within their areas and which they are prepared to contribute financially towards the scheme costs.

The “rural match fund” will then be allocated to those schemes which demonstrate the greatest compatibility with the criteria within the Scheme Prioritisation Framework.

Table 8.3: Third Tranche of LAMP Areas Funding Split

Area	2011/12	2012/13	2013/14	2014/15	Total
Chiltern	-	-	£37,123	£92,336	£129,459
Haynes and Old Warden	-	-	£19,946	£49,611	£69,557
Potton	-	-	£23,110	£61,578	£84,688
Total	-	-	£80,179	£203,500	£283,679

It can be seen from the above that the funding available for Haynes and Old Warden is very limited and so the authority will investigate a number of additional sources of funding which may also be available as set out in Chapter 9.

8.4 What schemes are in the programme?

The schemes included in the Haynes and Old Warden programme are set out in Table 8.4. The programme consists of only those schemes which can be funded through the integrated transport budget.

This means that they must be capital schemes relating to the provision of actual infrastructure, as opposed to revenue schemes which involve ongoing costs and relate to maintenance and the operation of services for example.

Specific road safety improvements are also omitted as these are funded separately, whilst works will be undertaken by Bedfordshire Highways who are the authority’s contractors for such schemes.

The package will seek to strike a balance between different types of intervention and coverage of the Plan area, within the context of the relative rankings of schemes as generated by the Scheme Prioritisation Framework. The scheme costs shown are the current best estimates which may vary depending upon site conditions and any other specific costs which may arise during the development of the scheme.

8.5 What schemes are in the long list?

The schemes included in the Haynes and Old Warden “long list” are set out in Appendix D. Where additional schemes come to light in future years, they will be assessed against the same criteria as these schemes, and the list reviewed on an annual basis to reflect the revised list of priorities for future funding.



Table 8.4: Haynes and Old Warden LATP Programme of Schemes

Ref	Scheme	Town	Funding Profile			Notes
			2013/14	2014/15	Total	
Cycling						
	Cycle route improvements from Old Warden, Upper and Lower Caldecotte, and Biggleswade – Feasibility	Old Warden, Upper and Lower Caldecotte	£5,000		£5,000	
General traffic						
	Safety improvements – Bedford Road	Houghton Conquest	£10,000	£48,000	£58,000	
	40mph buffer, Vinegar Hill	Upper Caldecotte	£4,000		£4,000	
Total			£19,000	£48,000	£67,000	



9. Other Schemes & Funding

9.1 Schemes to be funded by Section 106 Agreements

There are a number of sources of funding which are used to deliver transport schemes in the Plan area which the authority use to help deliver the objectives of the Local Transport Plan, on top of that available to the area directly from the LAMP. The first of these is money secured through the planning process from schemes which have been granted planning permission.



New development can provide funding for local transport improvements

Section 106 Agreements (S106) as they are known, involve developers providing a financial contribution to mitigate the impact of their development on the local area. As such there are often a number of clauses attached to the funding in terms of how, where and on what the authority can allocate the funding to particular schemes.

Notwithstanding this, S106 funding is a vital source of investment in the local transport network to compliment that provided by the Local Transport Plan itself. The level of funding which has been secured from developers but has not yet been received by the authority or allocated to specific schemes is set out in Table 9.1.

It relates to all developments which have been granted planning permission between 1 January 2001 and 31 October 2012.

Table 9.1: Unallocated Section 106 Funding

Area	Sustainable Transport	Highways / Road Safety	Public Transport	Total
Haynes	£2,959	-	-	£2,959
Houghton Conquest	£34,720	£4,035,694	£1,860,575	£5,930,990
Moggerhanger	£876	-	-	£876
Northill	£5,583	-	-	£5,583
Total	£44,138	£4,035,694	£1,860,575	£5,940,407

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

In total the authority currently has around £5,940,407 of funding to undertake mitigating works to the transport network from these developments. The funding has to be spent on specific areas of transport investment notably:



- **Sustainable transport:** Including cycle ways, safer routes to school, new footpaths and footpath improvements and travel packs.
- **Highways and road safety:** Incorporates car parking, street lighting, travel plans, pedestrian crossings, traffic regulation orders, highway works, road improvements, traffic calming, and controlled parking zones.
- **Public transport:** Incorporates bus improvements, rail station improvements and contributions towards school bus services.

Within each of these broad areas for which the S106 funding has been received, there are additional requirements in terms of the areas in which the contributions must be spent, in terms of actual types of schemes, such as improvement to the cycle network for example, and in terms of its location, as in each case the scheme must be deemed to be related to the development for which the contribution was received.

Within this remit however, the scope exists for these monies to supplement the funding the Haynes and Old Warden area has been allocated directly through the LAMP in seeking to address local priorities. In addition to this funding some £6,016 has been received and allocated to schemes over the same period across the five areas of investment detailed above, in the following areas:

Table 9.2: Section 106 Funding Spent – 1/1/2001 to 31/10/2012

Area	Sustainable Transport	Highways / Road Safety	Public Transport	Total
Haynes	£517	-	-	£517
Houghton Conquest	£5,499	-	-	£5,499
Total	£6,016	-	-	£6,016

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

9.2 Smarter Choices Measures

In addition to addressing site specific infrastructure issues, the authority will seek to maximise the awareness of improvements to the transport networks locally, and encourage greater take up of the alternatives to the car provided in the local area through the delivery of ‘Smarter Choices’ measures as part of a package based approach to scheme delivery.

Smarter Choices involves making local people and organisations aware of all the different ways they can get around, particularly by sustainable transport. Evidence has shown that delivering this alongside infrastructure measures can lead to more people walking, cycling, and using public transport. Some techniques often used as part of smarter choices programmes are included in Table 9.3.



Promoting sustainable travel choices via Facebook



Table 9.3: Examples of Smarter Choices Measures

Information provision
<ul style="list-style-type: none"> • Cycle maps to accompany the development of new routes • Timetable information at bus stops and via the Internet, social media and mobile phones • Travel hub information website addressing all journey types • Targeted promotion events to raise awareness of schemes
Ticketing
<ul style="list-style-type: none"> • Develop integrated ticketing options to support the better interchange between buses and bus and rail services. • Pre-paid ticketing to enable a faster transfer from one service to another.
Car sharing
<ul style="list-style-type: none"> • Develop car sharing schemes associated with a revision of car parking provision to prioritise spaces for those car sharing
Travel Plans
<ul style="list-style-type: none"> • Encourage employers to develop Workplace Travel Plans alongside access improvements to industrial areas. • Work with schools in delivering their Travel Plan targets as part of wider initiatives to reduce the dominance of traffic in and around schools. • Develop a Station Travel Plan for Biggleswade, Sandy, and Flitwick Stations
Promotion
<ul style="list-style-type: none"> • Roll out cycle training through the 'Bikeability' initiative at Levels 1>3 for all school children. • Encourage and deliver 'Scootability' training for all children who use their scooters to get to school. • Undertake a programme of road safety education alongside national campaigns. • Highlight national sustainable travel promotions including Walk to School Week, Bike Week and Car Share Week.

9.3 Future Funding Sources

The LATP will form the evidence base for the authority in seeking to secure additional funding in the future from other sources of potential investment as and when it becomes available. The two principal channels through which such funding may arise are:

- **National, Sub-National and European Funding:** The authority will seek to apply for further funding from capital and revenue streams which become available at European, national and sub-national levels.
- **Community Infrastructure Levy:** The application of a levy on new development will help to support the funding of new transport infrastructure across the authority where it is required to facilitate growth, and the increase in demand to travel generated. The identification of transport infrastructure requirements in the LATP will inform the extent to which transport benefits from the authority's receipt of the levy.



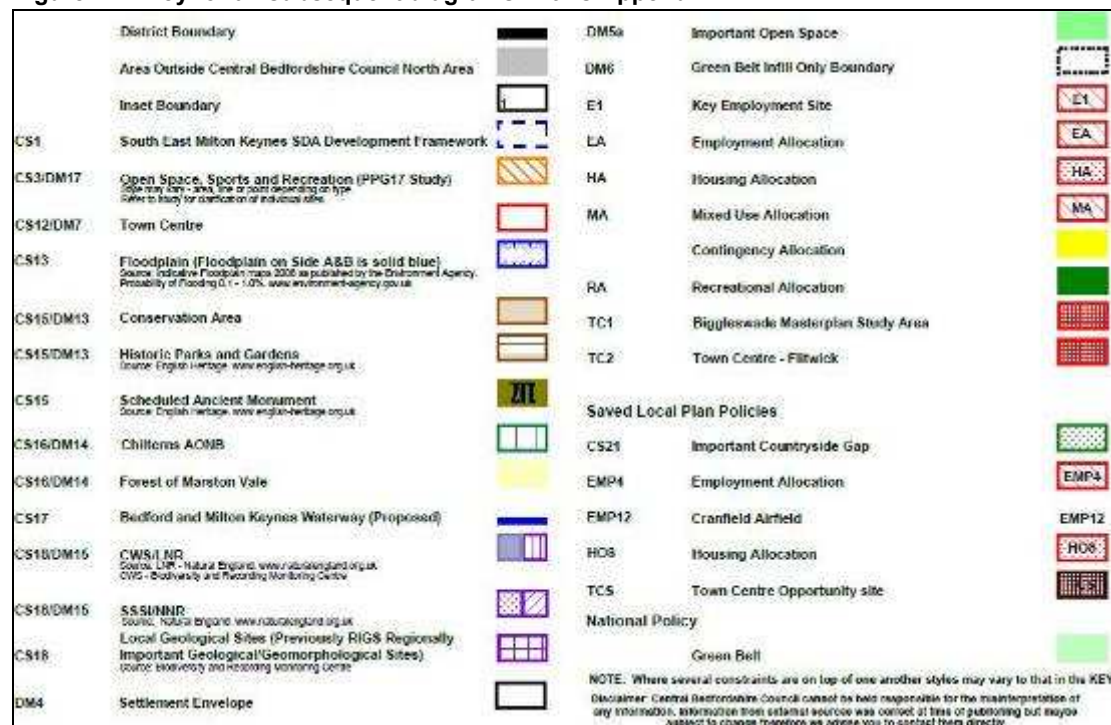
Appendix A: Development Sites and Classifications

The North Bedfordshire Local Development Framework Site Allocations Document details the specific sites proposed to be developed to meet the housing and employment land requirements established within the Core Strategy for North Central Bedfordshire as a whole up until 2026.

Extracts from the Site Allocations Document, showing development sites and classifications for villages in the LAMP area, are shown below. Further information on Central Bedfordshire's planning policy can be found on our website at

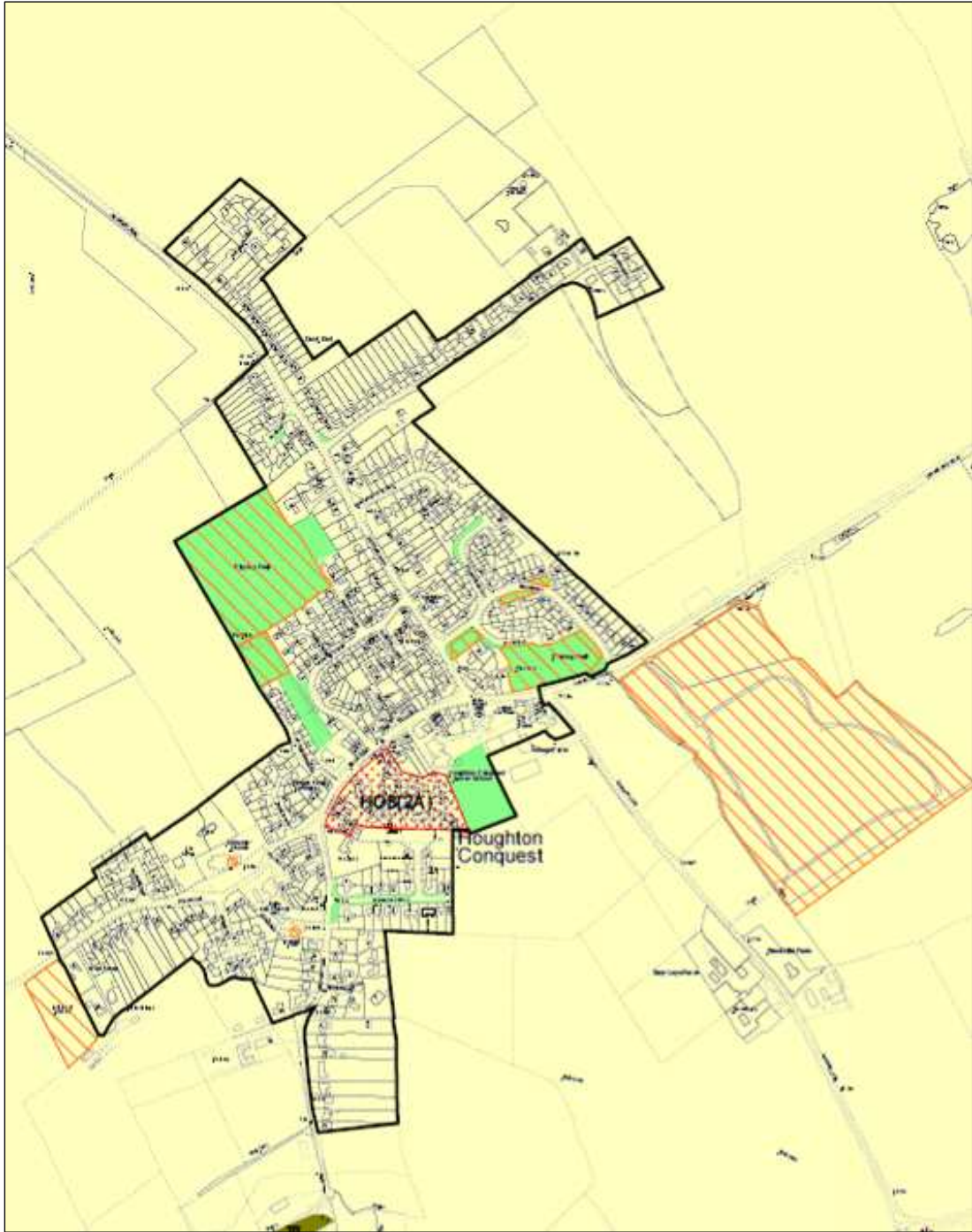
<http://www.centralbedfordshire.gov.uk/planning/strategic-planning/planning-policy.aspx>

Figure A.1: Key for all subsequent diagrams in this Appendix



Houghton Conquest

Figure A.2: Development Sites and Classifications for Houghton Conquest



Haynes

Figure A.3: Development Sites and Classifications for Haynes (main village)

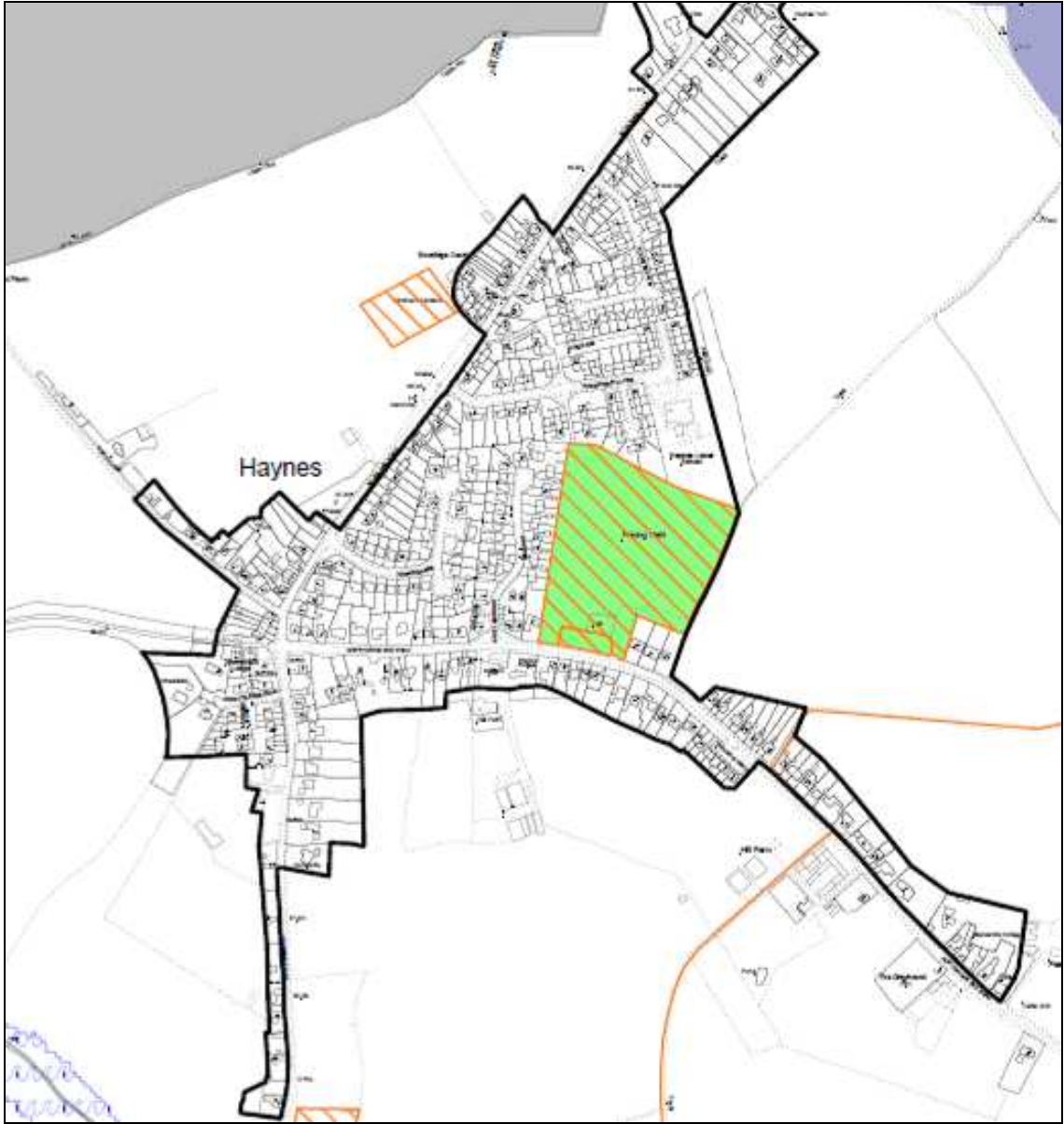
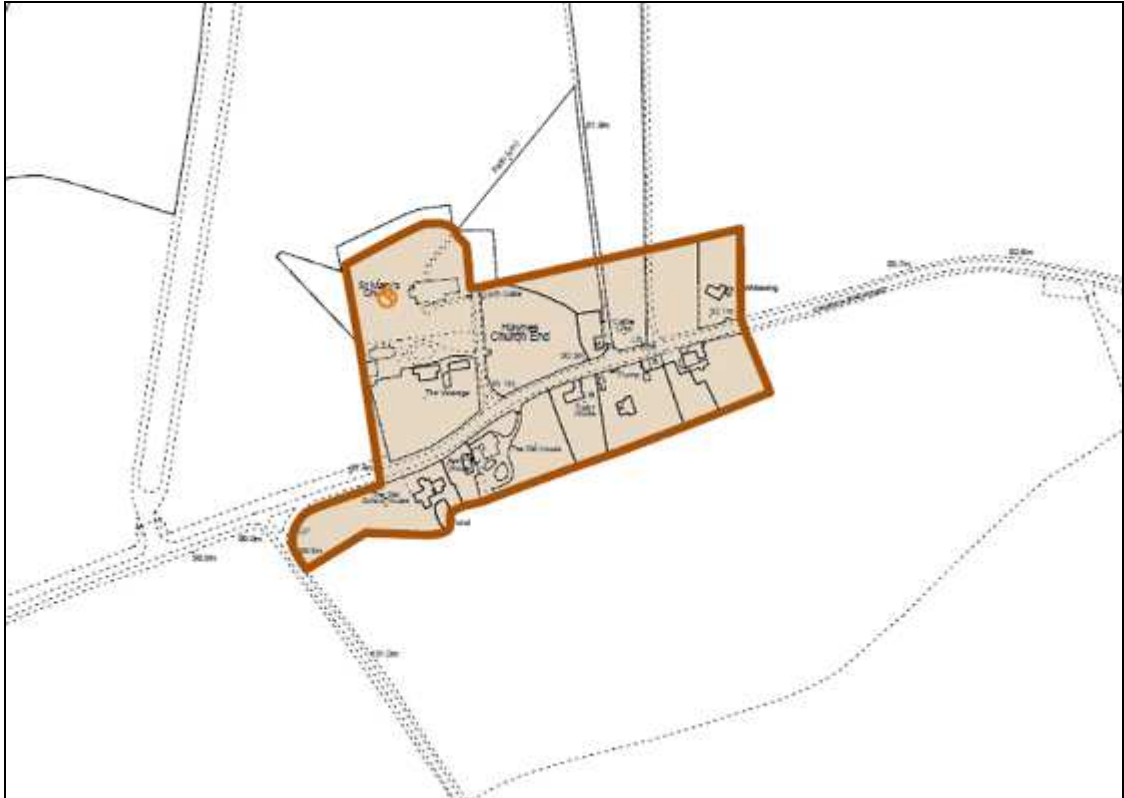
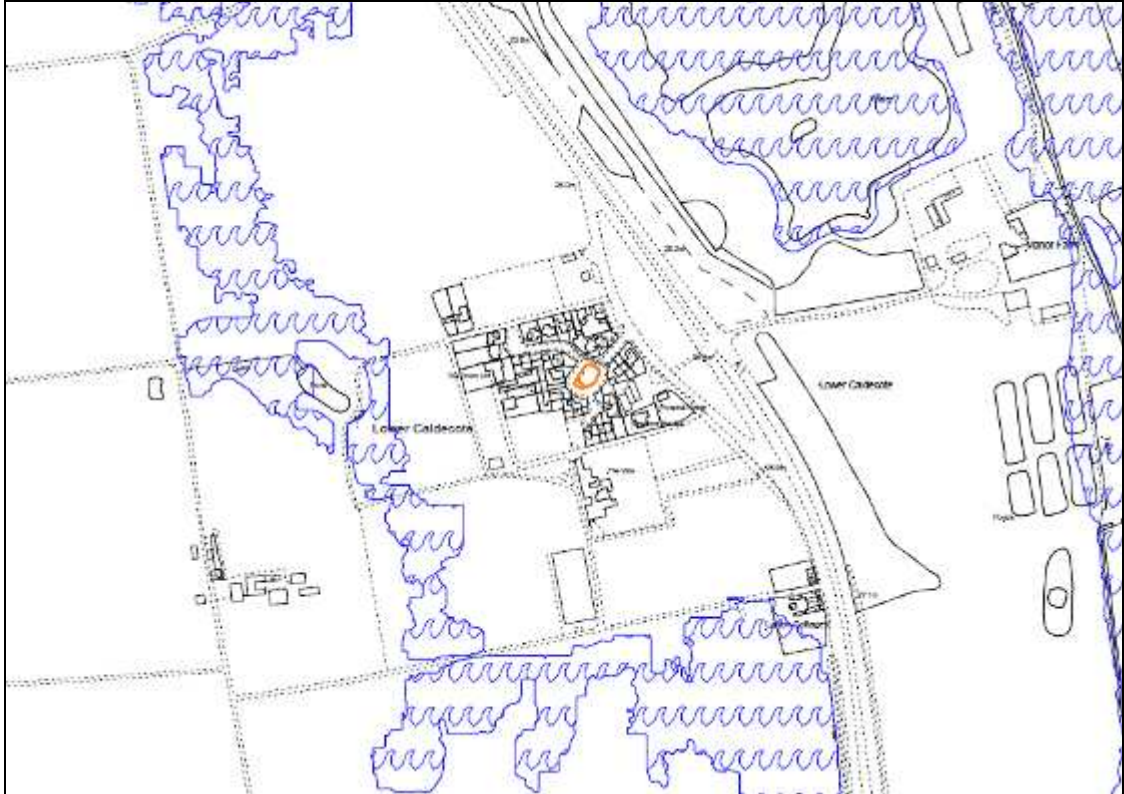


Figure A.4: Development Sites and Classifications for Haynes Church End



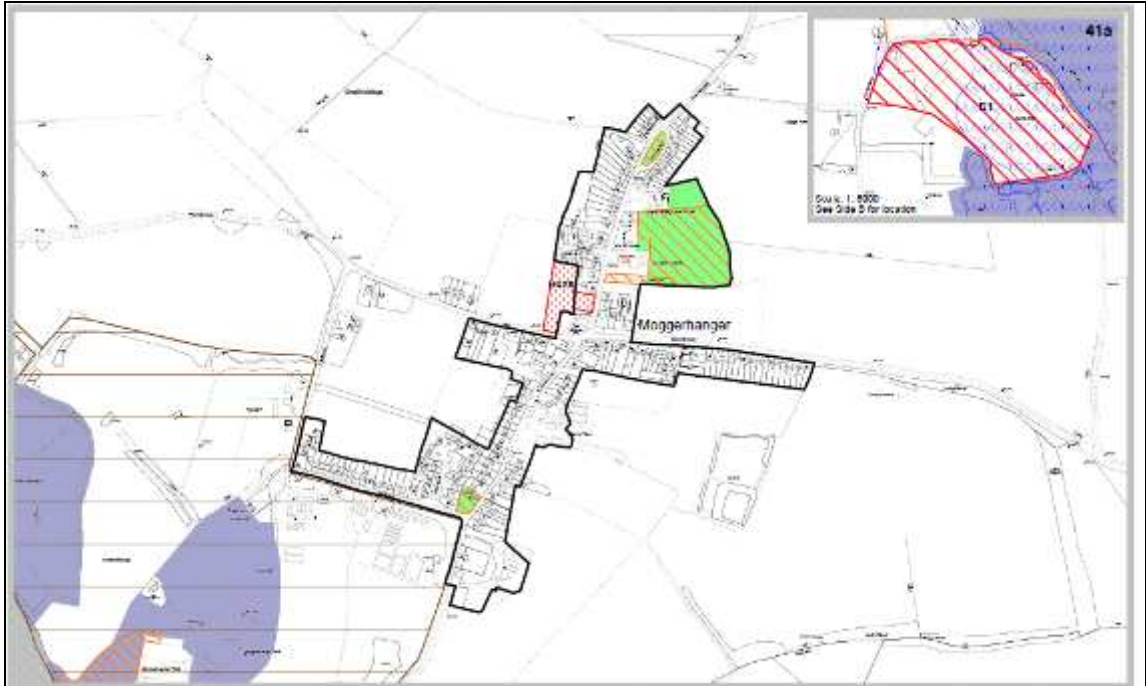
Lower Caldecote

Figure A.5: Development Sites and Classifications for Lower Caldecote



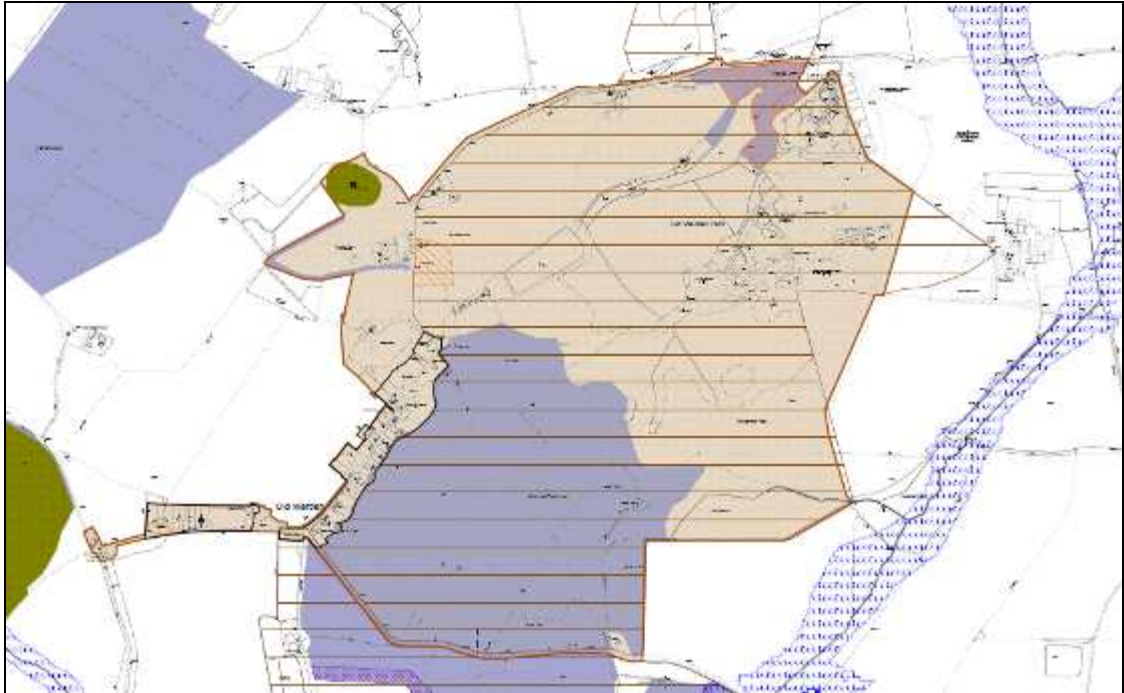
Moggerhanger

Figure A.6: Development Sites and Classifications for Moggerhanger



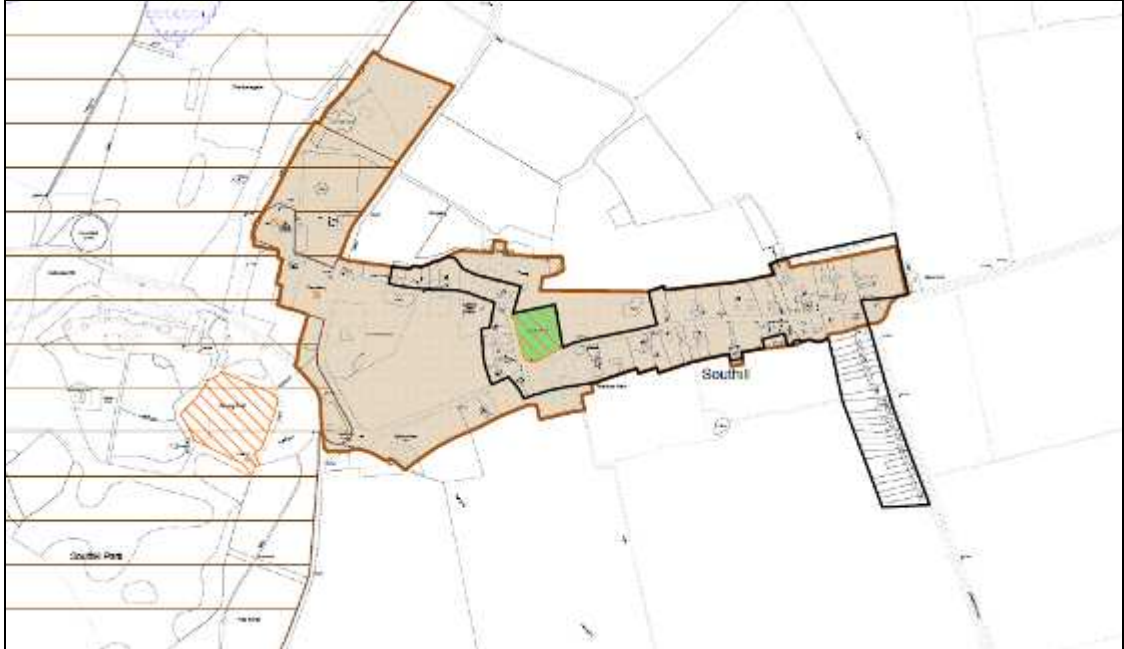
Old Warden

Figure A.8: Development Sites and Classifications for Old Warden



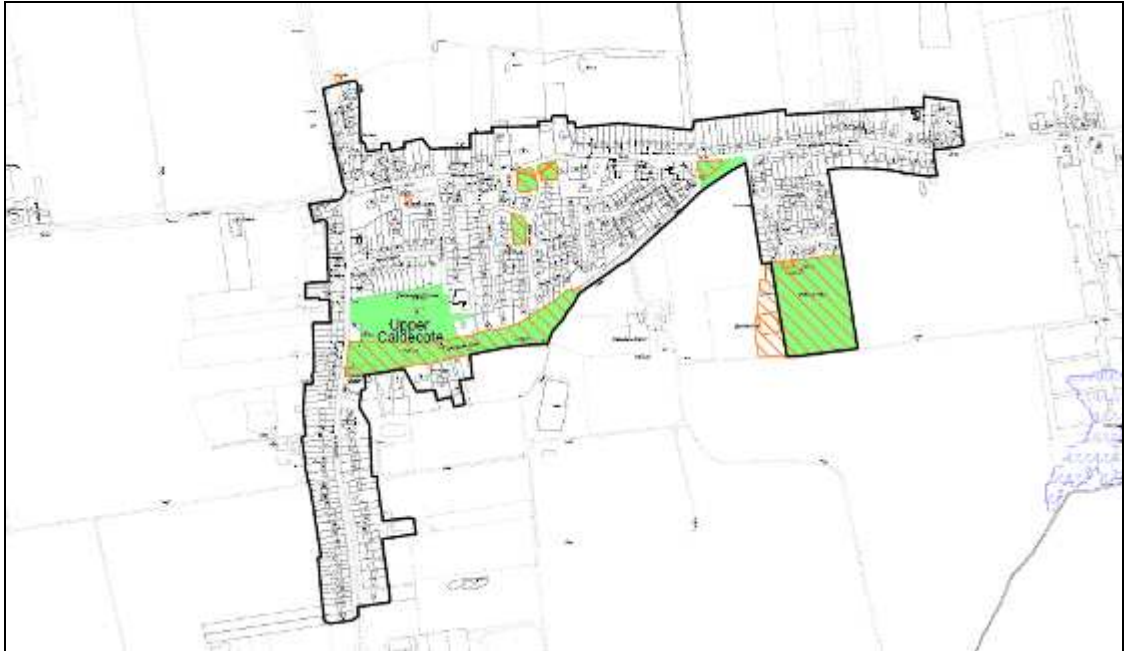
Southill

Figure A.9: Development Sites and Classifications for Southill



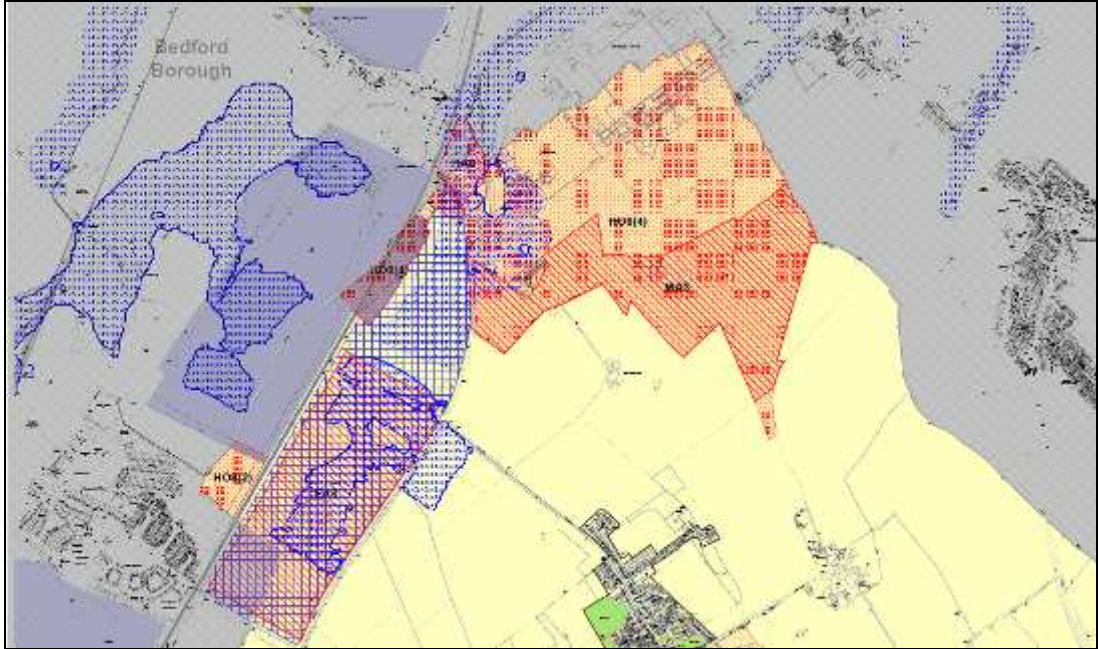
Upper Caldecote

Figure A.10: Development Sites and Classifications for Upper Caldecote



Wixams

Figure A.11: Development Sites and Classifications for Wixams



Appendix B: Haynes and Old Warden Cycle Network

In 2008/09, Central Bedfordshire Council commissioned the sustainable transport charity Sustrans to identify and map a network of cycle routes across Central Bedfordshire. These routes are to link centres of population with service centres, employment, town centres, schools, healthcare, railway stations, and other facilities. The results of this mapping exercise are shown here.

Figure B.1 – Provisional Cycle Network for Moggerhanger, Northill, Ickwell, and Upper Caldecote

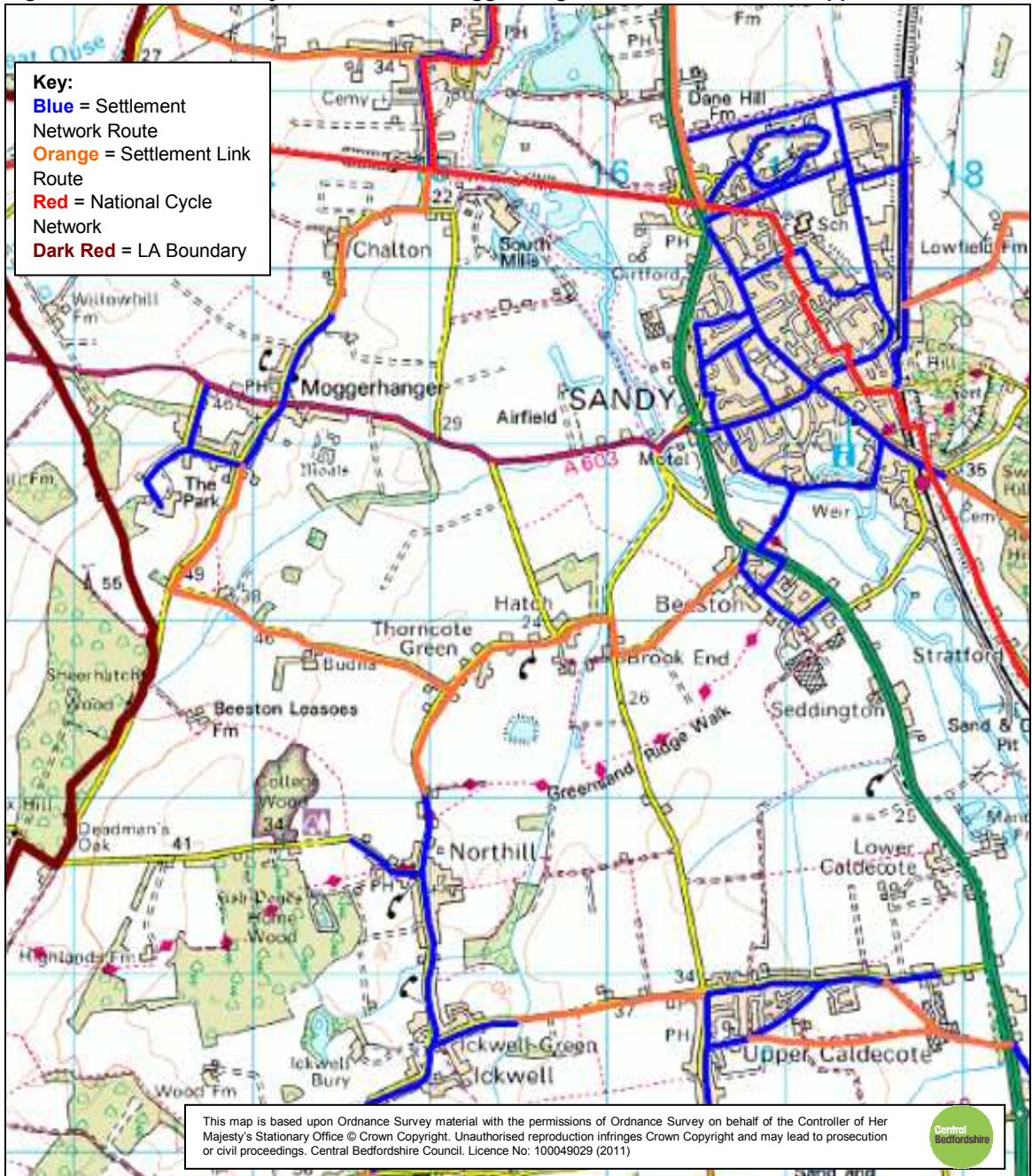


Figure B.2 – Provisional Cycle Network for Old Warden, Southill, and Broom

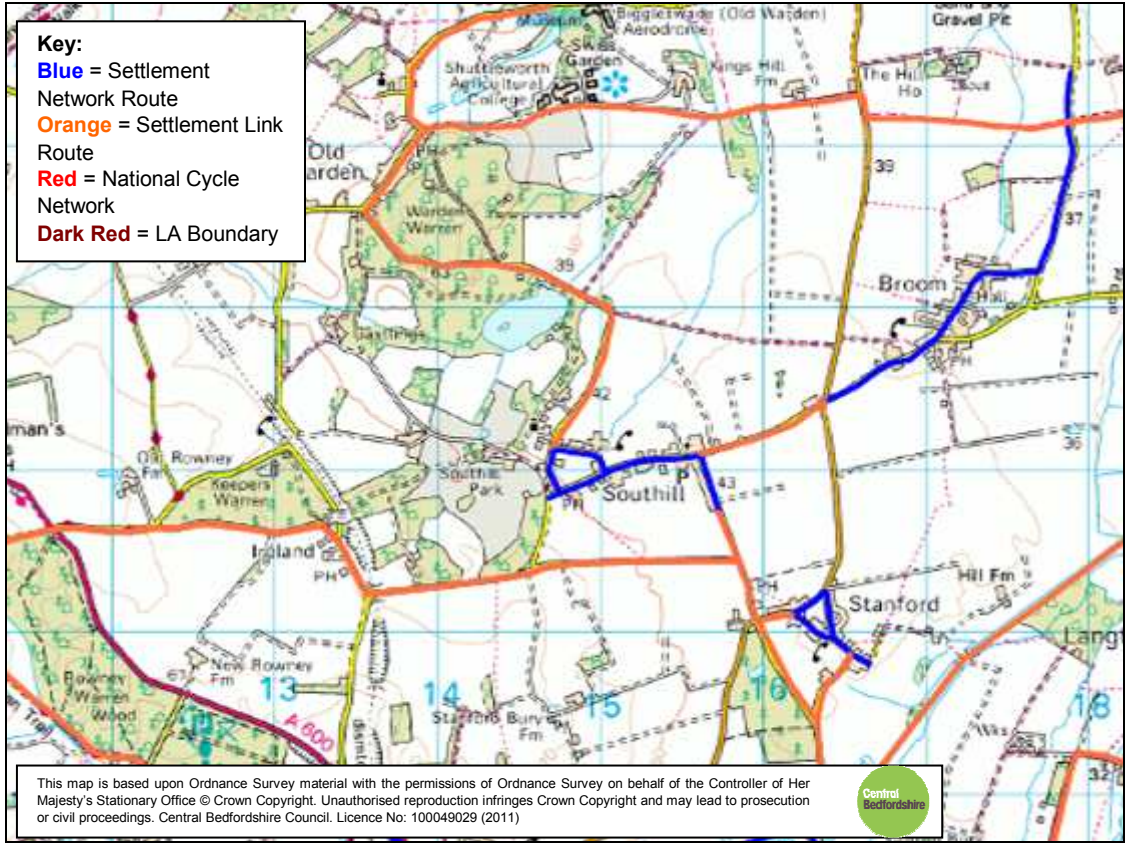


Figure B.3 – Provisional Cycle Network for Haynes (main settlement) and Haynes Church End

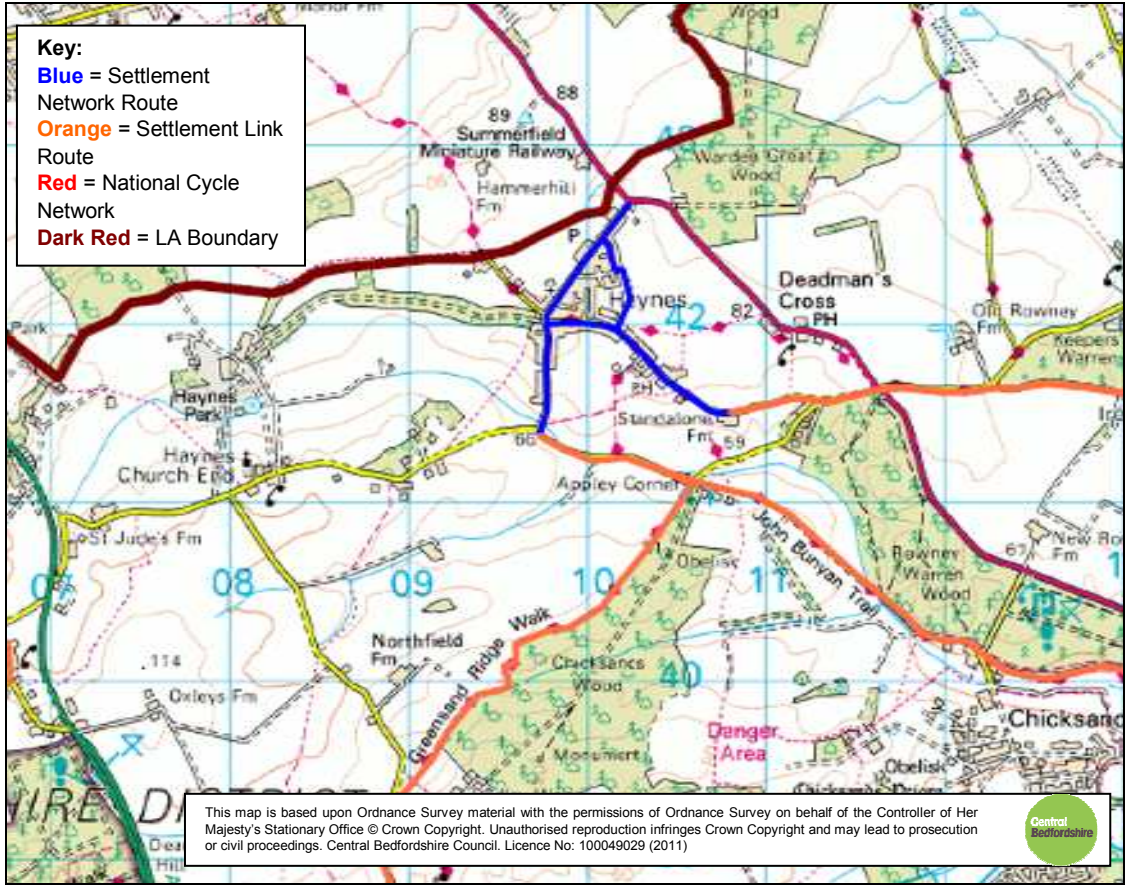


Figure B.4 – Provisional Cycle Network for Houghton Conquest and Haynes West End



Appendix C: Consultation Summary

Feedback received from the consultation undertaken on the Identifying the Solutions phase of the engagement process on the development of the Plan.

CONSULTEE	COMMENT	RESPONSE
Foresters Residents Association, Haynes	<p>Dear Mr. Gleave,</p> <p>The Chair of Foresters Residents Association has asked me to submit to you details of a tarmac footpath (as attached Plan) linking the overflow car-park by the Village Hall to the rear gates of the school.</p> <p>At Mr. Green's meeting with the Head Teacher of the school and the Chair of Governors, it was agreed that this would greatly alleviate the on-going disputes, disruption & parking problems caused to residents and would, possibly, allow for later expansion to the school's facilities.</p> <p><u>Provisional Specification: (for clean & safe access for parents & children + chairs, etc., to & from these schools)</u></p> <p>Preferred Tarmac footpath: 1.2 m wide x Approx. overall length (as Plan marks: 1 + B + C) = 280 metres.</p> <p>Timber edgings (or similar) would be needed for good compaction of the base materials and the excavated soil could be used elsewhere (**e.g. for the proposed skate park bund walls or for landscaping?).</p> <p><u>Construction estimates:</u></p> <p>001 - Excavation approx. 90 m3 at £ 5.60 = £ 504.00 002 - Exc. materials disposal, approx.90 m3 at £ 22.00 = £1.980.00 003 **possible Landfill Tax - " 150 tonne at £ 3.10 = £ 465.00 004 - 700 gauge non-woven geotextile liner - to drain trench - approx. 400 m2 at £ 2.50 = £ 1,000.00 005 - Timber edgings say 25 x 90 mm - 640 m at £ 4.20 = £ 2,688.00 006 - Tarmac footway using granular material Type 1 at 140 mm thick, dense bitumen macadam with</p>	<p>Dear Mrs James,</p> <p>Thank you for your detailed contribution. This scheme has also been requested by Haynes Parish Council, as was considered when we prioritised schemes.</p> <p>On this occasion, the scheme was unsuccessful in getting funding from the LAMP Capital Programme, but we would like to work with you and the Parish Council to see if this can be delivered through other means. We would therefore appreciate the opportunity to meet with you to discuss this matter further.</p> <p>Kind regards,</p> <p>LTP Team</p>

CONSULTEE	COMMENT	RESPONSE
	<p>20 mm aggregate binder course 50 mm thick dense Macadam and 6 mm surface course and 15 mm thick surfaces. overall approx. 400 m2 at £ 20.00.....= <u>£ 8,000.00</u></p> <p>Total est, £ 14,637.00</p> <p><u>Notes:</u></p> <ol style="list-style-type: none"> 1. The pathway could also be of use for safe access to the proposed Skate-Park. 2. We understand that Haynes Parish Council would need to give consent (at a later date). 3. Mr. Green also advised that the Head Teacher intends to consult with parents who are interested to be <u>active</u> and involved (particularly those parents who come from outside Haynes Village). <p>Sincerely,</p> <p>Mrs. James, Secretary, Foresters Residents Association,</p>	
<p>Haynes Parish Council - 21st December 2012</p> <p><i>In addition to comments raised at previous meetings</i></p>	<p>A request Richard James and I discussed for particularly the elderly was the need for warning motorists on the A600 approaching the bend where Silver End joins it.</p> <p>Pedestrians Crossing that is where the bus Stop is situated therefore they cross the road twice for every journey.</p> <p>Regards HPC Chairman Highways Committee</p>	<p>Dear Sir,</p> <p>Thank you for your detailed contribution. This scheme has been considered when we prioritised schemes.</p> <p>On this occasion, the scheme was unsuccessful in getting funding from the LATP Capital Programme, but we would like to work with you and the Parish Council to see if this can be delivered through other means. We would therefore appreciate the opportunity to meet with you to discuss this matter further.</p> <p>Kind regards,</p>



CONSULTEE	COMMENT	RESPONSE
		LTP Team
Northill Parish Council – 13 th December 2012	<p>Observation about the content of the Draft Transport plan - Haynes and Old Warden.</p> <p>1. Section 2.3 makes no mention of Swiss Garden. The Hare and Hounds in Old Warden is referred to as the "Red Lion public house". No mention of G and M Growers (Upper Caldecote), Chessum Roses (2 sites Upper Caldecote) and The Elizabeth Smith veterinary practice in Northill. The Cock in Southill is referred to as Broom Tavern.</p>	<p>Dear Madam,</p> <p>Thank you for notifying us of these errors. They have been corrected for the Final Local Area Transport Plan.</p> <p>Kind regards,</p> <p>LTP Team</p>
Northill Parish Council – 11 th December 2012	<p>AMEY had asked that speed reduction measures, specifically a 40mph buffer zone, be assessed for inclusion under the LATP works programme. Can you confirm the inclusion of this request please and let me know any findings?</p>	<p>Dear Madam,</p> <p>Thank you for your detailed contribution. This scheme has been considered when we prioritised schemes.</p> <p>On this occasion, the scheme was successful in getting funding from the LATP Capital Programme. We look forward to working with you to deliver the scheme as part of this programme.</p> <p>Kind regards,</p> <p>LATP Team</p>
Mrs Soar – 29 th November 2012	<p>Please find below my response to Cllr Papworth; unfortunately it seems I neglected to cc to you. In addition to my points in that response:</p> <p>With regard to the bends downhill (north) from the Stud on Bedford Road - safety is perhaps not such an issue at this time of year when there are few/no leaves on the trees, so visibility is better. However during the growing season this is definitely a problem, and vulnerable road users have no space to escape the road if/when necessary. I don't know where the highway boundary is but perhaps it would be possible to trim the trees back a little, both to improve visibility and to give us somewhere to go (there is a small amount of verge but not usable due to tree growth).</p> <p>In addition to the above trimming and warning signs (TSRGD diag 550.1), perhaps some solid white lining around the bends on the Bedford Road may be effective in warning drivers that there may be a hazard (section 5 of TSM chapter 5)? I am</p>	<p>Dear Mrs Soar,</p> <p>Thank you very much for your comments. You were not the only person to comment on the issues on Bedford Road in Northill, and we have received a petition supporting this position.</p> <p>We have considered this scheme as part of the scheme prioritisation framework, alongside some 70 other schemes. On this occasion, unfortunately other schemes were considered to be of higher priority and therefore this scheme has not been funded through our programme.</p> <p>But I understand the importance of this scheme to local</p>

CONSULTEE	COMMENT	RESPONSE
	<p>also aware of some vehicle RTC's on the bends at Oak Farm between Cople and Northill (Deadman's Oak) in previous years, having dealt with the aftermath as a first-aider.</p> <p>In my response to Cllr Papworth below I mention the bridleways and private tracks that join the Bedford Road (these are also used by cyclists and walkers) as these are my personal concern, but there are also a number of footpaths adjoining.</p>	<p>residents, and am therefore willing to work with the residents on other funding sources that can be secured to fund this scheme. I will contact you about this in due course.</p> <p>Kind regards,</p> <p>LTP Team</p>
<p>Bedford Area Bus Users Society – 20th November 2012</p> <p><i>These comments form part of larger submission to all LATP consultations. Feedback has been provided to the group.</i></p>	<p>This LATP also includes the parishes of Houghton Conquest, Southill, Northill and Moggerhanger and, as such, must be the most illogical of the Plan areas currently out for consultation. It is difficult to see what public transport issues are common to all the communities in this disparate collection. Moggerhanger and Northill are served by bus routes 73 and 74 Bedford to Sandy/Biggleswade, Southill (including Broom) by route 200 Biggleswade to Flitwick, Haynes partly by routes 71 and 72 Bedford to Hitchin, and Houghton Conquest by route 42 Bedford to Toddington. In public transport terms what is the common denominator for these communities?</p> <p>As the aggregate population of the Plan area is small at around 7 000 the interests of the communities would be better served by being incorporating into those Plan areas where there is some degree of structural connectivity, both economically and socially.</p> <p>5.3 Access to Services</p> <p>Healthcare</p> <p>For modal split (page 33) of access to healthcare across Central Bedfordshire the reader is referred to Table 6.3. There is no Table 6.3. Table 5.3 relates to travel to doctors. Does this mean access to primary care services. And access to secondary care provision?</p> <p>Education</p> <p>For modal split (page 33) of access to lower schools in the Plan area the reader is referred to Figure 6.1. Figure 6.1 is titled Process of engagement in the Local Area Transport Plan! Figure 5.1 covers modal split for travel to school. It is not clear if this diagram refers to lower school journeys only or to all school journeys.</p>	<p>Dear Sir,</p> <p>Thank you for your comments on the Local Area Transport Plan for Haynes and Old Warden. Thank you in particular for identifying issues concerning references to figures, and data in Appendix A. The references have largely been reviewed and changed, and much of the data from Appendix A has now been removed from Appendix A into the main text of the report, particularly summary information on key bus services. This decision was taken due to the changing nature of provision of supported bus routes, which would mean that the data in Appendix A stood a more significant risk of being out of date quickly.</p> <p>With regards the treating of routes during bad weather, our policy is to treat the busiest routes – typically used by all road users – as the priority, before treating other routes. In this case, Northwood End Road is untreated, and a request has been sent to Amey to have the route amended. However, owing to the tight timescales by which teams treat our routes, this request may not be possible.</p> <p>Kind regards,</p> <p>LTP Team</p>



CONSULTEE	COMMENT	RESPONSE
	<p>This section of the Plan document is generally confused and confusing</p> <p>Section 7.2 priority actions for Houghton Conquest and Haynes.</p> <p>It has been pointed out by BABUS that bus services in Haynes are adversely affected in bad weather. Central Bedfordshire Council has continued with the policy inherited from Bedfordshire County Council where Silver End Road is treated as far as the junction with Northwood End Road. Northwood End Road back to the junction with the A600 is not treated. In bad weather this means that most of Haynes may have no bus service on Route 71. This also affects school buses running to the middle school in Shefford. As a general rule, BABUS believes that all bus routes in Central Bedfordshire should have priority in the Council winter salting and gritting programme. This includes rural roads such as route 71 in Haynes, cited here, and urban services such as route 97 in Stotfold.</p> <p>Appendix A: Public Transport Service Provision – Buses</p> <p>This section of the document appears to present difficulties for authors of all the Draft Plans? The Bus Map & Travel Guide published by Central Bedfordshire Public Transport Team is generally a reliable source of route information.</p> <p>For Haynes, route 71 runs via Henlow Camp and not Arlesey. Route 72 runs via Arlesey and not Henlow Camp, Monday to Saturday.</p>	
<p>Highways Agency – 6th November 2012</p>	<p>Dear Sir,</p> <p>Thank you for your email inviting comments to five separate draft Local Area Transport Plans for Arlesey and Stotfold, Biggleswade and Sandy, Chiltern, Potton, and Haynes and Old Warden.</p> <p>The Highways Agency, on behalf of the Secretary of State, is responsible for management, maintenance, and enhancement of the Strategic Road Network in England. The Highways Agency seeks to be actively engaged in all stages of the planning process, and part of our role is to aim to deliver sustainable development policies in cooperation with Local Authorities.</p> <p>The Highways Agency is aware of the inherent connection between development</p>	<p>Dear Sir,</p> <p>Thank you for your letter. Other aspects of this letter covered areas not directly related to Haynes and Old Warden. Therefore, this response focuses on just this area. A more comprehensive response has been sent to the Highways Agency.</p> <p>We thank you for identifying the issues associated with the Haynes and Old Warden area, and these have been incorporated into the Final LAMP. With regards to the Wixams, measures to encourage the use of sustainable modes of transport to access the station have been considered as part of</p>

CONSULTEE	COMMENT	RESPONSE
	<p>planning and the transport network, and we are attentive to the effects that planning decisions may have on the operation of the Strategic Road Network and associated junctions. The Highways Agency cannot be expected to cater for unconstrained traffic growth generated by new developments and we therefore encourage policies and proposals which incorporate measures to reduce traffic generation at source and encourage more sustainable travel behaviour.</p> <p>My comments below focus on the topics addressed in each LATP which are considered to be of more relevance to the Highways Agency, rounding off with a collective view of all the LATPs.</p> <p>Haynes and Old Warden</p> <p>Within Haynes and Old Warden the Highways Agency has responsibility for the A1 which runs along the eastern edge. The A1 can be primarily accessed via Biggleswade North roundabout from the B658, Biggleswade Road (an unclassified road located to the north of the roundabout) or at the Sandy roundabout via the A603. The A421 and A428 are located to the north of the area.</p> <p>Issues found to be associated with Haynes and Old Warden include lack of adequate sustainable transport infrastructure, particularly walking and cycling. The LATP notes that long distance commuting by car is prevalent in this area, and this can put stress on the surrounding road network.</p> <p>The Wixams settlement project and planned railway station, situated on the western edge of the area, are likely to increase vehicular trips on surrounding roads. The LATP makes reference to the 570-space car park being proposed at the station. I query whether this will be catering for residents of Wixams or whether there is an aspiration that the station will provide a park and rail service for the surrounding area. A park and rail facility may generate additional traffic flows on the Strategic Road Network, for example through the A421/A6 junction, therefore I would be encourage to see measures to provide and promote sustainable alternatives such as bus to reduce reliance on the car to access the station.</p> <p>I must stress however that I recognise the importance of the railway station to the sustainability of the Wixams, and its potential contribution towards achieving modal shift from car to train especially for longer distance trips which may otherwise occur on the Highways Agency's network.</p>	<p>this LATP. Whilst many may not be funded, they will be considered for other funding sources.</p> <p>Kind regards,</p> <p>LTP Team</p>



CONSULTEE	COMMENT	RESPONSE
Houghton Conquest Parish Council – 12 th October 2012	<p>Here is a summary of the comments raised by Houghton Conquest PC:</p> <ul style="list-style-type: none"> • Current inability to access train services via buses to commute at the moment as bus times do not meet commuters needs • Access to new Wixams Railway Station needs addressing • Speed on B530 is a great concern • Access to Wixams via B530 is a concern • Improvements are needed to the 20mph zone on the High St as traffic is still exceeding speed limit. Amey have suggested a raised table at a cost of £14.5k. The PC would consider partially funding this. • A footpath is needed at the new pedestrian entrance to Conquest Woods on Chapel End Rd, as there is no footway there at all at the moment, making it very dangerous. Amey have suggested this could be done for approx £4k. The PC would consider partially funding this. 	<p>Dear Madam,</p> <p>Thank you very much for your submission. We have looked at all of these schemes as part of the scheme prioritisation mechanism for this LATP. Unfortunately, we have been unable to fund most of the suggestions, however we have included improvements to Bedford Road / High Street as part of the LATP.</p> <p>We look forward to working with you on this scheme, and we thank you for taking the time to send in your comments.</p> <p>Kind regards,</p> <p>LTP Team</p>
Mr Johnston – 21 st September 2012	<p>Dear Sir,</p> <p>Following James Jamieson’s piece in the T&C I looked up the transport strategy report.</p> <p>Postscript. Having spent quite some time trying to hone your strategy statements just for my village I trust you will give each of my points a little consideration as I believe they are down to earth and have some merit and are action practical.</p> <p>It was hard work ploughing through the report because it was produced in a manner that assumed the reader knew nothing. The whole report could have been considered an appendix to a set of proposals.</p> <p>What was / is needed is a summary for each area outlining what changes were proposed allowing readers to refer to the “appendix” to get close detail.</p> <p>As an occasional dip toe into what local government is doing I was disappointed in the lack of positive proactive direction in the report</p> <p>I do not know how many man hours it took to create but I hope a lot was repetition as that is how it read apart from bringing surveys up to date.</p>	<p>Dear Mr Johnston</p> <p>Thank you very much for your detailed feedback on the LATP. I hope that this reply will answer a number of your queries.</p> <p>With regards to your comments about the length of the LATP, it is intended that the LATP forms the evidence base, and gives a good overview of the transport issues in the area – of which there are many. This then leads on to what we see as the priority action areas – informed by this evidence base – before a programme of schemes that we deliver is set out. We appreciate that this is somewhat of a lengthy document, but the intention is to give the reader a comprehensive overview of transport in the area.</p> <p>We are always looking at ways by which we can improve the LATPs, and certainly your comments will be considered along with others when we come to revise all our LATPs over the next few years. For that, we thank you for your comments.</p>

CONSULTEE	COMMENT	RESPONSE
	<p>This report felt to me typically Local Government and OTT. Give me a report to read, graphs and statistics to prove a point not photographs which have little relevance.</p> <p>Now to my particular village Haynes. I limit my comments just to Haynes and what affects us.</p> <p>Haynes West End and Haynes Village may have the same name but please don't consider them as the same geographic village when aggregating services provided. They are 2.5 miles apart, or 4 km in your terms we live in a society where distance is measured in miles. Wixams from Houghton Conquest is much closer.</p> <p>Haynes has a bus service to Bedford and Hitchin, West End has a bus service to Bedford and Luton and Flitwick the two are completely separate entities.</p> <p>The main population centre is Haynes Village. To be able to get a regular direct bus to Flitwick or Luton would be a great benefit as it would have buses that go past Tesco Cardington in Bedford and also direct to Bedford railway station. That is perhaps beyond your remit but it is where your residents want to go. The BCC approved a new doctor's surgery in Shefford. Yes car use is high because it is not on a bus route (I have used the bus). The advertised occasional surgery bus from Shefford is not worth it as few appointments would coincide. A half hourly central Shefford mini bus to the surgery aligned with the bus timetable would be far more user friendly.</p> <p>I refer to the map diagram 7.2 Haynes bubble 1 "Improve walking link to Haynes Turn stop". There is a perfectly serviceable footpath no further improvements necessary just an annual inspection needed of surface condition. I walk it. My recommendation delete bubble.</p> <p>Bubble 2 "Poor quality bus stops in the village including information and shelters" At all bus stops on one side of the road are time tables strapped to a very local lamppost. There are two good shelters at frequently used bus stops. If any more shelters are provided they would be nice to have not essential. At about four stops on one side of the road there are no pavement hard standings for passengers or a bus stop sign. My recommendation "Provide hard standing</p>	<p>In the Final LATP, we have taken more care to separate out Haynes from Haynes West End and Haynes Church End, and we hope that this is reflected in the final document. This was not only in response to your comments, but from those of others too.</p> <p>Regarding the local bus services, this LATP looks to improve the infrastructure that supports bus services, rather than the services themselves per se. Haynes village enjoys a regular, and relatively stable, commercial bus service, and we enjoy a good relationship with the operator who run the route. We have raised these comments with them, and whilst they have declined to alter their route for the time being, we hope to continue to raise these issues in the future. Regarding a bus service to Shefford Health Centre, unfortunately at the current time there is insufficient budget to operate such a service.</p> <p>With regards to your comments on the individual 'bubbles' on the Haynes diagram, our comments are as follows:</p> <ul style="list-style-type: none"> • Bubble 1 – We agree with your comments, and this bubble has been removed. • Bubble 2 – Providing raised kerbs at all bus stops in Haynes was considered as part of the scheme assessment process. But this has not been included in the final programme of schemes. But we will explore other avenues to fund these improvements. • Bubble 3 – This scheme was considered as part of the scheme assessment process. But this has not been included in the final programme of schemes. • Bubble 4 – This is an issue that has been raised with us by local residents and elected representatives. Speed reduction measures were considered as part of the scheme assessment process. But these have not been



CONSULTEE	COMMENT	RESPONSE
	<p>pavements at bus stops that currently have none”</p> <p>Bubble 3 “Congestion and on-street parking outside Lower School” The residents have a right to park it is the school that has the problem aided and abetted by the council that gave the permission. My recommendation - Move school fence nearer school create a large car pick up drop off area and open up the link to Rooktree Way to create a one way system for school terms only (a retractable bollard activated by the school). I can hear the howls from Rooktree residents.</p> <p>Bubble 4 “Speeding traffic on main routes through the village” As residents of Haynes for over thirty years I do not consider the village has a speeding problem except at Church end where the road dips and curves when approached from the west. My recommendation Install a speed reading sign at Church End with red or green speed indication no other actions proposed.</p> <p>Bubble 5 “Narrow pavements on main routes through the village” The only path that I feel could be widened with great benefit is the path fronting onto the village hall. For everybody 2 abreast one steps into the road which is dangerous. I do not know of any other paths that are narrow as provided by the councils but people plant leylandii and other hedges and these encroach on paths reducing their width. My recommendation - Widen the path fronting onto the Haynes Village Hall and council officers to be sent out to check usable widths of paths and serve notices on residents to cut hedges back applies to West end as well.</p> <p>West end Bubble 1 “Perception of high traffic speeds and rat running through villages” I have mentioned a speed indicator in Church End already. There is an amount of rat running but the villagers both ways need access to the village or A6 any restriction narrowing or speed bump in my view is not welcomed however the quietest part of the road that is used by the rat runners is somewhere near the Appley Wood corner. The road to West End and A6 is also salted. My recommendation – Consult on a speed restriction at Appley Corner taking due consideration it is on a scenic brown route across Bedfordshire and remove the salting classification for the road to West End transferring some of the saved salt to the unsalted school and bus used route 71 called North Wood End Road Haynes.</p> <p>West End Bubble 2 “A6 acting as a severance due to high volumes of high</p>	<p>included in the final programme of schemes.</p> <ul style="list-style-type: none"> • Bubble 5 – Widening the path in front of Haynes Village Hall has been raised by others. This was considered as part of the scheme assessment process. But this has not been included in the final programme of schemes. But we will explore other avenues to fund these improvements. • West End Bubble 1 – Thank you for this clarification on the location of speeding traffic. In meetings with the Parish Council, speeding traffic was mentioned as an issue in the village, and speed reduction measures were considered as part of this LAMP. However, other schemes were assessed to be of a higher priority, although we will look at other ways of funding such improvements. • West End Bubble 2 – This bubble has been included in the Final LAMP following advice from transport officers in Central Bedfordshire Council to highlight this issue. Whilst some improvements have been made, the A6 still has a significant severance effect in this area. • West End Bubble 3 – This scheme was requested by Central Bedfordshire Council officers, but upon review has proved too expensive for the final LAMP programme to deliver, combined with the higher priority of other schemes. Regardless, the issue of walking access along these routes remains. <p>We thank you very much for your comments, and hope that this reply is useful. If you have any questions, please feel free to contact us.</p> <p>Kind regards,</p> <p>LTP Team</p>

CONSULTEE	COMMENT	RESPONSE
	<p>speed traffic” This matter was dealt with several years ago with lighting and road separation. This bubble is a statement not a strategy. The road junction at the south end of West End does seem to be dangerous but I am not a user. My recommendation. Remove the bubble. Add a bubble consider the southerly access to Haynes West End with regard to road safety and traffic management.</p> <p>West End Bubble 3 “Poor access to public transport stops on the A6” I am not a resident of HWE but I am not aware of any footpaths in HWE. The distance to the two bus stops north and south is very long so providing a footpath at public expense is not really viable. As a community payback project it could perhaps be considered. My recommendation Consider providing footpaths only as part of a community programme. Provide a footpath between the Haynes church turning and the bus lay-by alongside the A6.</p> <p>The above is my response to your statements regarding my village as I saw no better way of responding and “Getting Involved”</p> <p>Yours faithfully,</p> <p>Mr Johnston</p>	



Appendix D: Programme of Schemes “Long List”

Rank	Ref	Scheme Name	Location
1	CY/01	New walking and cycling route from Houghton Conquest to The Wixams Station	Bedford Road / B530, Houghton Conquest
2	WK/10	Extend footpath from Thickthorn Farm to Bedford Road	Houghton Conquest
3	PT/01	New timetable cases at bus stops – Route 42	Houghton Conquest
4	PT/03	New timetable cases at bus stops – Routes 73 and 74	Moggerhanger, Northill, Upper Caldecote
5	PT/04	New timetable cases at bus stops – Routes 71 and 72	Haynes
6	GT/05	Area-wide weight restriction	Upper Caldecote, Ickwell, Northill
7	PT/16	Real time bus information, new bus shelters, and raised kerbs at stops (x2)	High Street, Houghton Conquest
8	PT/17	Real time bus information, new bus shelters, and raised kerbs at stops (x2)	Bedford Road, Houghton Conquest
9	PT/18	Real time bus information, new bus shelters, and raised kerbs at stops (x2)	B530, near Thickthorn Lane turn, Kempston Hardwick
10	CY/02	New cycle track between Houghton Conquest and Stewartby	Bedford Road / B530, Houghton Conquest
11	PT/02	New timetable cases at bus stops – Routes 44 and 81	Haynes West End
12	GT/01	Traffic calming measures	Thorncote Road & Hatch Road, Hatch
13	GT/04	Traffic calming measures	Warden Road, Ickwell
14	PT/06	New bus stop to replace unmarked bus stop, including raised kerb, flag, and timetable case	Penible House, Ickwell Road, Ickwell
15	PT/19	Real time bus information, new shelters if appropriate, and raised kerbs at stops (x2)	Silver End Road, Haynes
16			
17			
18			

Rank	Ref	Scheme Name	Location
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Appendix D

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Central Bedfordshire Local Transport Plan

Potton Local Area Transport Plan

Incorporating Dunton, Edworth, Everton, Eyeworth, Sutton,
Temsford and Wrestlingworth and Cockayne Hatley

Version: 130207 – Version for Overview and Scrutiny Committee



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1. Background

1.1 What is the Local Area Transport Plan?

The Local Area Transport Plan (LATP) for Pottton and the surrounding area sets out the key transport issues and concerns of local people, and a programme of measures through which they will be addressed. It forms part of the Local Transport Plan (LTP) for Central Bedfordshire which covers the period between April 2011 and March 2026.

The LATP draws upon a number of different sources of information to form a robust evidence base upon which the most effective and cost efficient transport schemes can be provided in the area including:

- § Consultation with local residents and elected members
- § Census data and the Central Bedfordshire Householder Travel Survey
- § Previous studies and reports including the Town and Parish Plans
- § Feedback from working groups, town and parish councils and other stakeholders
- § Future growth predictions and site allocations in the Development Strategy
- § Travel Plans in place at schools, workplaces and new residential developments

1.2 What area does it cover?

The LATP covers the town of Pottton and the surrounding villages of Dunton, Edworth, Everton, Eyeworth, Sutton, Tempsford and Wrestlingworth and Cockayne Hatley. The area is located in the north east of Central Bedfordshire and borders Cambridgeshire and Hertfordshire.

Pottton itself has a population of around 5,000 whilst the surrounding villages have a combined population of around 3,000 giving the area as a whole a population of just over 8,000. This makes it the second smallest LATP within the authority.

1.3 How does the LATP relate to the LTP?

The Pottton LATP forms one of a series of Local Area Transport Plans through which the LTP for Central Bedfordshire will be delivered on the ground. In effect it provides the local detail to accompany the strategic, high level vision and objectives established in the LTP itself.

It is also informed by a series of 'journey purpose themes' which set out the high level, strategic approach to addressing travel behaviour in Central Bedfordshire, and supporting strategies focusing on specific issues in relation to walking, cycling, parking, public transport provision and road safety for example.

The LATP considers the transport issues of relevance to the area on a mode by mode basis and highlights how these translate to actual journeys undertaken via an analysis of the travel patterns of local residents identified through Householder Travel Surveys undertaken across Central Bedfordshire in April 2010 and 2012. The framework for the LTP is set out in Figure 1.1 whilst the coverage of the Pottton LATP is highlighted in Figure 1.2.



Figure 1.1: Potton LATP within the LTP3 Structure

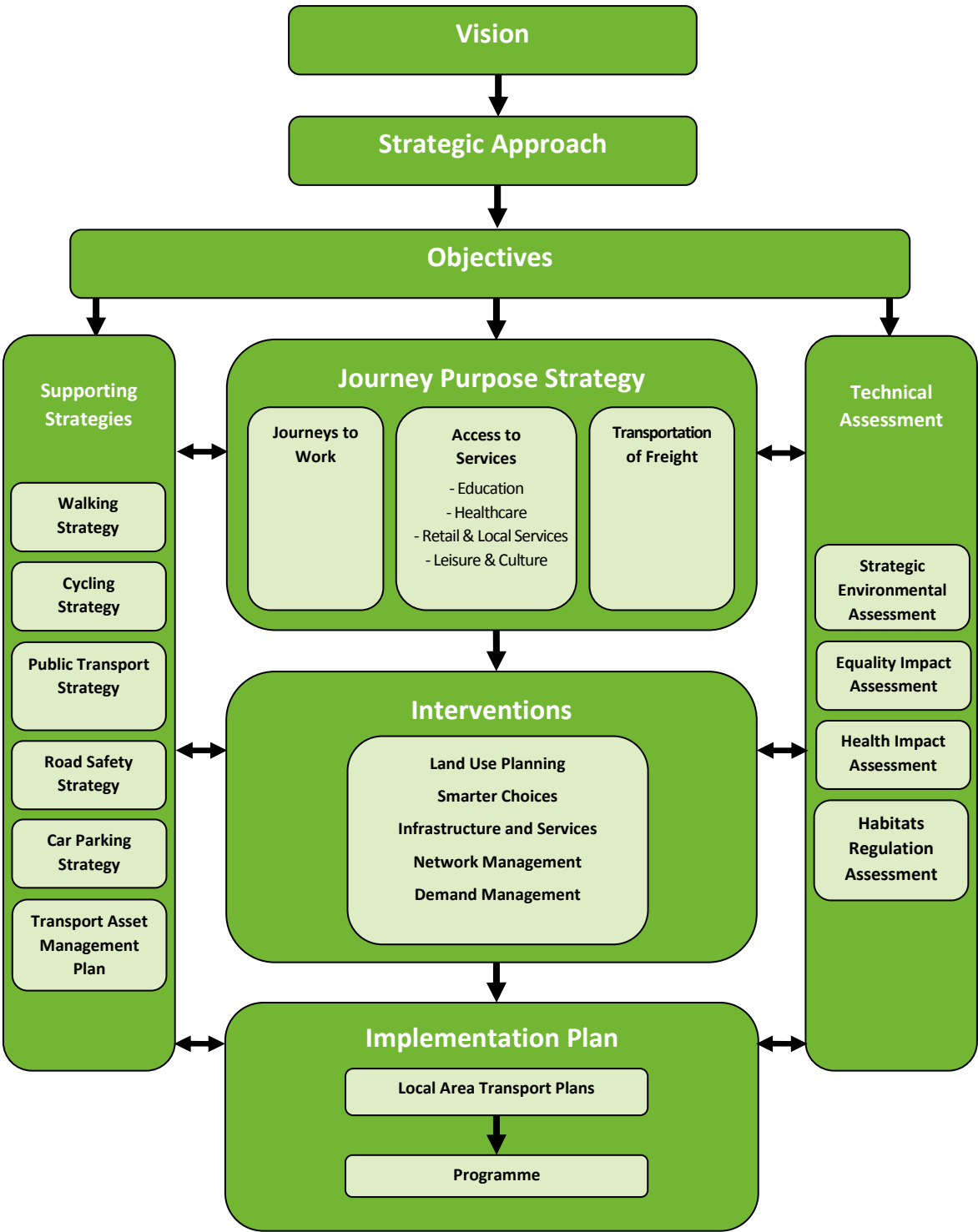


Figure 1.2: LATP Areas



1.4 How is the LAMP Structured?

The LAMP is structured around the following chapters:

- **Chapter 2 – Planning Context:** Details the planning context within which the Local Area Transport Plan is being developed, including potential housing and employment allocations through the planning process.
- **Chapter 3 – Local Studies:** Reviews Town and Parish Plans in place, previous transport studies undertaken and development plans to highlight key issues which will influence the direction of transport provision in the future.
- **Chapter 4 – Modal Issues:** Forms an assessment of transport issues in Potton by different types of travel.
- **Chapter 5 – Journey Purpose Analysis:** Reviews how the issues identified for each mode of travel in the area, translate into how local residents actually travel for different journey purposes.
- **Chapter 6 – Consultation and Engagement:** Details the consultation process on the Plan and the key findings of engagement with local residents, stakeholders and elected representatives.
- **Chapter 7 – Priority Action Areas:** Focuses on the priority action areas through which the issues identified may be addressed over the course of the Local Transport Plan period as a whole.
- **Chapter 8 – Programme:** Highlights how schemes have been prioritised to be delivered over the course of the Plan, the funded allocated to the Potton area, and the programme of initiatives to be implemented locally.
- **Chapter 9 – Other Schemes and Funding:** Sets out schemes which are set to be delivered by developers or through other funding secured through the Planning process.
- **Appendix A – Potton Cycle Network:** Highlights the cycling routes within the towns and their relative status within the network hierarchy.
- **Appendix B – HGV Restrictions:** Details of HGV restrictions and their locations across the Plan area.
- **Appendix C – Consultation Summary:** Summarises the comments received by the authority in response to the publication of the draft Plan and how these were addressed in the final version of the document.
- **Appendix D – Programme of Schemes “Long List”:** Details the schemes identified for delivery in the Plan area, in the longer term when additional funding is available, in their priority order.



2. Planning Context

2.1 Potton Overview

Potton is a small town in the north east of Central Bedfordshire with a population of just over 8,000 including the surrounding villages. Situated around 3 miles to the east of Sandy and 4 miles to the north east of Biggleswade, the town has a limited number of local services and as such has to look to these larger nearby settlements for employment opportunities, retail provision and healthcare for example. There are around 6,000 residents of working age in the ward and many of these commute out of the area to places such as Hertfordshire, Cambridgeshire, Biggleswade and Sandy for example.

Potton has access to the strategic road network via the A1 which skirts the western boundary of the ward, whilst access to the mainline rail network is via the East Coast Mainline stations in Biggleswade and Sandy. Notable villages in the Potton ward comprise Dunton, Edworth, Everton, Eyeworth, Sutton, Tempsford and Wrestlingworth and Cockayne Hatley, all of which are by their very nature rural and isolated to some extent.

Table 2.1: Key Statistics

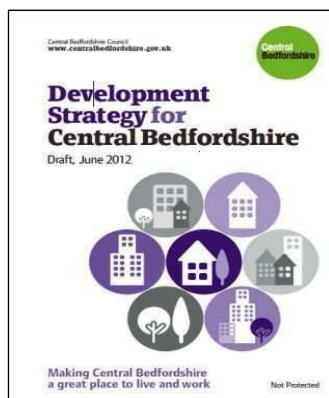
Area	Potton	Surrounding Villages	Plan Area	Central Beds
Population (2009)	5,050	3,130	8,180	252,900
Journey time to Central London				
Road	1 hr 30 mins		Up to 1hr 50mins	
Rail (fastest service)	46 mins (to Sandy)		30-55mins	

Sources: Central Bedfordshire Ward Profiles / National Rail Enquiries / www.transportdirect.info

2.2 Development Strategy for Central Bedfordshire

The Development Strategy will be the main planning document for Central Bedfordshire once it is adopted in 2014. It will set out the overarching spatial strategy and development principles for the area together with more detailed policies to help determine planning applications.

It will address similar issues to those in the Core Strategy and Development Management Policies in the north of Central Bedfordshire, but will also consider the allocation of strategic development sites.



The main elements of the Development Strategy are:

- Strategic objectives for the area
- Overarching strategy for the location of new development
- Scale of new employment, housing and retail provision
- Identification of new strategic scale development sites
- Extent of new infrastructure required
- Key environmental constraints and opportunities
- Set of detailed policies to guide consideration of new development proposals



Until a new Development Strategy is adopted, the existing approved plans will continue to set the planning context for decisions on planning applications.

For northern Central Bedfordshire the adopted Core Strategy and Development Management Policies DPD and the Site Allocations DPD apply.

The pre-submission version of the draft Development Strategy was published on 14 January 2013 and is expected to become the adopted planning policy for Central Bedfordshire in February 2014.

The Development Strategy plans for the delivery of a total of 28,700 new homes and 27,000 new jobs between 2011 and 2031. The Council will support the delivery of the existing planned sites that make up the majority of provision.

Site Allocations Document

The Site Allocations Document details the specific sites proposed to be developed to meet the housing and employment land requirements established within the Core Strategy for North Central Bedfordshire as a whole up until 2026.

The document was adopted in January 2012 and those sites included for development in the Plan area are set out in Figures 2.1 to 2.3 respectively.

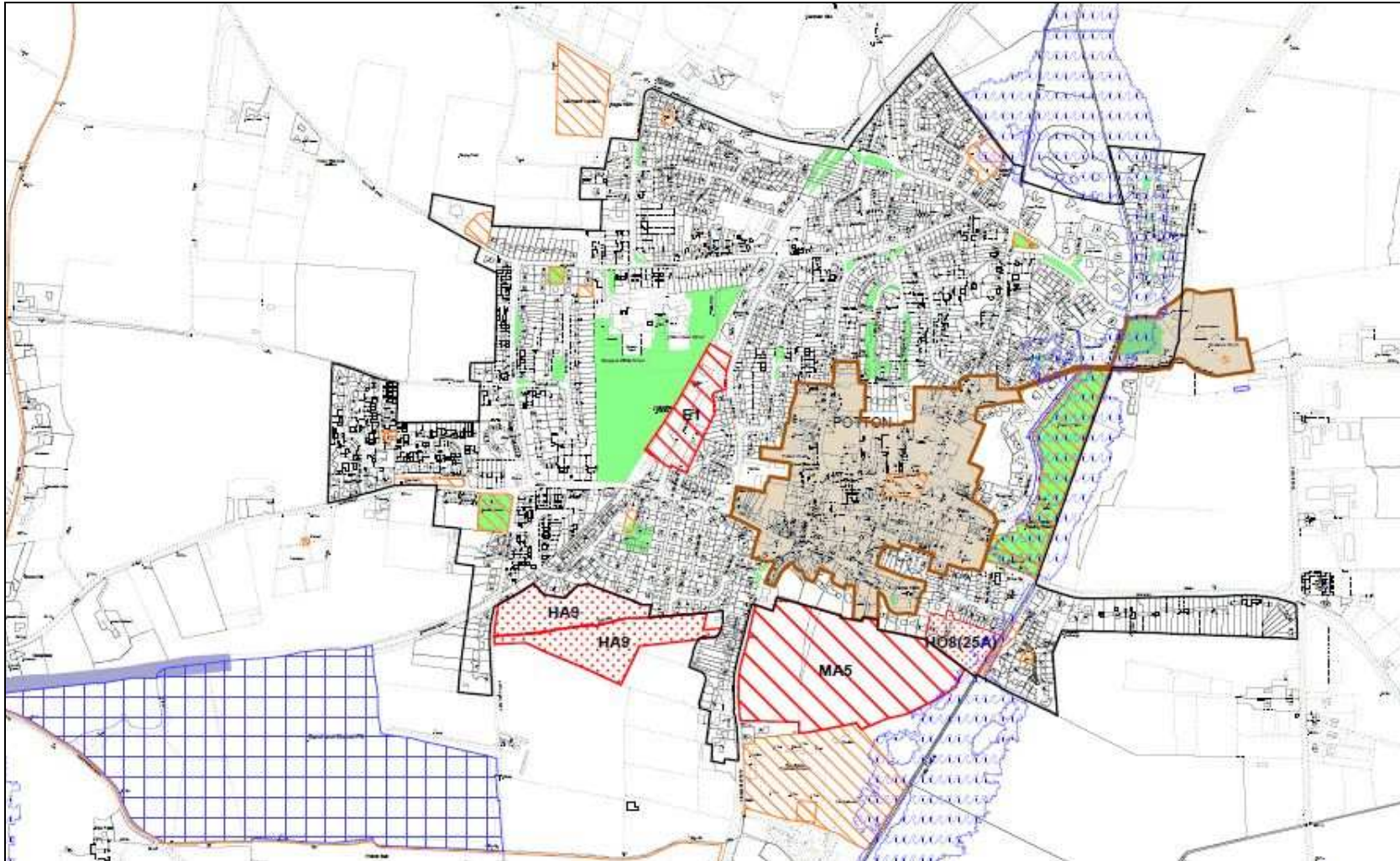
Key to Figures

	District Boundary		DM5a	Important Open Space	
	Area Outside Central Bedfordshire Council North Area		DM6	Green Belt Infill Only Boundary	
	Inset Boundary		E1	Key Employment Site	
CS1	South East Milton Keynes SDA Development Framework		EA	Employment Allocation	
CS3/DM17	Open Space, Sports and Recreation (PPG17 Study) <small>Style may vary - area, line or point depending on type. Refer to study for clarification of individual sites.</small>		HA	Housing Allocation	
CS12/DM7	Town Centre		MA	Mixed Use Allocation	
CS13	Floodplain (Floodplain on Side A&B is solid blue) <small>Source: Indicative Floodplain maps 2005 as published by the Environment Agency. Probability of Flooding 0.1 - 1.0%. www.environment-agency.gov.uk</small>			Contingency Allocation	
CS15/DM13	Conservation Area		RA	Recreational Allocation	
CS15/DM13	Historic Parks and Gardens <small>Source: English Heritage. www.english-heritage.org.uk</small>		TC1	Biggleswade Masterplan Study Area	
CS15	Scheduled Ancient Monument <small>Source: English Heritage. www.english-heritage.org.uk</small>		TC2	Town Centre - Flitwick	
CS16/DM14	Chilterns AONB		Saved Local Plan Policies		
CS16/DM14	Forest of Marston Vale		CS21	Important Countryside Gap	
CS17	Bedford and Milton Keynes Waterway (Proposed)		EMP4	Employment Allocation	
CS18/DM15	CWS/LNR <small>Source: LNR - Natural England. www.naturalengland.org.uk CWS - Biodiversity and Recording Monitoring Centre</small>		EMP12	Cranfield Airfield	
CS18/DM15	SSSI/NNR <small>Source: Natural England. www.naturalengland.org.uk</small>		HO8	Housing Allocation	
CS18	Local Geological Sites (Previously RIGS Regionally Important Geological/Geomorphological Sites) <small>Source: Biodiversity and Recording Monitoring Centre</small>		TCS	Town Centre Opportunity site	
DM4	Settlement Envelope		National Policy		
				Green Belt	

NOTE: Where several constraints are on top of one another styles may vary to that in the KEY.
Disclaimer: Central Bedfordshire Council cannot be held responsible for the misinterpretation of any information. Information from external sources was correct at time of publishing but maybe subject to change therefore we advise you to contact them directly.

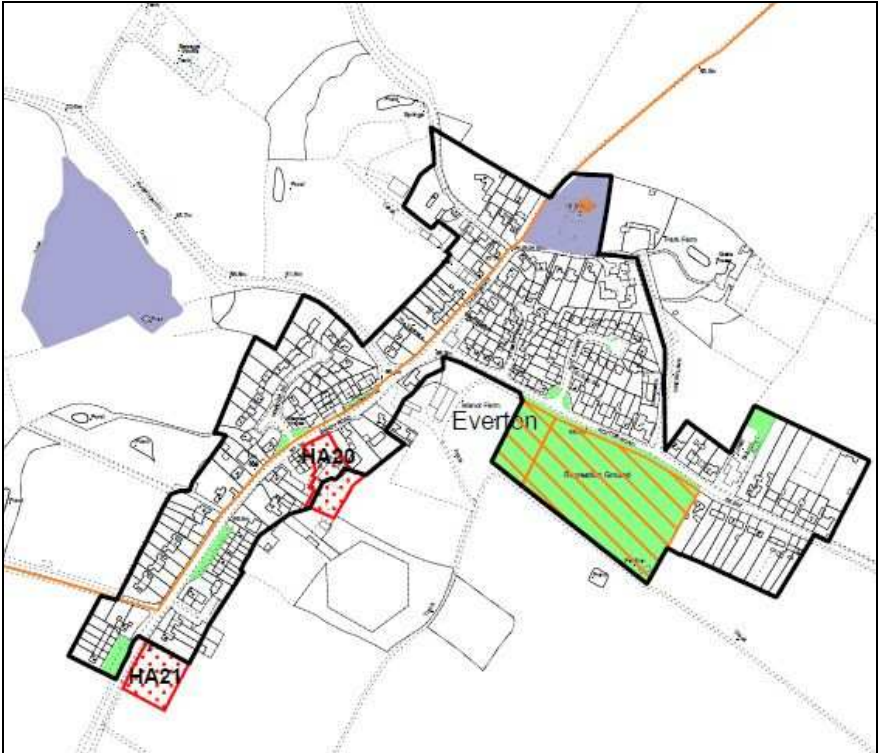


Figure 2.1: Potton Development Sites



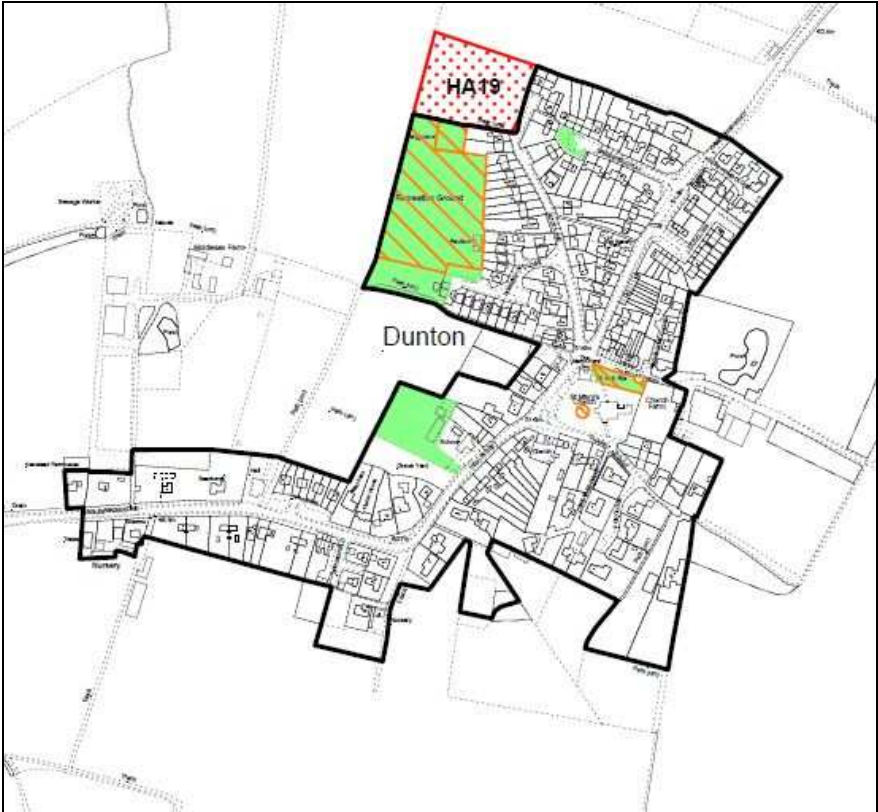
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Figure 2.2: Everton Development Sites



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Figure 2.3: Dunton Development Sites



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2.3 Developments Granted Planning Permission

There have been very few developments of a significant scale which have been granted planning permission in the Potton area in the last five years. An application for 13 dwellings off Everton Road, Potton and 10 flats and 3 studio apartments off Sun Street, Potton are the only two developments which have been approved which comprise more than 10 dwellings.

The implication of this is that the funding secured to mitigate the impact of these developments on the local area, secured through Section 106 Agreements, is low. However as the impact of these on the local area is small in the first instance, it is appropriate. Details of the level of funding that has been received are set out in Chapter 9 – Other Schemes and Funding.

It should be noted however that proposals for the development of some 150 dwellings on land east of Biggleswade Road in Potton are in the pipeline. This would represent a sizeable development for a town the size of Potton and its impact will be considered within the context of the existing transport issues highlighted within this Plan, and the potential additional consequences of such growth on the operation of the local network.



3. Local Studies

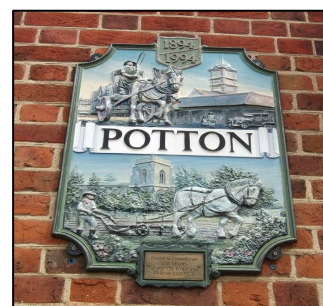
3.1 Potton Town Plan

The Potton Town Plan was produced in 2009. It characterises Potton as a thriving town dating back to the Domesday Book, based around a Georgian market square.

Transport is at the heart of the Town Plan. Issues identified through a householder survey in May 2008 highlighted that concerns associated with:

- The volume of through traffic in the town particularly heavy goods vehicles,
- Potholes and the general condition of the roads,
- Localised congestion,
- Dangerous junctions and speeding,
- A lack of dedicated pedestrian crossing points,
- Parking pressures,
- Lack of convenient bus services, information provision and unreliability.

To address these concerns a series of action areas are contained within the Plan and are detailed in Table 3.1 below.



Potton Town Council sign



Potton town centre

Table 3.1: Potton Town Plan Traffic, Parking and Transport Action Plan

No.	Issue	Action
A1	Numbers of heavy goods vehicles passing through Potton, having problems manoeuvring at junctions and holding up other traffic.	<ul style="list-style-type: none"> • Identify the origin, destination & reason HGVs travelling through town • Identify means of deterring HGVs from travelling through the town
A2	Some roads reportedly suffer from congestion.	<ul style="list-style-type: none"> • Identify main areas of congestion • Identify causes and any link to parking or through traffic
A3	Poor condition of roads – potholes, worn surfaces etc.	<ul style="list-style-type: none"> • Identify problems and compare with other areas • Obtain information on Council repair programme • Pass details of problems to Central Bedfordshire Council and request remedial action
A4	Speeding traffic	<ul style="list-style-type: none"> • Identify extent and locations of problem • Identify best/recommended methods of reduction • Identify good practice in other parts of the country and assess potential for use in Potton • Develop a speed reduction strategy for Potton
A5	Reported inadequate or missing road crossing points	<ul style="list-style-type: none"> • Study identified problem points to establish causes • Seek recommendations for solutions
A6	Reported concerns regarding dangers at junctions	<ul style="list-style-type: none"> • Obtain data for road collisions to identify if there are any 'problem' areas • Observe junctions for causes of problems • Identify solutions
A7	Insufficient town centre parking and inappropriate parking	<ul style="list-style-type: none"> • Gather information on parking and loading obstruction offences • Discuss improvement policies. Establish enforcement methods and raise public awareness of issues



No.	Issue	Action
		<ul style="list-style-type: none"> Identify any links with other issues (congestion, crossing points etc) Develop a parking improvement strategy
A8	Problems accessing facilities outside Potton	<ul style="list-style-type: none"> Assess responses from survey for more detailed information
A9	Inadequate bus service	<ul style="list-style-type: none"> Assess responses from survey for more detailed information particularly regarding barriers to use and users' concerns Investigate current use of buses Investigate demand for specific uses e.g. train/bus connections, young people, Saxon pool. Draft proposals to address concerns and non-use

3.2 Dunton Parish Plan

The Dunton Parish Plan was produced in 2011 and covers some 2,750 acres in and around the village of Dunton. The population of the parish is small at around 720-730 although the Plan flags up a number of pertinent transport issues focusing upon:

- The number and frequency of HGVs passing through the village
- The surfacing on Biggleswade Road and Chapel Street
- A desire for more dropped kerbs to improve access for wheelchairs and pushchairs on Biggleswade Road.
- Speeding through the parish
- Parking particularly around the school in the village.
- Bus services not addressing the demands of the parish
- Lack of pedestrian crossing points or footpaths to Biggleswade, Potton or Wrestlingworth.



Dunton gateway feature

3.3 Wrestlingworth and Cockayne Hatley Parish Plan

The Wrestlingworth and Cockayne Hatley Parish Plan was produced in the spring of 2011 and covers the two villages with a combined population of around 850.

The Plan contains sections on highways and roads, transport, services and facilities, and the environment and rights of way, all of which detail proposals that may be taken forward through the Local Area Transport Plan as set out below.



Wrestlingworth village centre

Table 3.2: Transport Issues in Wrestlingworth and Cockayne Hatley

Area	Priority
Highways and Roads	<ul style="list-style-type: none"> Improve road conditions Improve signage and safety at the Cambridge / Eyeworth crossroads Provision of dropped kerbs in the area Address dangerous parking especially on the High Street Reduce speeding vehicles and issues associated with HGVs in the parish Investigate the feasibility of a bypass
Transport, Services and Facilities	<ul style="list-style-type: none"> Improvement of bus services Improve access to medical facilities further afield
Environment and Rights of Way	<ul style="list-style-type: none"> Correctly marked and accessible rights of way

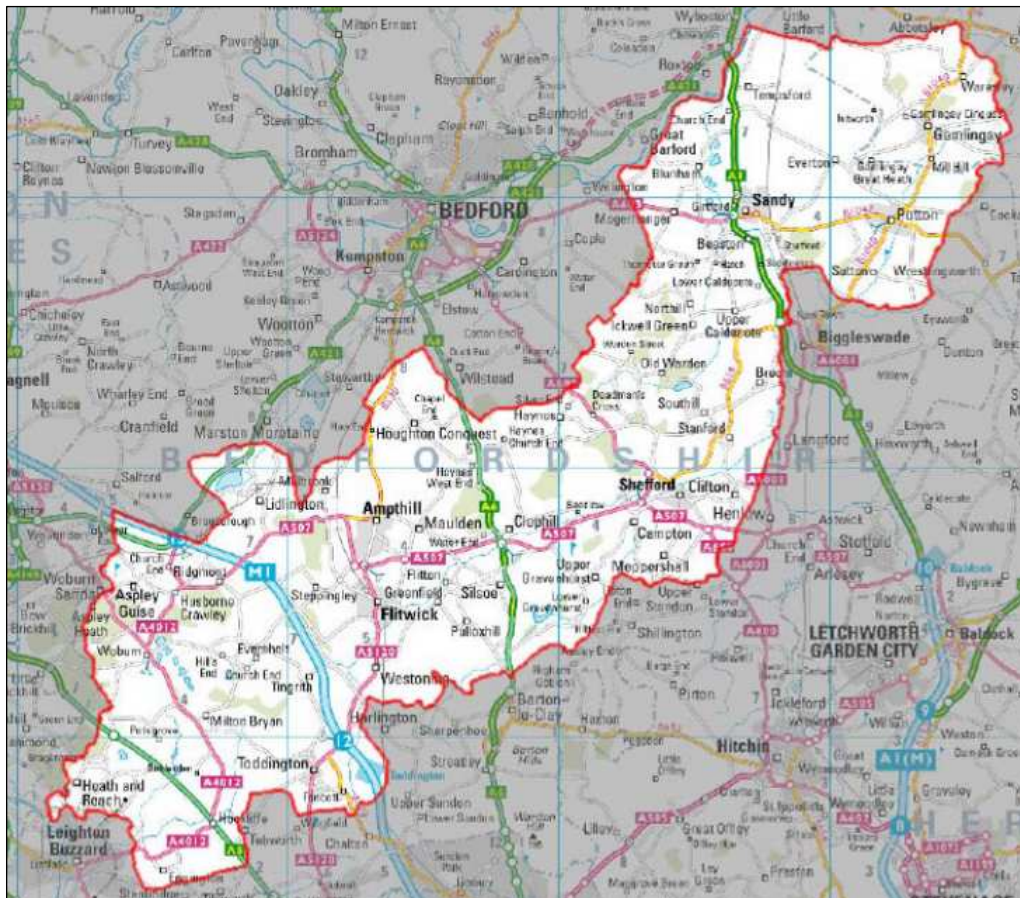


3.4 Greensand Ridge Local Development Strategy

The Greensand Ridge Local Development Strategy (2008 – 2013) was developed by a number of local stakeholder groups and sets out a vision to make the Greensand Ridge a “Green Lung” throughout Bedfordshire.

The strategy particularly focuses on economic growth, highlighting that the challenge manifests itself in a number of different ways. A lack of local jobs and the attractiveness of the area to live in mean that there are high levels of out-commuting, particularly by car with declining access to services, and a leakage of service provision to urban areas and areas outside of the authority, making it harder to access those services for those who do not have a car.

Figure 3.1: Greensand Ridge Development Strategy Area



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In response to these challenges, the Strategy identifies four strategic objectives, which in turn have a number of actions associated with them.

- **“String of Pearls”** – Building upon links to much larger visitor attractions such as Center Parcs, this focuses on raising the game of smaller attractions. Promoting walking and cycling routes to, from, and between the attractions, networking, and effective marketing of local businesses are seen as particularly important means of achieving this.
- **“Taste the View”** – Supporting the competitiveness and the quality of local produce so as to increase its market share locally. This includes improving access to local and strategic supply chains, better sales and marketing, and improving the quality of local foods. This work has implications for freight traffic in rural areas, which would require careful management.



- **“Swiss Army Knife Centres”** – Developing a network of local centres that cluster a number of services under a single roof to provide economies of scale. Whilst these centres may improve access to such services, such centres would need to be located in areas with good access by sustainable transport.
- **“Putting the Green back into Greensand”** – Focussing on increasing the resource efficiency of local communities and businesses. A particular focus in this area is on developing small-scale eco-businesses. This may require support in the development of Travel Plans for communities and local businesses.

3.5 Green Infrastructure Plans

A series of Green Infrastructure Plans have been produced across Central Bedfordshire detailing local residents’ aspirations for the local environment in terms of the maintenance and restoration of existing assets, and proposals for new provision. These aspirations focus on the availability and quality of open space, recreational parks and rights of way for example.

Such a Plan was produced for Potton (and adopted in August 2010) by the Town Council, in conjunction with the Bedfordshire Rural Communities Charity.

There are three transport and access related priorities identified within the Plan and these are set out in Table 3.3 below, and form part of some 16 rights of way related aspirations included within the document. These schemes will be included in the “long list” of schemes for potential future delivery through the LATP as listed in Appendix D.

Table 3.3: Green Infrastructure Plans Priorities

Plan Area	Priorities
Potton	<ul style="list-style-type: none"> • Priority 1: Create cycleway to Sandy along disused railway. • Priority 2: Create cycleway to Gamlingay along disused railway. • Priority 3: Create permanent Public Rights of Way on existing permissive routes in Pegnut Wood.

Source: <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/Potton.pdf>



4. Modal Issues

4.1 Pedestrians

Potton and the surrounding settlements are all relatively compact allowing pedestrians to access local retail and service provision where it is available. This is particularly the case in Potton in terms of the range of convenience stores, library and other trip generators in the town centre.

Potton town centre has been subject to significant investment and this can be seen in the high quality York stone paving, the dropped kerbs and tactile paving in place in the market square.

The benches, bins and period street lighting all add to a pedestrian friendly town centre.

Provision for pedestrians on routes to the market square however does not meet these same standards. Footways are often narrow and passing vehicles can be intimidating for pedestrians, whilst there is an absence of dropped kerbs, tactile paving or formal crossing points on busy routes.

Outside of Potton, and in the smaller settlements in the LAMP area footpath provision is intermittent. Where footpaths are provided in villages they are often not continuous, whilst again there are few formal crossing points.

In terms of pedestrian links between Potton and the surrounding villages, there is a lack of footpaths alongside the main carriageways linking each settlement. The distances between the individual villages are also too great to encourage many pedestrian movements between them.

The Potton area is however well served by Rights of Way. There are some 64 km of footpath, 42 km of bridleways and 7 km of byways open to all traffic. The network is well connected with provision throughout the local parishes. There are two major long distance walking routes running through the area - the Kingfisher Way starts in Baldock and finishes north of Tempsford, via the River Ivel, and the Greensand Ridge Walk starts in Leighton Buzzard and finishes in Gamlingay, via Everton.



Dropped kerbs and tactile paving in Potton town centre



Narrow footpaths on approaches to Potton town centre

4.2 Cycling

In 2009 Central Bedfordshire Council approved a plan to create a strategic network of cycle routes across the authority linking centres of population with retail centres, places of employment, schools, health care and leisure facilities.

The network consists of intra-urban, inter-urban and regional cycle routes and was defined through a comprehensive mapping exercise undertaken by the sustainable transport charity Sustrans under commission to the authority.



Lack of provision for cyclists in Potton



The mapped route network was validated through an extensive process of consultation with stakeholder groups including members representing the authority and Town and Parish Councils. The approved map for Potton and the surrounding area is included within Appendix B. This network will form the basis of future investment in cycle infrastructure in the Plan area.

Despite this mapping of cycle routes, however, much of the identified network is not yet in place. Often routes that are provided are disjointed, are poorly signed and maintained and stop at the most critical points on the carriageway. This contributes towards the lower levels of cycling than could be expected in the Plan area as drawn out in Chapter 5.

There is very little dedicated cycle infrastructure within Potton. Two Sheffield Cycle Stands are in place in the Market Square but elsewhere there is no cycle parking provision, or on- or off-road cycle routes linking the surrounding settlements

4.3 Public Transport

Potton is on the fringes of the public transport networks in Central Bedfordshire, connected to Sandy and Biggleswade by infrequent bus services passing through the town. The surrounding villages suffer from an even more patchy service provision with a requirement to interchange with connecting routes in either Biggleswade or Sandy in most cases.



Bus shelter, flag and timetable in Dunton

Bus Infrastructure

There are no bus priority measures in Potton with limited scope for any to be introduced in the future. The quality of the waiting facilities varies within the town and across the Plan area.

The main bus shelter in Potton Market Square is of high quality materials and designed in keeping with the surrounding area. Elsewhere stops are generally marked with flags and in some cases shelters of varying quality. There are no raised kerbs to enable easier access onto buses within Potton or the surrounding villages, or lighting to address personal security concerns.



Low floor bus serving Potton town centre

Timetables are in place at the majority, but not all of the marked stops. The information provided though is not in the most user friendly format and it is often difficult to determine routes and times.

Bus services

Bus services operating in the Potton area are either financially supported by the local authority or operated as Community Buses by volunteers. Services operate infrequently (at best there is one service an hour on any given route) whilst there are no services at all on Sundays. Issues persist over the lack of direct services to Bedford and Cambridge, the coordination of services with trains departing from Biggleswade and Sandy Stations, and a lack of integrated ticketing for example.

Rail Services

There is no direct rail link serving Potton. Residents have to travel to Biggleswade or Sandy to access provision via the East Coast Main Line. First Capital Connect provide services direct to London in the south and Peterborough in the north along this corridor with around 2 trains per hour operating throughout the day.

4.4 Highways

Some 90% of the households in Potton have access to a car. This is higher than the average for the rest of the authority and considerably higher than for the UK as a whole, reflecting the relative wealth and car dependency of the area. Table 4.1 highlights the comparative rates of ownership.

Table 4.1: Car Ownership

Area	No car or van	One car or van	Two or more cars or vans
Potton	10%	38%	52%
Central Bedfordshire	15%	41%	44%
England	27%	44%	30%

Source: Census 2001; Office of National Statistics

The 2012 Householder Travel Survey highlights that car ownership has increased since the 2001 Census, with now some 87% of households having access to a car across Central Bedfordshire as a whole, a level still below that of Potton however.

Strategic Road Network

The Strategic Road Network (SRN) is the responsibility of the Highways Agency and not Central Bedfordshire Council. Access onto the SRN from Potton and the surrounding villages is via the A1 at Sandy, Tempsford or Biggleswade, as well as via the Edworth turn south of Biggleswade.

The A1 provides north-south links to the rest of the region and beyond and links to the A14 and the A421 just outside of the Plan area, which are important east-west links across the region. The level of stress on the A1 is comparatively low compared to other routes. Stress relates to the strategic capacity of the route in relation to the daily flow of vehicles, and does not take into account junction specific delays.

The A1 in the vicinity of Potton operates at less than 0-90% of capacity. However the Highways Agency anticipates that levels of stress on the network will increase in the period up until 2026 to 90-100% of capacity on the northbound section south of Biggleswade as a consequence of increase in demand to travel along the corridor. By comparison, the A421 on its approaches to Cambridge currently operates at 110-130% of capacity with a projected increase in levels of stress to over 150% of capacity on eastbound sections by 2026¹.

Local Road Network

The SRN is supported by the local road network which is the responsibility of Central Bedfordshire Council. The key routes in and around Potton comprise the:

- **B1040:** Links Potton with Biggleswade in the south and Gamlingay to the north. It provides access to the popular John O'Gaunt Golf Club and Sutton, both to the south of the town.
- **B1042:** East - west route connecting Potton with Sandy and Wrestlingworth (and beyond to Cambridge) and linking the town with the RSPB reserve, to the east of Sandy.
- **Everton Road, Sandy (unclassified):** Undulating road linking Sandy and Everton and providing direct access to Sandy Station.
- **Tempsford Road (unclassified):** Links Potton and Everton with the A1 at Tempsford, for traffic predominantly heading northbound.
- **Sutton Road / Sutton Lane (unclassified):** Alternative link to the A1 southbound for traffic from Potton wishing to avoid Biggleswade.
- **Dunton Road / Cambridge Road (unclassified):** Link between the A1, south Biggleswade, Wrestlingworth and Edworth, and further north towards Cambridge.

¹ Highways Agency Regional Network Report 2008; Highways Agency (http://www.highways.gov.uk/business/documents/RNR08_EE.pdf)



Road Safety

The majority of accidents over the three year period between 2009 and 2011 involved car users and passengers (see Table 4.2 below). None of these accidents comprised fatalities however. Where fatal accidents have occurred there is no pattern in terms of the type of road user involved or the location of the accidents on the network, as highlighted in Figure 4.2. Where there is a concentration of people killed, seriously injured or slightly injured across the Plan area, this tends to be on the A1 and to some extent skews the safety record on the local road network.

Table 4.2: People Killed, Seriously or Slightly Injured in Potton (1 Jan 2009 – 31 Dec 2011)

Casualties	Adults				Children				Total			
	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total
Pedestrians	1	1	0	2	1	0	2	3	2	1	2	5
Cyclists	0	0	2	2	0	0	0	0	0	0	2	2
Motorcyclists / passengers	1	4	5	10	0	0	0	0	1	4	5	10
Car users / passengers	0	12	50	62	0	0	2	2	0	12	52	64
Bus	0	0	0	0	0	0	0	0	0	0	0	0
HGVs / passengers	1	0	4	5	0	0	0	0	1	0	4	5
Other	0	0	1	1	0	0	0	0	0	0	1	1
Total	3	17	62	82	1	0	4	5	4	17	66	87

Source: Bedfordshire Highways, May 2012 (Police Stats 19 Database)

4.5 Car Parking

There is a mix of on-street and off-street car parking provision in Potton, all of which is free of charge. The main areas of provision are set out in Table 4.3. Due to the tight nature of the street pattern in the centre of the town, inappropriate parking causes access issues for other traffic.

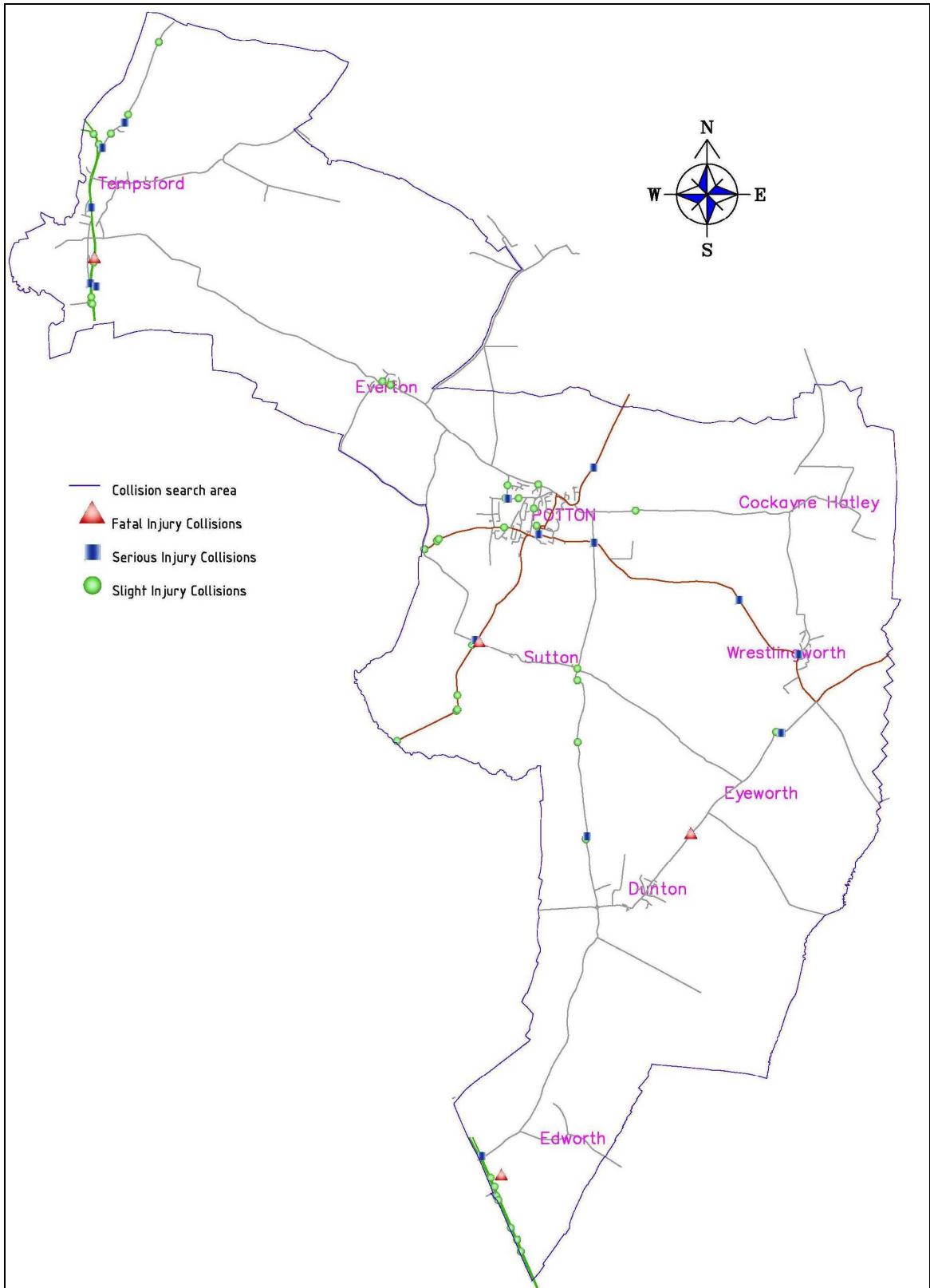
Table 4.3: Main Car Parking Provision in Potton

Location	Type of Parking	Number of Spaces*	Time Limitation
Market Square	On-street	40-45	One hour
Tesco	Off-street	40-45	No limit
Brook End	Off-street	30	No limit

*Estimated

In the other settlements across the LATP area, public parking tends to be predominantly on street with few restrictions in place other than double yellow lines at dangerous junctions.

Figure 4.2: Pottton Road Traffic Accidents between 1 Jan 2009 and 31 Dec 2011



Source: Bedfordshire Highways, May 2012 (Police Stats 19 Database)



5. Journey Purpose Analysis

5.1 Overview

This chapter considers how the issues identified within the assessment of individual modes of transport, translate to how people in Potton actually travel for different types of journey. It compares the modal split for different types of journeys in the LATP area with those for Central Bedfordshire as a whole where data is available.

Householder Travel Surveys were undertaken in 2010 and 2012 which looked at the travel patterns of Central Bedfordshire residents. These surveys form the basis to the identification of the modal split for different journey types across the authority as a whole, whilst the Census, school and workplace travel plans and results from the schools census have also been utilised to identify the specific travel patterns of residents in the Plan area.

Where Potton area specific data is not available via the Census, the data relating to rural areas in general across Central Bedfordshire within the Householder Travel Survey, has been used, to enable comparisons in the nature of different journey purposes to be drawn.

5.2 Journeys to Work

Commuting is one of the six journey purpose themes which form the core focus of the Local Transport Plan. This section looks at commuting trips for local residents in terms of the length of trips and method of travel for their journey to work.

The distance travelled to work has a bearing on the ability to access employment by a variety of different modes of transport. It also provides an indication as to the relative self containment of a town in terms of the ability for people to find employment locally. The Census identifies the distances travelled by residents across the authority to get to their place of work and these figures are detailed in Table 5.1.

Table 5.1: Distances Travelled to Work

Distance	Potton		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Work from home	438	12%	11,744	10%
0 – 2 kilometres	344	9%	21,549	18%
2 – 5 kilometres	415	11%	13,590	11%
5 – 10 kilometres	524	14%	16,588	14%
10 – 20 kilometres	675	18%	24,854	21%
Over 20 kilometres	1,087	30%	26,398	22%
No fixed place of work / other	189	5%	6,309	5%
Total	3,677	100%	121,032	100%

Source: Census 2001 (<http://neighbourhood.statistics.gov.uk/>)

The table highlights that a large proportion of Potton residents travel a significant distance to their place of work. A far higher proportion travel over 20 kilometres to work than residents across Central Bedfordshire as a whole, whilst conversely significantly fewer live within 2 kilometres of their work place, a distance which may be considered as a realistic walking or cycling distance from work.

These figures highlight the lack of self containment of the Plan area and the connotations for the ability of the authority to provide alternative forms of transport and a choice in means of travel for local residents seeking to get to work.

The comparative modal split of journeys to work for residents in the Potton LATP area with those for the rest of Central Bedfordshire are set out in Table 5.2.

Table 5.2: Journey to Work Modal Split

Distance	Potton		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Work from home	438	12%	11,744	10%
Car	2,536	69%	79,329	66%
Car (passenger)	200	5%	6,729	6%
Walk	174	5%	9,553	8%
Cycle	72	2%	2,726	2%
Bus	80	2%	3,082	3%
Train	137	4%	5,847	5%
Other	32	1%	1,559	1%
Total	3,677	100%	121,032	100%

Source: Census 2001 (<http://neighbourhood.statistics.gov.uk/>)

The figures indicate that on the whole Potton residents travel to work choices reflect those of the authority as a whole. The biggest differences are in terms of the proportion of residents who walk to work and those who drive. Fewer residents in Potton walk whilst more drive, a potential reflection of the distances local residents travel to work.

5.3 Access to Healthcare

Access to healthcare in the form of a local doctor is an important factor in residents' perceived quality of life. Tables 5.3 and 5.4 highlight the distances and modes through which rural residents in Central Bedfordshire access healthcare provision, in terms of visiting their local doctor.

Table 5.3: Distance Travelled to the Doctors

Distance	Rural Central Bedfordshire (including Potton)		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
0 – 2 miles	551	56%	1,284	66%
2 – 5 miles	344	35%	545	28%
5 – 10 miles	79	8%	97	5%
10 – 20 miles	10	1%	0	0%
20 + miles	0	0%	0	0%
Total	984	100%	1,945	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

The Greensands Medical Centre on Brook End in Potton provides healthcare services to the local population, whilst the Medical Centre in Gamlingay just over the border in Cambridgeshire also provides a service to some residents in the LATP area.

The general picture however highlights that residents in rural areas such as Potton have to travel considerably further to access their local doctors than those across Central Bedfordshire as a whole, with 44% as opposed to 34% having to travel more than 2 miles.



Table 5.4: Access to Doctors Modal Split

Mode	Rural Central Bedfordshire (including Potton)		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Walking	315	32%	681	35%
Bike	10	1%	19	1%
Bus	49	5%	97	5%
Train	0	0%	0	0%
Car	532	54%	953	49%
Car (as passenger)	79	8%	156	8%
Other	0	0%	0	0%
Total	984	100%	1,945	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

The table shows that there is more reliance on the private car to access local doctors in rural areas as opposed to the rest of the authority. This is a reflection of the greater distances travelled to reach such provision and the lack of alternative forms of travel available to residents.

For hospital treatment, local residents have to look even further afield, outside of the LAMP area. Bedford General Hospital, Addenbrookes Hospital in Cambridge and Lister Hospital in Stevenage are the closest local residents may chose to access.

5.4 Access to Education

Annual surveys of the way pupils travel are undertaken in schools and colleges across Central Bedfordshire and this allows trends in changes in travel behaviour to be readily identified. There are five lower schools and one middle school in the Plan area. The break down in how pupils travel to these establishments is set out in Table 5.5. There are no upper schools in the Potton area.

There are significant differences in the way pupils travel to school within the LAMP area. Reliance on the car ranges from 95% of pupils at Sutton Lower to just 5% of pupils at Potton Lower, whilst the number of children walking to school is highest at Potton Lower (92% of all pupils) compared to just 5% at Sutton Lower. There is no use of scheduled public transport services to help children to get to school although a significant percentage of middle school children at Burgoyne Middle utilise a dedicated school bus.

Table 5.5: Comparison of Travel to School Mode Share

School		Car	Car (Share)	Cycle	Walk	School Bus	Bus	Other	All Pupils
Lower Schools									
Wrestlingworth	Total	27	0	0	24	0	0	0	51
	%	53%	0%	0%	47%	0%	0%	0%	100%
Sutton	Total	54	0	0	3	0	0	0	57
	%	95%	0%	0%	5%	0%	0%	0%	100%
Potton	Total	18	0	0	217	0	0	0	235
	%	8%	0%	0%	92%	0%	0%	0%	100%
Everton	Total	11	3	5	25	0	0	0	44
	%	25%	7%	11%	57%	0%	0%	0%	100%
Dunton	Total	25	4	0	28	0	0	0	57
	%	44%	7%	0%	49%	0%	0%	0%	100%
Middle Schools									
Burgoyne	Total	84	7	1	149	31	0	1	273
	%	31%	3%	0%	55%	11%	0%	0%	100%

Source: Central Bedfordshire School Census 2011

School Travel Plans in place at each of these schools help to identify specific issues which underpin these travel patterns and the authority take the proposals they contain into account in the delivery of transport initiatives in the vicinity of schools.

5.5 Access to Retail Provision

There are a range of town centre convenience stores and small Tesco and Co-op supermarkets in Potton which serve the everyday needs of the local population. The distances travelled to access supermarkets in the rural parts of Central Bedfordshire are set out in Table 5.6.

The main destinations of Potton residents for convenience shopping provision are the superstores and town centre provision in Biggleswade, Sandy and St Neots. Biggleswade benefits from a range of town centre shops (including Asda) plus a large Sainsbury's supermarket close to the junction with the A1. Sandy also has a number of convenience stores in its town centre and a Tesco store is set to be developed in the near future.

Table 5.6: Distance Travelled to Supermarkets

Distance	Rural Central Bedfordshire (including Potton)		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
0 – 2 miles	285	28%	800	40%
2 – 5 miles	437	43%	740	37%
5 – 10 miles	234	23%	340	17%
10 – 20 miles	20	2%	40	2%
20 + miles	0	0%	0	0%
Shop online	41	4%	80	4%
Total	1,017	100%	2,000	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

A bus service operates between Tempsford and St Neots to allow the residents to access the Tesco store located within the town. However the distances residents across rural Central Bedfordshire travel on average, as with other journey purposes, are higher than those for the authority as a whole.

In terms of non-food shopping, referred to as comparison shopping, there are a range of destinations rural residents in Central Bedfordshire visit, although the main centres are those of Milton Keynes (57% of respondents to the Householder Travel Survey) and Bedford (34% of respondents).

Due to the distances involved in these trips there is heavy reliance on the car as either a driver or a passenger (80% of trips), with 12% of residents using the bus.

5.6 Access to Leisure, Culture and Tourism

The main location in the Potton area which generates leisure, cultural or tourist trips is the RSPB Nature Reserve at The Lodge on the B1042. This forms the national headquarters for the organisation and consequently draws visitors from across the country. The site comprises woodland, heath and acid grassland across 180 hectares of the Greensand Ridge. Amendments to the local bus service, the 188, ensure that the site is now served by public transport from Monday to Saturday.

A Travel Plan was produced by the Centre in 2005 and details the nature of movements associated with both the 450 staff employed on site, and the 50,000 visitors who visit each year. Table 5.7 below summarised the modal split of these trips.



Table 5.7: The Lodge Nature Reserve Travel Patterns

Mode	Staff	Visitors
Car	79%	96%
Cycle	2.5%	2%
Walk	-	1%
Train	1.5%	1%
Bus	16.5%	-

Source: The Lodge Nature Reserve Travel Plan, May 2005

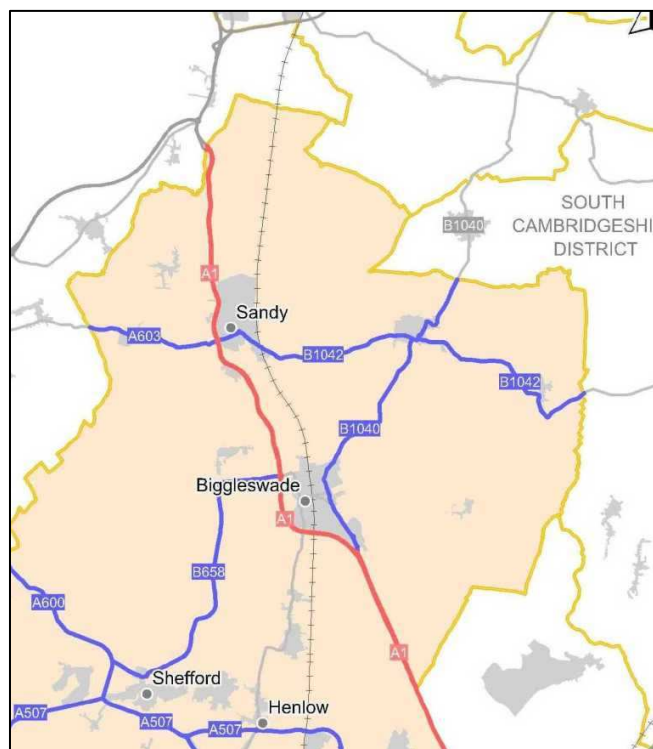
The RSPB provide a staff bus to the site which is reflected in the modal split, and the authority will continue to work with the RSPB to encourage the development of a number of the measures highlighted within the Travel Plan, through which to further reduce the car dependency of the site.

5.7 Movement of Freight

Freight forms the focus of one of the six journey purpose themes upon which the LTP is structured. The signing and enforcement of a Designated Road Freight Network (DRFN) has been identified as one of the main areas through which to manage road based freight on the highway network.

This approach is based upon the rationale of focusing freight trips on specific routes through the authority so as to minimise the impact of freight movements on local communities and town centres. The section of the DRFN in and around Potton and the rest of the Plan area is set out in Figure 5.1.

Figure 5.1: Designated Road Freight Network in Potton



Key

- Primary Freight Routes
- Secondary Freight Routes

Primary routes are those upon which the vast majority of HGV movements are focused, particularly for through traffic.

Secondary routes are those only suitable for local access and deliveries for example.

There are a number of restrictions limiting freight movements across the Plan area. Weight limits are in place on a series of routes limiting access to Heavy Goods Vehicles (HGVs) on routes into Potton for example.

A comprehensive list of HGV restrictions in place across the Plan area is contained within Appendix C.

6. Consultation & Engagement

6.1 Overview of Process

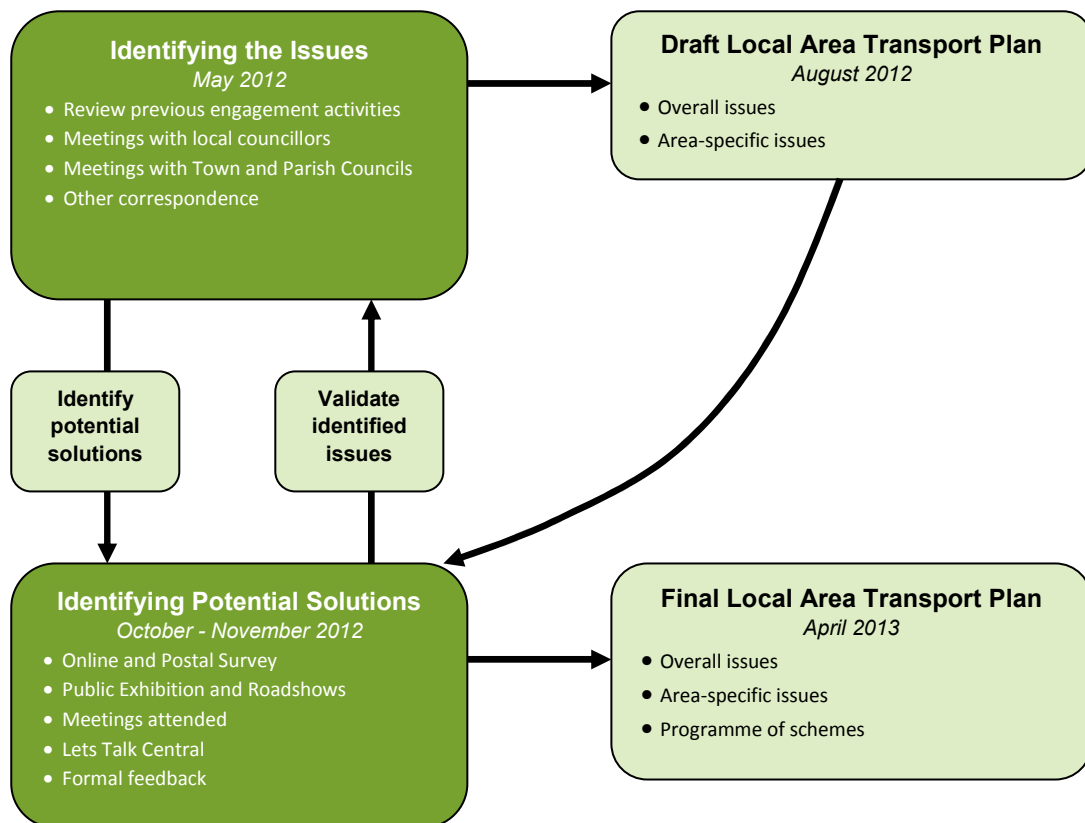
As part of the development of the Potton Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public is being undertaken by Central Bedfordshire Council.

The outcomes of these activities will provide evidence to inform the development of the Plan. This chapter outlines the methods of engagement used, the outcomes and key messages of that engagement, and how these have been addressed in the development of the LATP. A comprehensive breakdown of how individual comments have been addressed in the Plan is contained in Appendix C.

Engagement on the LATP has been split into two key phases: 'Identifying the Issues' and 'Identifying Potential Solutions'. As Figure 6.1 shows, identifying the Issues influenced the development of the Draft Local Area Transport Plan, and Identifying Potential Solutions influenced the development of the Final Local Area Transport Plan.

In practice, issues and solutions were identified at both stages by many stakeholders and members of the public, all of which have informed the development of the document.

Figure 6.1: Process of engagement in the Local Area Transport Plan



6.2 Identifying the Issues & Potential Solutions

The methods used through which to identify the main issues of importance and potential solutions to transport problems by local stakeholders are detailed below:

- **Review of Previous Engagement Activities:** A review was undertaken of responses to previous engagement activities to identify the local transport issues that had been raised historically in each LAMP area. This includes reviewing responses to the consultation on the Local Transport Plan, and Town and Parish Plans where they had been developed.
- **Meeting with Local Councillors:** A meeting with local Central Bedfordshire Councillors and representatives from the town and parish councils was held on 16 May 2012 to brief them on the LAMP and identify their key issues relating to all transport modes and journey purposes.
- **Other correspondence:** The Transport Strategy Team receives correspondence from local stakeholders and local people on transport issues in their area throughout the year which is taken into consideration in the development of the Plan and programme.

An analysis of these results revealed a number of key issues that were repeatedly identified. These are detailed below and reflected in the LAMP itself:

- Prevalence of freight on inappropriate routes, particularly through the centre of Potton.
- The lack of a safe cycle link between Potton and Sandy, with the station being an important destination for Potton residents.
- Road safety concerns and speeding traffic entering Potton.
- Lack of public transport provision.

In terms of potential solutions, the most common requests were for:

- Speed reductions measures into Potton and surrounding villages.
- Restrictions on freight movements in Potton through the introduction of a weight limit.
- Improved crossing points and priority for pedestrians.
- Improved public transport provision, particularly in terms of information and the timing of services.
- New cycle link to Sandy from Potton.

6.3 Informing the Local Area Transport Plan

The engagement exercise identified a number of key issues and the solutions that local people and stakeholders would like to see implemented. Whilst the issues and potential solutions are often consistent across the LAMP area, there is variety in the nature, severity, and extent of these between individual areas of the LAMP. This variety will be reflected in the LAMP.

The feedback obtained on the issues was an important process in developing and refining the Plan particularly in terms of modal specific issues, journey purpose analysis, and understanding the priority action areas.

All potential solutions identified were considered, either individually or as part of a combined package of different schemes, in developing the LAMP Programme. More information on how the LAMP Programme was developed is contained in the Programme chapter of this LAMP.

A number of issues and solutions identified as part of the engagement process are outside the scope of the LAMP. These issues and solutions have been communicated to the relevant Council departments or outside agencies where applicable and all comments submitted will be kept on file for consideration in future strategy work.

7. Priority Action Areas

7.1 Identifying Priorities

A series of priority locations for investment and problem areas which the LATP will seek to address have been identified within the Plan through:

- Considering future development and locations for growth (see Chapter 2),
- Reviewing the Town and Parish Plans in place (see Chapter 3),
- Analysis of travel by different modes across the Plan area (see Chapter 4),
- Assessing the modal split for different types of trips undertaken (see Chapter 5), and
- Consultation feedback on local issues and concerns (see Chapter 6).

As a consequence of this evidence base, the following sections and Figures 7.1 to 7.6 summarise the issues and highlight the key locations in each settlement as a priority for intervention.

7.2 Priorities in Potton

The analysis of the problems and issues in Potton, together with an assessment of travel patterns in the town highlights a range of issues to be addressed.

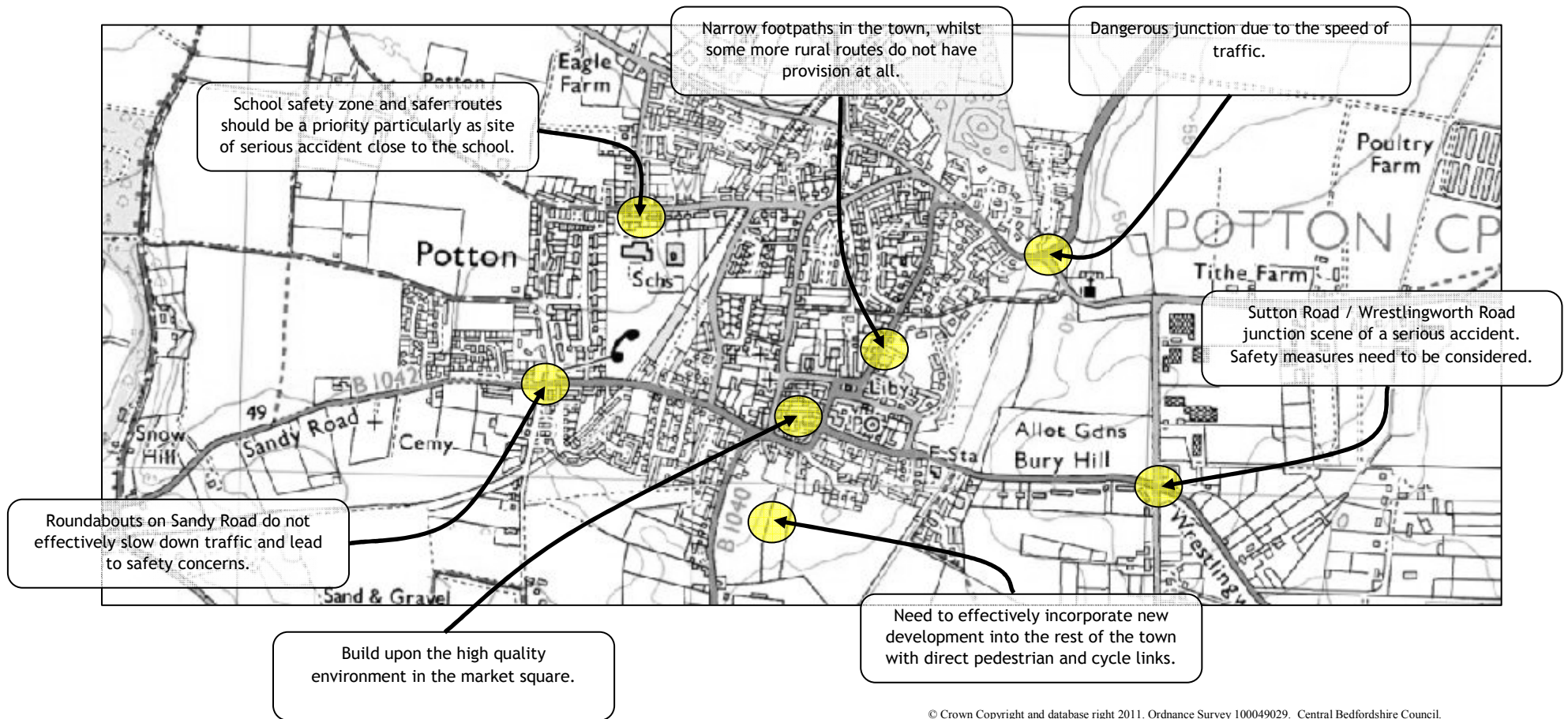
The focus of the town is the Market Square and this is shared by a number of different transport users from motorists and freight, to bus users, pedestrians and cyclists. The area has been subject to investment in recent years and is finished to a high quality with dropped kerbs and York Stone paving.

There is a high turnover of car parking spaces in the centre although there are concerns associated with inappropriate parking, safety at specific junctions and the prevalence of freight movements through the town. There is little dedicated provision for cyclists within Potton and between Potton and the surrounding villages although opportunities exist to improve links to Sandy, one of the main service centres for Potton residents.

Priorities to be addressed are summarised in Figure 7.1.



Figure 7.1 Priorities in Potton

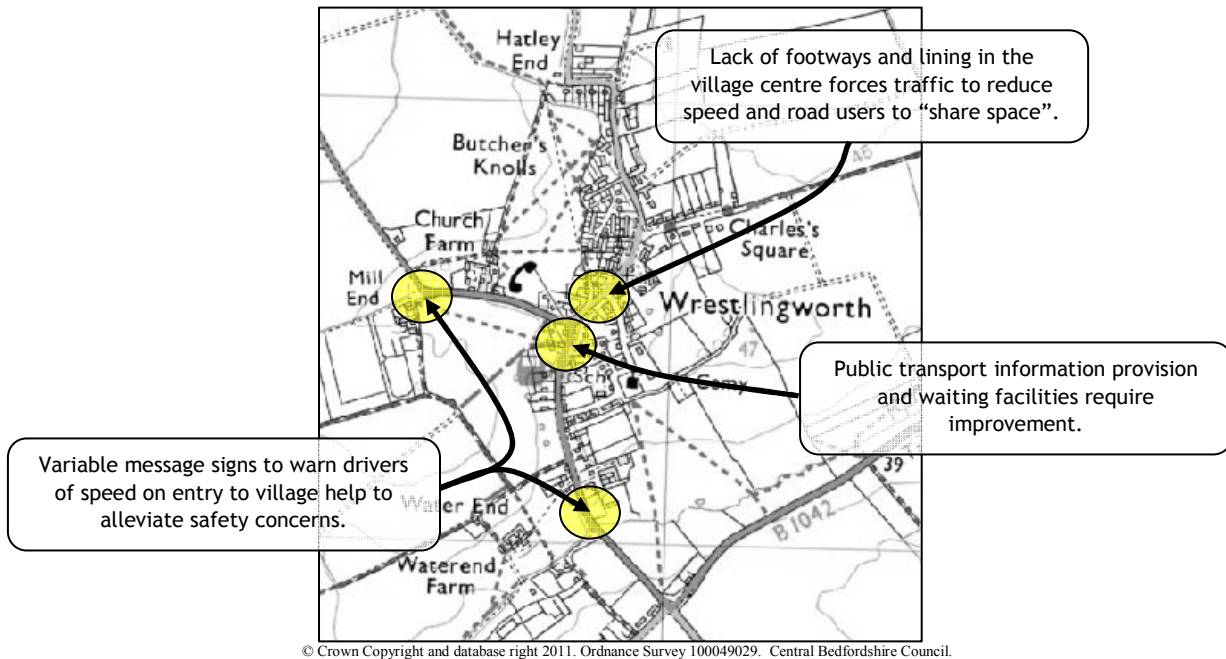


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7.3 Priorities in Wrestlingworth

Situated on the B1042, Wrestlingworth provides an alternative route for traffic between Sandy and Cambridge which can result in a considerable amount of through traffic. Freight is particularly a concern in this respect, as is the availability of public transport information and general road safety concerns. These priorities are summarised in Figure 7.2.

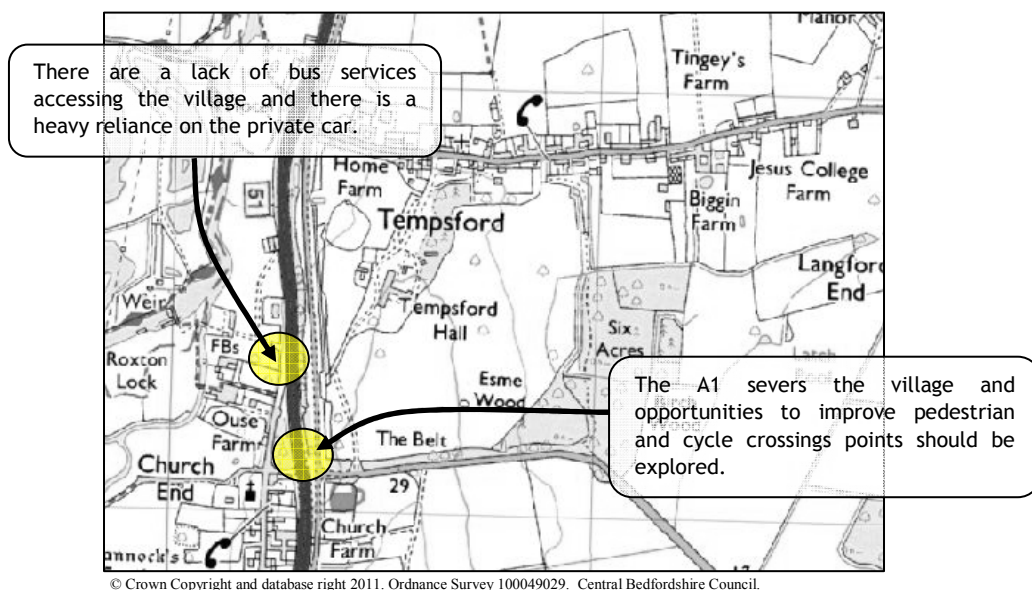
Figure 7.2: Priorities in Wrestlingworth



7.4 Priorities in Tempsford

The A1 dual carriageway is the defining feature of Tempsford. It forms a barrier to pedestrian and cycle movements and severs the built up area from other service centres. Priorities for the area are summarised in Figure 7.3.

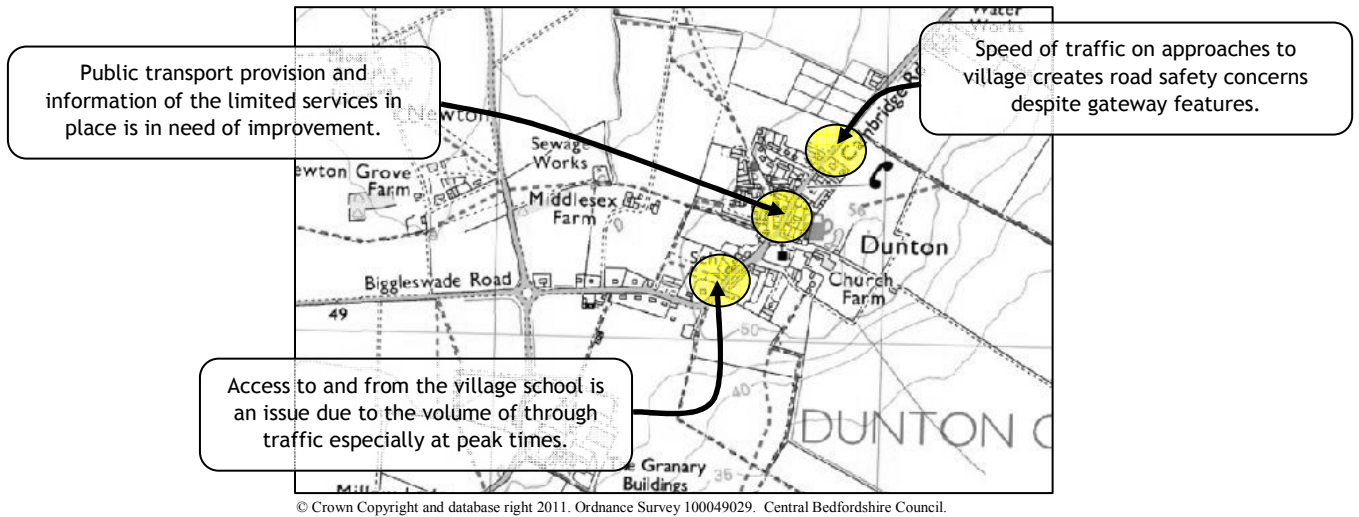
Figure 7.3: Priorities in Tempsford



7.5 Priorities in Dunton

Dunton along with Eyeworth is situated on a busy route between the south of Biggleswade and Cambridge. As such it is subject to relatively high flows of through traffic. The 30mph speed limit through the village seeks to reduce the danger to pedestrians which this traffic presents. This and other priorities in the village are summarised in Figure 7.4.

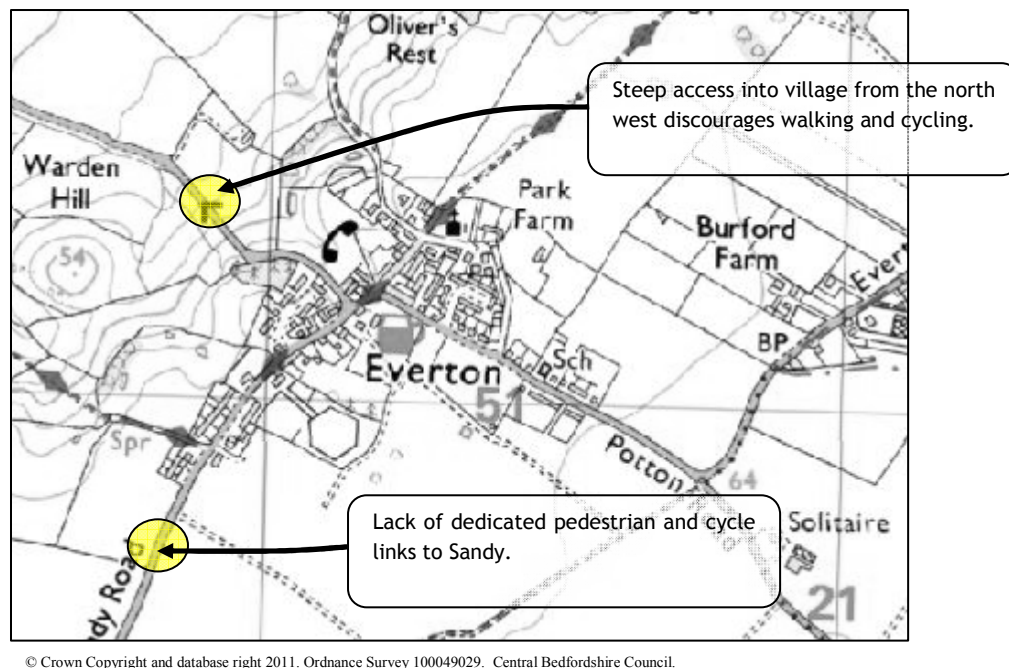
Figure 7.4: Priorities in Dunton



7.6 Priorities in Everton

Everton is a somewhat isolated village with no dedicated footways or cycleways linking it to Sandy as the main service centre to the south east, or Potton to the south west. These concerns and priorities for action are summarised in Figure 7.2.

Figure 7.5: Priorities in Everton



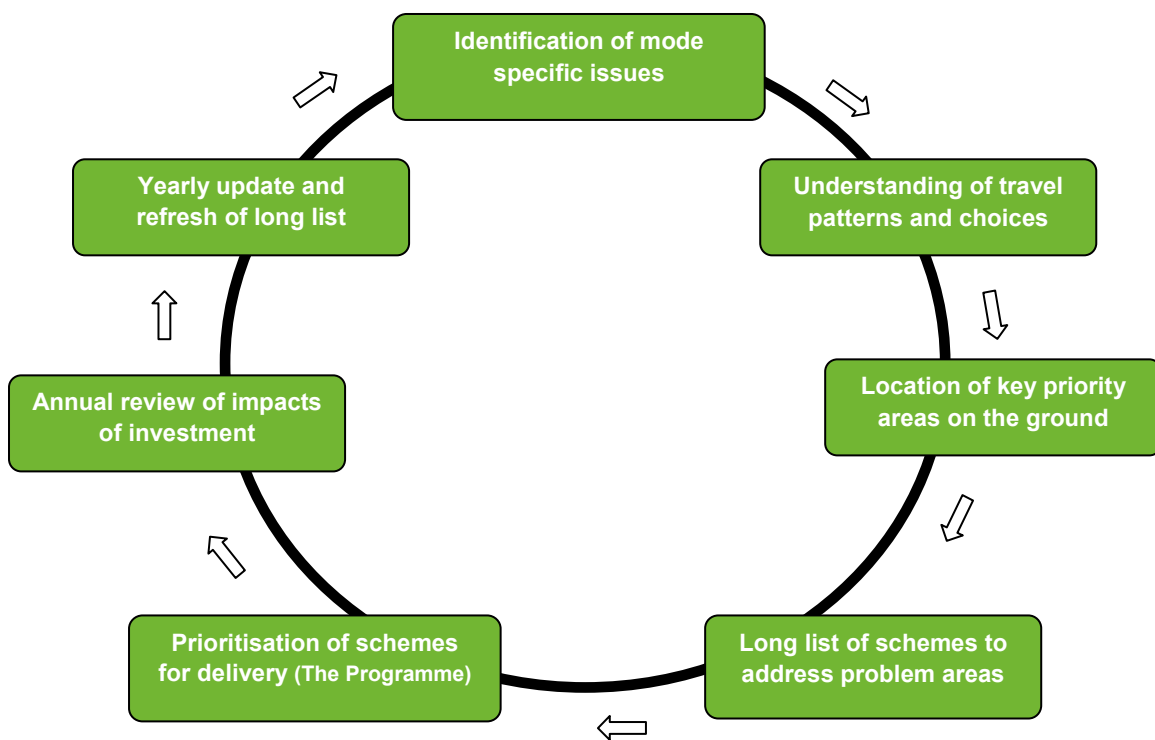
8. Programme

8.1 What is the programme?

The programme is the list of schemes which will be funded and constructed on the ground over the period of the Local Area Transport Plan. This chapter details the process through which the schemes have been prioritised, the level of funding available to implement them and other sources of funding available to deliver improvements to transport provision in Potton.

Figure 8.1 shows how the programme has been developed based upon the problems and issues associated with different types of travel in the LATP. Together with the assessment of the modes of travel used for different journey purposes in the area, the Plan provides a sound evidence base upon which to consider the interventions necessary to address these priority action areas.

Figure 8.1: Programme Development Process



8.2 How have the schemes been prioritised?

The schemes which have been identified to mitigate current and potential future problems on the transport network form a “long list” of measures to be delivered over the period of the Local Area Transport Plan.

The list includes those schemes identified as necessary by officers and engineers responsible for different elements of transport provision, suggestions from local representatives and members of the public drawn out in consultation on the Plan, and through the assessment of best practice from elsewhere.



Owing to the financial constraints on the authority not all of the schemes required will be able to be delivered, particularly in the short term, and so a framework has been developed to prioritise the long list of schemes based upon their conformity with the objectives of the Local Transport Plan, their actual deliverability on the ground, and the value for money they provide for local residents.

The criteria contained within the Scheme Prioritisation Framework are set out in Table 8.1. Each scheme in the “long list” has been scored against these criteria, and those which have scored highest have been included within the programme for the Plan area.

Table 8.1: Scheme Prioritisation Criteria

Area of Assessment	Sub-Area of Assessment	Criteria
Policy Compliance	Local Transport Plan Objectives	<ul style="list-style-type: none"> Increase the ease of access to employment by sustainable modes
		<ul style="list-style-type: none"> Reduce the impact of commuting trips on local communities
		<ul style="list-style-type: none"> Increase the number of children travelling to school by sustainable modes of transport
		<ul style="list-style-type: none"> Improve access to healthcare provision by the core health service
		<ul style="list-style-type: none"> Ensure access to food stores and other local services particularly in local and district centres
		<ul style="list-style-type: none"> Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport
		<ul style="list-style-type: none"> Minimise the negative impact of freight trips on local communities
		<ul style="list-style-type: none"> Reduce the risk of people being killed or seriously injured
		Adopted Plans
Deliverability	Affordability	<ul style="list-style-type: none"> Can the scheme be delivered within the LATP budget? Can other sources of funding be levered in as contributions?
	Risk	<ul style="list-style-type: none"> What is the level of risk associated with delivery?
	Support	<ul style="list-style-type: none"> Is there public support for the scheme?
		<ul style="list-style-type: none"> Does the scheme have Member backing?
		<ul style="list-style-type: none"> Do stakeholders support the scheme?
		<ul style="list-style-type: none"> Are there partners on board who support the scheme financially?
	Value for Money	Integration
<ul style="list-style-type: none"> Will the scheme help to maximise the benefit of other schemes in the local area? 		
Coverage		<ul style="list-style-type: none"> What size of area would benefit from the scheme?
Revenue		<ul style="list-style-type: none"> Would the scheme generate new funds or result in increased revenue costs for the authority?

In the cases where schemes have not scored highly enough to warrant being funded directly through the LATP, the “long list” provides a basis upon which to identify future priorities to be delivered when additional funding becomes available through some of the other funding channels detailed in Section 8.3.

Precise details of the schemes to be delivered will be drawn up prior to their implementation at which point local representatives, members of the public and other stakeholders can have the opportunity to comment on the more specific implications of the investment.

8.3 How much funding is available?

The allocation of integrated transport funding for the authority as a whole is set out in Table 8.2, and the Potton LATP forms part of the third tranche of Plans which have been allocated £80,179 in 2013/14 and £203,500 in 2014/15, equating to a total of £283,679 over the two years. The breakdown of this funding between LATPs is highlighted in Table 8.3 - the basis for this funding split is the relative population size of each area.

Table 8.2: Integrated Transport Funding Allocation

Area	2011/12	2012/13	2013/14	2014/15	Total
Tranche 1 (Growth Areas, including Arlesey and Stotfold)	£940,000	£913,500	£913,500	£534,200	£3,301,200
Tranche 2 (Amphill and Flitwick, Marston Vale, Heath and Reach, Toddington and Barton le Clay, Shefford, Silsoe and Shillington)	-	£304,500	£224,300	£597,800	£1,126,600
Tranche 3 (Chiltern, Haynes and Old Warden and Potton)	-	-	£80,200	£203,500	£283,700
Local Safety Schemes (authority wide)	£320,000	£120,000	£120,000	£120,000	£680,000
“Rural Match Fund”	-	-	-	£376,000	£376,000
Development Fund	-	-	-	£50,000	£50,000
Total	£1,260,000	£1,340,000	£1,340,000	£1,882,000	£5,822,000

A “rural match fund” has been designated for the fourth year of the Plan, the 2014/15 financial year. This provides the opportunity for town and parish councils outside of the main urban areas (of Dunstable and Houghton Regis, Leighton Linlade and Biggleswade) to put forward suggestions for schemes they wish to see delivered within their areas and which they are prepared to contribute financially towards the scheme costs.

The “rural match fund” will then be allocated to those schemes which demonstrate the greatest compatibility with the criteria within the Scheme Prioritisation Framework.



Table 8.3: Third Tranche of LAMP Areas Funding Split

Area	2011/12	2012/13	2013/14	2014/15	Total
Chiltern	-	-	£37,123	£92,336	£129,459
Haynes and Old Warden	-	-	£19,946	£49,611	£69,557
Potton	-	-	£23,110	£61,578	£84,688
Total	-	-	£80,179	£203,500	£283,679

It can be seen from the above that the funding available for Potton is very limited and so the authority will investigate a number of additional sources of funding which may also be available as set out in Chapter 9.

8.4 What schemes are in the programme?

The schemes included in the Potton programme are set out in Table 8.4. The programme consists of only those schemes which can be funded through the integrated transport budget.

This means that they must be capital schemes relating to the provision of actual infrastructure, as opposed to revenue schemes which involve ongoing costs and relate to maintenance and the operation of services for example.

The package will seek to strike a balance between different types of intervention and coverage of the Plan area, within the context of the relative rankings of schemes as generated by the Scheme Prioritisation Framework. The scheme costs shown are the current best estimates which may vary depending upon site conditions and any other specific costs which may arise during the development of the scheme.

Works will be undertaken by Bedfordshire Highways who are the authority's contractors for the delivery of integrated transport schemes.

8.5 What schemes are in the long list?

The schemes included in the Potton "long list" are set out in Appendix D. Where additional schemes come to light in future years, they will be assessed against the same criteria as these schemes, and the list reviewed on an annual basis to reflect the revised list of priorities for future funding.

Table 8.4: Potton LATP Programme of Schemes

Ref	Scheme	Town	Funding Profile			Notes
			2013/14	2014/15	Total	
Cycling						
CY/03	Potton to Sandy cycle route, via the RSPB	Potton	-	£25,000	£25,000	Total cost of scheme is £640,000 and includes further contributions from the Biggleswade and Sandy LATP, the Potton Combined Charities and the RSPB.
General traffic						
GT/03	Introduction of a 20mph speed limit across Potton	Potton	-	£35,000	£35,000	Funding of the Traffic Regulation Order and associated signing and consultation.
Public transport						
PT/01	Real time information displays at 3 bus stops	Potton, Wrestlingworth and Dunton	£13,100	£1,600	£14,700	Provision of electronic displays of real time public transport information in Potton Market Square, Wrestlingworth and Dunton.
PT/02	Bus shelter with raised kerbs	Eyeworth	£10,000	-	£10,000	New bus shelter with flag, timetable, and raised kerb in the village.
Total			£23,100	£61,600	£84,700	

Note: The provision of the Potton to Sandy cycle route is subject to the success of a bid submitted to the Department for Transport for cycle safety funding. If this is not forthcoming, the £25,000 allocation in the Plan will be redirected towards the undertaking of a freight study for Potton, together with the funding of works based upon the recommendations generated by the assessment of freight issues in the town (subject to remaining funding).



9. Other Schemes & Funding

9.1 Schemes to be funded by S106 Agreements

There are a number of sources of funding which are used to deliver transport schemes in the Plan area which the authority use to help deliver the objectives of the Local Transport Plan, on top of that available to the area directly from the LAMP. The first of these is money secured through the planning process from schemes which have been granted planning permission.

Section 106 Agreements (S106) involve developers providing a financial contribution to mitigate the impact of their development on the local area. As such there are often a number of clauses attached to the funding in terms of how, where and on what the authority can allocate the funding to particular schemes.

Notwithstanding this, S106 funding is a vital source of investment in the local transport network to compliment that provided by the Local Transport Plan itself. The level of funding which has been secured from developers but has not yet been received by the authority or allocated to specific schemes is set out in Table 9.1. Table 9.2 shows where funding has already been spent in the same period. It relates to all developments which have been granted planning permission between 1 January 2001 and 31 October 2012.

In total the authority currently still has around £15,000 of funding to undertake mitigating works to the transport network from these developments. The funding has to be spent on specific areas of transport investment notably:

- **Sustainable transport:** Including cycle ways, safer routes to school, new footpaths and footpath improvements and travel packs.
- **Highways and road safety:** Incorporates car parking, street lighting, travel plans, pedestrian crossings, traffic regulation orders, highway works, road improvements, traffic calming, and controlled parking zones.
- **Public transport:** Incorporates bus improvements, rail station improvements and contributions towards school bus services.
- **Rights of Way:** Including rights of way, bridleways and circular walks contributions.
- **Town centre improvements.**

Table 9.1: Unallocated Section 106 Funding

Area	Sustainable Transport	Highways / Road Safety	Public Transport	Rights of Way	Town Centre Improvements	Total
Dunton	£506	-	-	-	-	£506
Potton	£14,556	-	-	-	-	£14,556
Total	£15,062	-	-	-	-	£15,062

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

Within each of these broad areas for which the S106 funding has been received, there are additional requirements in terms of the actual types of schemes, such as improvement to the cycle network for example, and in terms of the location, as in each case the scheme must be deemed to be related to the development for which the contribution was received.

Within this remit however, the scope exists to use these monies to supplement the funding which the Potton area has been allocated directly through the LAMP in seeking to address local priorities. In addition to this funding some £17,000 has already been received and spent on schemes over the same period across the five areas of investment detailed above, in the following areas:

Table 9.2: Section 106 Funding Spent – 1/1/2001 to 31/10/2012

Area	Sustainable Transport	Highways / Road Safety	Public Transport	Rights of Way	Town Centre Improvements	Total
Dunton	£370	-	-	-	-	£370
Potton	£5,753	£10,000	-	-	-	£15,753
Tempsford	£634	-	-	-	-	£634
Wrestlingworth	£506	-	-	-	-	£506
Total	£7,263	£10,000	-	-	-	£17,263

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

9.2 Smarter Choices Measures

In addition to addressing site specific infrastructure issues, the authority will seek to maximise the awareness of improvements to the transport networks locally, and encourage greater take up of the alternatives to the car provided in Potton through the delivery of 'Smarter Choices' measures as part of a package based approach to scheme delivery. This will include:

Information provision:

- Cycle maps to accompany the development of new routes
- Timetable information at bus stops and via the Internet and mobile phones
- Travel hub information website addressing all journey types
- Targeted promotion events to raise awareness of schemes

Ticketing:

- Develop integrated ticketing options to support the better interchange between buses and other bus and rail services.
- Pre-paid ticketing to enable a faster transfer from one service to another.

Car Sharing:

- Develop car sharing schemes associated with a revision of car parking provision to prioritise spaces for those car sharing.

Travel Plans:

- Encourage employers to develop Workplace Travel Plans alongside access improvements to industrial areas.
- Work with schools in delivering their Travel Plan targets as part of wider initiatives to reduce the dominance of traffic in and around schools.
- Develop a Station Travel Plan for Biggleswade and Sandy Stations

Promotion:

- Roll out cycle training through the 'Bikeability' initiative at Levels 1-3 for all school children.
- Encourage and deliver 'Scootability' training for all children who use their scooters to get to school.
- Undertake a programme of road safety education alongside national campaigns.
- Highlight national sustainable travel promotions including Walk to School Week, Bike Week and Car Share Week.



9.3 Future Funding Sources

The LATP will form the evidence base for the authority in seeking to secure additional funding in the future from other sources of potential investment as and when it becomes available. The two principal channels through which such funding may arise are:

- **National, Sub-National and European Funding:** The authority will seek to apply for further funding from capital and revenue streams which become available at European, national and sub-national levels. The Growth Area Fund for example has helped to fund the improvement scheme in Stotfold town centre.
- **Community Infrastructure Levy:** A levy on new development will help to fund new transport infrastructure across the authority where it is required to facilitate growth and mitigate the increase in demand to travel.

Appendix A: Potton Cycle Network

[To be inserted]



Appendix B: HGV Restrictions

The table below contains a list of all Heavy Goods Vehicle restrictions in place across the Plan area. A comprehensive map of all restrictions across Central Bedfordshire is contained within the Freight Strategy of the Local Transport Plan.

Location	Route	Restriction	Date of Order
Potton	British Rail Bridge no.27, Everton Road	9t weight limit	23 May 1994
Potton	All roads bounded by but not including: <ul style="list-style-type: none"> - Station Road - Blackbird Street - Sun Street - Market Square - King Street - Myers Road - the western boundary of the residential properties between Sandy Road and Everton Road 	7.5t weight limit	27 June 1994

Appendix C: Consultation Summary

Feedback received from the consultation undertaken on the Identifying the Solutions phase of the engagement process on the development of the Plan.

CONSULTEE	COMMENT	RESPONSE
Cllr Adam Zerny (via various emails to Central Bedfordshire Council and Bedfordshire Highways, from October 2011, January, August and September 2012)	Concern as to the routing of freight through Potton and perception that it is due to the use of satellite navigation systems by drivers.	A series of concerns have been raised concerning freight and these will be assessed through an all encompassing freight study of Potton and the surrounding area, a proposal for which has been assessed through the Scheme Prioritisation Framework.
	Request for a new bus shelter at Eyeworth (also formed a request from Cllr Doreen Gurney on 23 July 2012 in an email to the Assistant Director).	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Request for re-location of 30 mph speed limit sign on Sandy Road, Potton.	Research undertaken into the record of collisions involving personal injury on Sandy Road from a point 300 metres west of the 30mph sign through to Sutton Mill Road. There has not been any injury collisions reported by the police in the last three years over this length of Sandy Road, so this request cannot be given a priority.
	Schemes and issues in Potton : <ul style="list-style-type: none"> • 20mph speed zone throughout the town. • HGVs in Bull Street causing damage to buildings. • HGV in Horslow Street, also unsuitable. • Traffic speeding at Deepdale. • Traffic speeding on Sandy Road well before the mini-roundabouts. • Station Road/Willow Road junction to wide given lack of visibility for elderly/those with pushchairs. • Station Road/Chapel Street junction to wide given lack of visibility for elderly/those with pushchairs. • Speeding on the road into Potton, past the Hollow where mothers with pushchairs cross the road • Speeding on the hill on the way into Potton from Gamlingay • Speeding on the B1040 as it passes the Sutton crossroads • Salt bins in a number of locations e.g. Judith Gardens (would this be relevant) • Lack of visibility on Biggleswade Road/Station Road junction due to motorists parking on bend. 	Schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme, with the exception of speed enforcement which is the responsibility of the Police. Measures to reduce speed within Potton itself have been included within the long list. A series of concerns have been raised concerning freight and these will be assessed through an all encompassing freight study of Potton and the surrounding area. Traffic management team of Central Bedfordshire Council due to undertake a speed assessment of Potton at the end of the financial year (2012/13) with associated works & funding.



CONSULTEE	COMMENT	RESPONSE
	<ul style="list-style-type: none"> • Mill Lane/Everton Road dangerous junction • Mill Lane speed limit (school) <p>Schemes and issues in Wrestlingworth</p> <ul style="list-style-type: none"> • Speeding on the way into Wrestlingworth from Potton and on the High Street • Speeding and lack of signage at the Wrestlingworth crossroads (B1042) <p>Schemes and issues in Everton</p> <ul style="list-style-type: none"> • Speeding on the way into Everton from Sandy <p>Schemes and issues in Tempsford</p> <ul style="list-style-type: none"> • Speeding on Church Street in Tempsford. A child was knocked down by a Royal Mail van earlier this year. 	
Cllr Doreen Gurney (request to Bedfordshire Highways, August 2012)	Request for traffic island on Sandy Road, Everton	This has been incorporated into a wider scheme for Sandy Road safety improvements, included within the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
Potton Town Council (meeting of 7 February 2012)	Request that a 20mph limit be put in place from Sun Street via the Market Square to the end of King Street.	This has been incorporated into a wider scheme for the creation of a new 20mph limit for the town, included within the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
Debra Baker (email to Bedfordshire Highways of 4 May 2012)	Request for a zebra crossing on Sandy Road, Potton.	<p>A zebra crossing on a raised table could address the speeding problem. However, it was felt that the HGV content of the traffic would cause maintenance problems at a raised table, and give rise to noise and vibration nuisance. Because a zebra crossing requires the removal of parking on both sides over a considerable distance, then there could be objections from local residents. Also, because of the removal of parking, there could be an increase in vehicle speeds.</p> <p>An alternative could be a footway build-out which would remove a small amount of parking, but could reduce speeds and provide additional safety for parents and children crossing Sandy Road.</p>
Eyeworth Parish Meeting (letter to Bedfordshire Highways from Mr Reid dated 6 April 2012)	Request for a potential weight restriction on Sutton Road, Eyeworth (has also involved correspondence from Cllr Adam Zerny on the issue)	A series of concerns have been raised concerning freight and these will be assessed through an all encompassing freight study of Potton and the surrounding area.
Angela Humphreys (request to Bedfordshire	Yellow line request on Church Lane, Wrestlingworth. We are having a repeated number of problems accessing this road due to parked cars.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.

CONSULTEE	COMMENT	RESPONSE
Highways, June 2012)		
Mark Dilley (request to Bedfordshire Highways, July 2012)	Introduction of parking controls in Baker Avenue, Potton because residents and one in particular are parking a large number of cars in the road, blocking the turning availability and other residents' driveways.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
Mrs Pounce (request to Bedfordshire Highways, July 2012)	Marker posts on the bend of Wrestlingworth Road, Potton due to vehicles leaving the road and damaging property.	There have not been any collisions involving personal injury in the last three years no safety works can be justified, and so the scheme was not included within the "Long List".
Charles Belcher (email of 12 September 2012)	Given the shortage of funds, I would suggest that it should concentrate on a few "big issues". Potton would benefit from the following initiatives:	
	<ul style="list-style-type: none"> "20's Plenty". This is an initiative which is spreading through the country, and is of course in force in part of Sandy. A blanket 20 mph limit throughout Potton would not only reduce accidents, reduce speeds and therefore encourage walking and cycling but also cut down on noise and emissions. It would also deter freight traffic(see under).Specific measures may need to be imposed at known accident black spots as identified in the draft (e.g. Royal Oak and Gamlingay/Hatley Road junctions). 	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	<ul style="list-style-type: none"> Through Freight Traffic. The B1040 and B1042 are shown as designated secondary freight routes. This is a real problem for the Town, given its lay out and road widths. CBC should remove this status and take action to encourage through traffic to use the main highways such as A1/A428 etc. 	A series of concerns have been raised concerning freight and these will be assessed through an all encompassing freight study of Potton and the surrounding area.
	<ul style="list-style-type: none"> Buses. A separate review by is being carried out very much with a view to reducing costs. Nevertheless, the LATP does cover the issue and acknowledges our problems. The defects of the present arrangements are poor connections with trains at Sandy and Biggleswade, lack of through services to Bedford and Cambridge and no evening services which is a real problem for commuters and those wishing to go to Stevenage/Bedford for leisure purposes (this is a real constraint for young people without access to cars); an on demand taxi/bus arrangement perhaps with premium fares similar to the now defunct Dart service could address this problem. 	These comments will help to inform the development of the Central Bedfordshire Public Transport Strategy which will consider the review of service provision.



CONSULTEE	COMMENT	RESPONSE
<p>Town and Parish Council meeting attended by Potton and Wrestlingworth representatives (minutes of meeting on 16 May 2012)</p>	<p>Walking</p> <ul style="list-style-type: none"> Distances between villages are too great to walk in most cases. Proposal was put forward to upgrade a bridleway between Sutton and Wrestlingworth over land owned by Central Bedfordshire Council. The lack of width of footpaths is off putting to pedestrians and a number have been hit by wing mirrors of cars in the town centre. Requests from Andy Gibb (via Val Moles) for zebra crossing at Sandy Road / Everton Road junction at the school crossing patrol points, safety improvements to Hatley Road, Gamlingay Road junction near Judith Gardens, and safety improvements at Sandy roundabouts. 	<p>Schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p>
	<p>Cycling</p> <ul style="list-style-type: none"> Its not too far to cycle between settlements Potton are looking to fund a new off road cycle route to Sandy at a cost of an estimated £600,000. The Town Council have allocated £60,000 towards a feasibility study into the works and have been talking to Sustrans about the possibility of some match funding and linking it into the wider network. It would effectively form an extension to the existing National Cycle Network route which runs across the authority from Milton Keynes. Vision for Potton as a cycle hub with routes out to the surrounding villages and over to both Sandy and Biggleswade. Could also see a network extend northwards to Gamlingay and Cambridge for example. 	<p>The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p>
	<p>Public Transport</p> <ul style="list-style-type: none"> People want to go to Cambridge and Bedford but there are no direct services. Could improve timetabling of bus services so that they link in with train services at Sandy and Biggleswade. This doesn't happen at present and stops a number of people from using the buses. Better integration with trains and between different bus services is required. No bus services from Cockayne Hatley which should be addressed. Access to Addenbrooks Hospital is important for local people but there are no public transport links. A number of existing bus services stop short of Potton and could be extended to cover a larger population, depending upon commercial viability, for example: <ul style="list-style-type: none"> Cambridge – Wrestlingworth service Cambridge – Gamlingay service There is a need for through ticketing, an improvement in the quality of bus stops, clear timetabling, and maybe even Real Time information. Recognise that there is an issue with cross-border bus subsidy grants. Would like to see the development of Travel Plans at both Sandy and Biggleswade 	<p>Bus services are not funded through the LATP but the request for better information and real time information at bus stops has been included within the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> <p>The request for Station Travel Plans at both Biggleswade and Sandy stations have been included in the respective LATP.</p>

CONSULTEE	COMMENT	RESPONSE
	Stations. Arlesey Station could benefit from one as well.	
	<p>General traffic and Freight</p> <ul style="list-style-type: none"> • Desire to see a 20mph speed limit across the whole of Potton, and potentially in surrounding villages. • HGV access restrictions into the town are either not effective enough or obscured from approaching vehicles by overgrown vegetation. • More HGV restrictions are required and steps taken to dissuade vehicles from travelling through the area. • It is felt that freight problems are caused not just by local vehicles and those delivering to the area, but also by through traffic looking for a short cut, although there is no evidence for this. • Deliveries in the town centre cause problems, not just in reducing the carriageway down to one lane but the routing of vehicles through the town. The movement of Tesco bound lorries was cited as an example. • Perception that the Designated Road Freight Network sent out the wrong messages and actively promoted a route through the Potton ward. 	<p>The proposed 20mph scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> <p>A series of concerns have been raised concerning freight and these will be assessed through an all encompassing freight study of Potton and the surrounding area.</p>
	<p>General comments</p> <ul style="list-style-type: none"> • Because Potton is more isolated than some other parts of Central Bedfordshire, it should be prioritised for investment in improving accessibility. • The good quality of the local schools works against the area in transport terms, as they attract children from further afield who tend to travel by car. 	Noted. Consideration will be given to the accessibility of rural communities in future decisions on the capital settlement.
Highways Agency (email of 6 November 2012)	<p>The HA is supportive of the general transport principles of the LATP and the positive stance being taken towards recognising the importance of sustainable transport modes and infrastructure.</p> <p>Any opportunities to increase sustainable mode share should be explored including improving links to the nearby market towns of Biggleswade and Sandy. The need to increase the use of non-car modes is critical, particularly in relation to planned development which may increase pressures on the surrounding network.</p>	Comments noted.
Bedfordshire Rural Communities Charity (email of 21 November 2012)	<p>Priorities for Potton – would highlight the need for inclusion of direct pedestrian and cycle links as part of the priority of incorporating the development east of Biggleswade Road into the rest of the town.</p> <p>7.4 – Priorities for Tempsford – the A1 forming a barrier is certainly an issue – but not sure what is meant here – it is a statement rather than an action.</p>	<p>Reference has been included.</p> <p>Reference has been amended.</p>



CONSULTEE	COMMENT	RESPONSE
	Projects for the Long List: Potton – Sandy cycleway – either alongside the Potton – Sandy road or via the dismantled railway track.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
Bedford Area Bus Users' Society (letter of 19 November 2012)	It would be more sensible if the needs of Potton and district were covered by the Biggleswade LATP from which location bus and rail services are provided and accessed. As the defined area is based on a false premise that must surely influence the acceptability of the whole of the Plan.	It is recognised that the Potton area looks towards Biggleswade and Sandy for a lot of service provision, however if having a separate, distinct LATP, more localised concerns can be addressed and delivered which may otherwise have failed to have been prioritised if the area was incorporated into the larger Biggleswade and Sandy area.
	Wrestlingworth Parish Plan - It is suggested there is a need to improve bus services to, for example, healthcare facilities. Does this imply providing for access to Gamlingay GP Surgery which is outside the Plan area but which is included within the Bedfordshire health economy?	This is something which will be considered through the Central Bedfordshire Public Transport Strategy which will undertake a review of service provision in 2013.
	Given the future outlook for Council-funded bus services it would be helpful to know how the defects with existing service arrangements - poor connections with trains at Sandy and Biggleswade, the lack of through services to Bedford and Cambridge and no evening services - can be addressed.	
	This section fails to recognize that pupils over the age of 13 need to travel to school or college. Why is this?	There are no upper schools in the Plan area and so these are not listed in the section on travel to school. The pupils in question will have been accounted for in the corresponding sections in the LATPs within which the schools they attend are situated.
Andrew Gibb, Simon Shohet, Charles Belcher, local residents (email of 20 November 2012)	Many vehicles, of all sizes, travel throughout Potton at excessive speed. A recent police survey on Sandy Road found nearly 30% of the vehicles travelling into town were exceeding the limit by a significant amount. This excessive speed increases risk to all road users, particular sites at poor visibility bends. For pedestrians the risks are greater, especially when crossing the roads and on narrow pavements in close proximity to speeding vehicles.	A number of schemes have been identified, incorporated into the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme, to tackle concerns associated with speeding traffic. It is however the responsibility of the Police to enforce the speed limit in the town.
	Lack of safe crossing points. There is not one single pedestrian priority crossing in the whole of Potton. Our historic market square has a ring of shops bisected by the main road. The road effectively cuts the square in two and due to the width of the road it is a considerable crossing time for the infirm, elderly and children. This crossing time combined with the general speed and density of traffic increases risk to pedestrians considerably. The local businesses in the square would benefit from a more welcoming pedestrian environment allowing free movement between the town and the shops.	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Heavy goods vehicles. Compounding the above problems, Potton faces increasing pressures from a significant number of large, heavy goods vehicles using our historic, narrow, twisting and congested roads, often directed into town by satnavs. These continue to	A scheme to look into issues associated with freight movements and implement the recommendations of any further study has been included in the long list and assessed against the Scheme Prioritisation

CONSULTEE	COMMENT	RESPONSE
	<p>damage buildings, the highway surface and pavement curbing. The vehicles regularly mount pavements even when there are elderly or child pedestrians present and consequently they considerably increase risk and fear for pedestrians.</p> <p>De-registration as secondary freight routes of the through-roads leading into Potton to discourage HGV use as an alternative to the major trunk roads in the region. Impose weight restrictions, except for access to the town itself.</p>	<p>Framework for inclusion in the programme.</p>
	<p>A core zone of a '20mph-is-plenty' speed limit in the centre of town; defined with very clear entry points presenting physical changes and obstructions to the traffic and repeated, unavoidable, physical reminders of the zone.</p>	<p>A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p>
	<p>Outside of the centre, more well-defined physical entry points into the town at the 30mph speed limits are needed. Many nearby villages and towns have either give way chicanes for incoming traffic or speed bumps at their entry points. Further benefit would come from examining the points at which the 30mph zone starts and if any 40mph zones are required, such as Deepdale.</p>	<p>A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p>



Appendix D: Programme of Schemes “Long List”

Rank	Ref	Scheme Name	Location
1	FR/01	Restrictions on movement of HGVs (study of issues together with delivery of recommendations).	Various
2	CY/01	Potton to Sandy Cycleway [ALSO IN BIGGLESWADE / SANDY L ATP]	Either alongside the Potton – Sandy road or via the dismantled railway track
3	PT/03	Replace 20 bus stop flags and timetable cases across the Plan area	Potton
4	GT/03	Introduce a 20mph speed limit across the whole of Potton	Various
5	PT/01	Real time information signs at 4 bus stops in Potton and the surrounding villages	Sites include: (1) Potton Market Square, (2) Wrestlingworth, (3) Sutton, (4) Everton
6	GT/09	Safety improvements at the Willow Road and Chapel Street junctions with Station Road	Willow Road, Chapel Street, Station Road
7	WK/12	Pedestrian crossing(s) in Potton Market Square.	Market Square
8	SSZ/06	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 Intervention)	Burgoyne Academy Mill Lane Potton, Sandy, Bedford
9	GT/02	Defined physical entry points into the town at the 30mph speed limits are needed	Various
10	PT/02	Bus shelter with raised kerb	Eyeworth
11	WK/02	Widening of footways within Potton	Various
12	SSZ/01	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 intervention)	Potton Lower School Everton Road, Potton Bedfordshire,
13	SSZ/02	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 intervention)	Everton Lower School Potton Road, Everton, Bedfordshire,
14	SSZ/03	Development of a School Safety Zone incorporating: 20 mph signage (Level 1 Intervention)	Wrestlingworth Lower School Church Lane, Wrestlingworth, Bedfordshire

Rank	Ref	Scheme Name	Location
15	SSZ/04	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features, carriageway surface treatments (Level 3 Intervention)	Dunton Lower School High Street, Dunton, Bedfordshire
16	SSZ/05	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 Intervention)	Sutton Lower School High Street, Sutton Bedfordshire
17	GT/10	Speed reduction measures through the village	Various
17	WK/08	Zebra crossing on Sandy Road	Sandy Road
19	GT/07	Safety improvements at Everton Road / Mill Lane junction	Everton Road, Mill Lane
20	WK/06	Dropped kerbs to improve pedestrian access	Various
21	WK/01	Upgrade of bridleway between Sutton and Wrestlingworth	Various
22	GT/01	Safety improvements on Sandy Road roundabouts	Sandy Road
23	WK/07	Create permanent right of way on existing permissive routes in Pegnut Wood	Various
24	GT/06	Safety improvements at the Hatley Road / Gamingay Road junction	Hatley Road and Gamingay Road
25	WK/04	Dropped kerbs to improve pedestrian access	Various
26	GT/08	Safety improvements at Carthagen / Deepdale / Sandy Road junction	Carthagen / Deepdale / Sandy Road
27	WK/10	Potton Bw14 to Wrestlingworth Bw 15 by upgrading Wrestlingworth Fp 14 and connection within Cams.	Potton to Wrestlingworth and County Boundary
28	WK/11	Create 3.0 km bridleway north from Sandy Bw 21 along east side of main ditch to Tempsford Rd, then on the west side of ditch to Station Rd, Tempsford near railway crossing.	Sandy to Tempsford
29	WK/03	New crossing point for pedestrians and general safety improvements on Hatley Road near Gamingay Road junction	Hatley Road close to St Marys Church
30	GT/04	Safety improvements at the Horslow Street / Everton Road junction	Horslow Street and Everton Road
31	WK/05	Improved pedestrian links to Biggleswade, Potton and Wrestlingworth	Various
32	CY/02	Potton to Gamingay cycle route	Various
33	WK/09	Upgrade Potton Fp1 and Sutton Fp2 to cycleway/bridleway – 1 mile.	Sutton to Potton
34	GT/05	Safety improvements at the Everton Road / Myers Road junction	Everton Road, Myers Road



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Central Bedfordshire Local Transport Plan

Arlesey & Stotfold Local Area Transport Plan

Incorporating Astwick, Clifton, Henlow, Langford and Stondon

Refresh Version: 130208 – Version for Overview and Scrutiny Committee



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1. Background

1.1 What is the Local Area Transport Plan?

The Local Area Transport Plan (LATP) for Arlesey, Stotfold and the surrounding area including Clifton, Henlow, Stondon, Langford and Astwick sets out the key transport issues and concerns of local people, and a programme of measures through which they will be addressed.

It forms part of the Local Transport Plan (LTP) for Central Bedfordshire covering the period between April 2011 and March 2026.

The LATP draws upon a number of different sources of information to form a robust evidence base upon which the most effective and cost efficient transport schemes can be provided in the area including:

- § Consultation with local residents and elected members
- § Census data and the Central Bedfordshire Householder Travel Survey
- § Previous studies and reports including the Town and Parish Plans
- § Feedback from working groups, town and parish councils and other stakeholders
- § Future growth predictions and site allocations in the Development Strategy
- § Travel Plans in place at schools, workplaces and new residential developments

1.2 What area does it cover?

The LATP covers the growth towns of Arlesey and Stotfold together with the surrounding villages of Clifton, Henlow, Langford, and Stondon with the small parish of Astwick making up the Plan area. The area is located in the east of Central Bedfordshire and borders Hertfordshire, with the towns of Hitchin and Letchworth in close proximity.

The Arlesey ward has a population of around 15,400 (based upon 2009 figures), Stotfold a population of 12,000, giving the Plan area a combined population of around 27,400. New developments are anticipated to see this figure increase by some 2,140 to 29,540 by 2014.

1.3 How does the LATP relate to the LTP?

The Arlesey and Stotfold LATP forms one of a series of Local Area Transport Plans through which the LTP for Central Bedfordshire will be delivered on the ground. In effect it provides the local detail to accompany the strategic, high level vision and objectives established in the LTP itself.

It is also informed by a series of 'journey purpose themes' which set out the high level, strategic approach to addressing travel behaviour in Central Bedfordshire, and supporting strategies focusing on specific issues in relation to walking, cycling, parking, public transport provision and road safety for example.

The LATP considers the transport issues of relevance to the area on a mode by mode basis and highlights how these translate to actual journeys undertaken via an analysis of the travel patterns of local residents, identified through Householder Travel Surveys undertaken across Central Bedfordshire in 2010 and 2012.

The framework for the LTP is set out in Figure 1.1 whilst the coverage of the Arlesey and Stotfold LATP is highlighted in Figure 1.2.



Figure 1.1: Arlesey and Stotfold LAMP within the LTP3 Structure

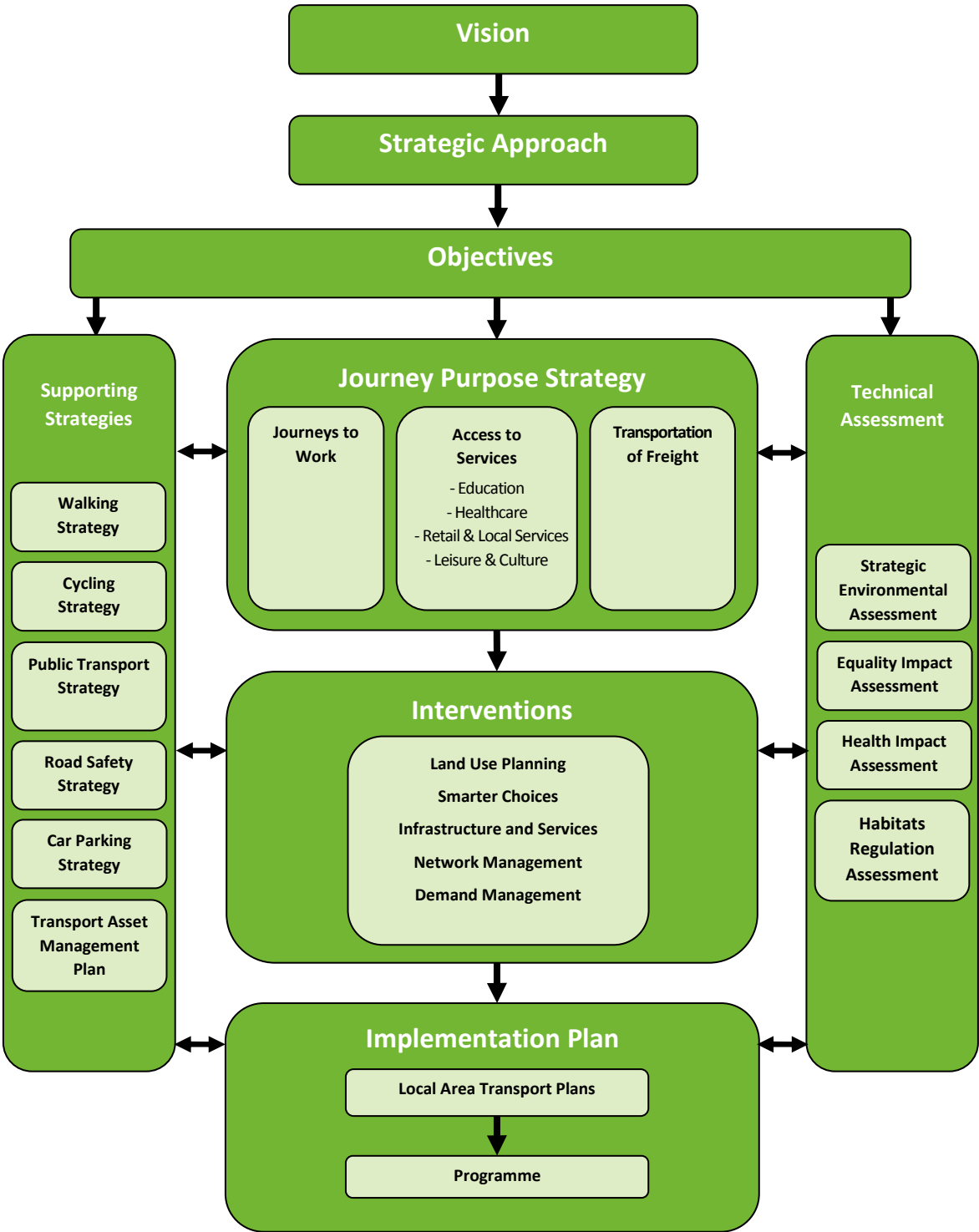


Figure 1.2: LATP Areas



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1.4 How is the LAMP Structured?

The LAMP is structured around the following chapters:

- **Chapter 2 – Planning Context:** Details the planning context within which the Local Area Transport Plan is being developed, including potential housing and employment allocations through the planning process, and recently approved schemes.
- **Chapter 3 – Local Studies:** Reviews Town and Parish Plans in place, previous transport studies undertaken and development plans to highlight key issues which will influence the direction of transport provision in the future.
- **Chapter 4 – Modal Issues:** Forms an assessment of transport issues in Arlesey and Stotfold by different types of travel.
- **Chapter 5 – Journey Purpose Analysis:** Reviews how the issues identified for each mode of travel in the area, translate into how local residents actually travel for different journey purposes.
- **Chapter 6 – Consultation and Engagement:** Details the consultation process undertaken on the Plan and the key findings of engagement with local residents, stakeholders and elected representatives.
- **Chapter 7 – Priority Action Areas:** Focuses on the priority action areas through which the issues identified may be addressed over the course of the Local Transport Plan period as a whole.
- **Chapter 8 – Programme:** Highlights how schemes have been prioritised to be delivered over the course of the Plan, the funded allocated to the Arlesey and Stotfold area, and the programme of initiatives to be implemented locally.
- **Chapter 9 – Other Schemes and Funding:** Sets out schemes which are set to be delivered by developers or through other funding secured through the Planning process.
- **Chapter 10 – Annual Progress Update:** Details the progress which has been made in delivering the previous year’s programme and other schemes which have been delivered through Section 106 and Section 278 Agreements.
- **Appendix A – Cycle Network:** Highlights the cycling routes within the towns and their relative status within the network hierarchy.
- **Appendix B – HGV Restrictions:** Details of HGV restrictions and their locations across the Plan area.
- **Appendix C – Consultation Summary:** Summarises the comments received by the authority in response to the publication of the draft Plan and how these were addressed in the final version of the document.
- **Appendix D – Programme of Schemes “Long List”:** Details the schemes identified for delivery in the Plan area, in the longer term when additional funding is available, in their priority order.



2. Planning Context

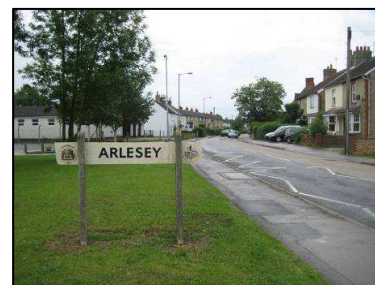
2.1 Arlesey & Stotfold Overview

Arlesey and Stotfold are located in the east of Central Bedfordshire and have a combined population of around 27,400. As a result of future housing developments, it is envisaged that the population of the area will increase by around 40% in the period up until 2026.

The towns are well connected in transport terms and benefit from direct rail links to London in the south and Peterborough to the north, whilst the National Cycle Network passes through the area.

The A1 provides a strategic north-south link to the east of the Plan area, with the A507 catering for east-west movements, and linking the A1 to the M1 in the west of Central Bedfordshire.

A large number of residents commute out of the area for employment particularly to London, Hertfordshire, and other locations within Central Bedfordshire, partly as a consequence of these good transport links.



Arlesey High Street



Centre of Clifton

Table 2.1: Key Statistics

Area	Arlesey and Stotfold	Central Bedfordshire
Population (2009)	27,400	252,900
Journey time to Central London:		
- Road	1 hour 30 minutes	Up to 1 hour 50 minutes
- Rail (fastest service)	29 minutes	30 to 55 minutes

Sources: Central Bedfordshire Council Ward Profiles / First Capital Connect / www.transportdirect.info

2.2 Development Strategy for Central Bedfordshire

The Development Strategy will be the main planning document for Central Bedfordshire once it is adopted in 2014. It will set out the overarching spatial strategy and development principles for the area together with more detailed policies to help determine planning applications.

It will address similar issues to those in the Core Strategy and Development Management Policies in the north of Central Bedfordshire, but will also consider the allocation of strategic development sites.

The main elements of the Development Strategy are:

- Strategic objectives for the area
- Overarching strategy for the location of new development
- Scale of new employment, housing and retail provision
- Identification of new strategic scale development sites

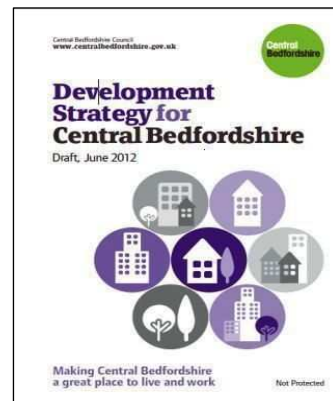


- Extent of new infrastructure required
- Key environmental constraints and opportunities
- Set of detailed policies to guide consideration of new development proposals

Until a new Development Strategy is adopted, the existing approved plans will continue to set the planning context for decisions on planning applications. For northern Central Bedfordshire the adopted Core Strategy and Development Management Policies DPD and the Site Allocations DPD apply.

The pre-submission version of the draft Development Strategy was published on 14 January 2013 and is expected to become the adopted planning policy for Central Bedfordshire in February 2014.

The Development Strategy plans for the delivery of a total of 28,700 new homes and 27,000 new jobs between 2011 and 2031. The Council will support the delivery of the existing planned sites that make up the majority of provision.



Site Allocations Document

The Site Allocations Document details the specific sites proposed to be developed to meet the housing and employment land requirements established within the Core Strategy for North Central Bedfordshire as a whole up until 2026.

The document was adopted in April 2011 and those sites included for development in the Plan area are set out in Figures 2.1 to 2.5 respectively.

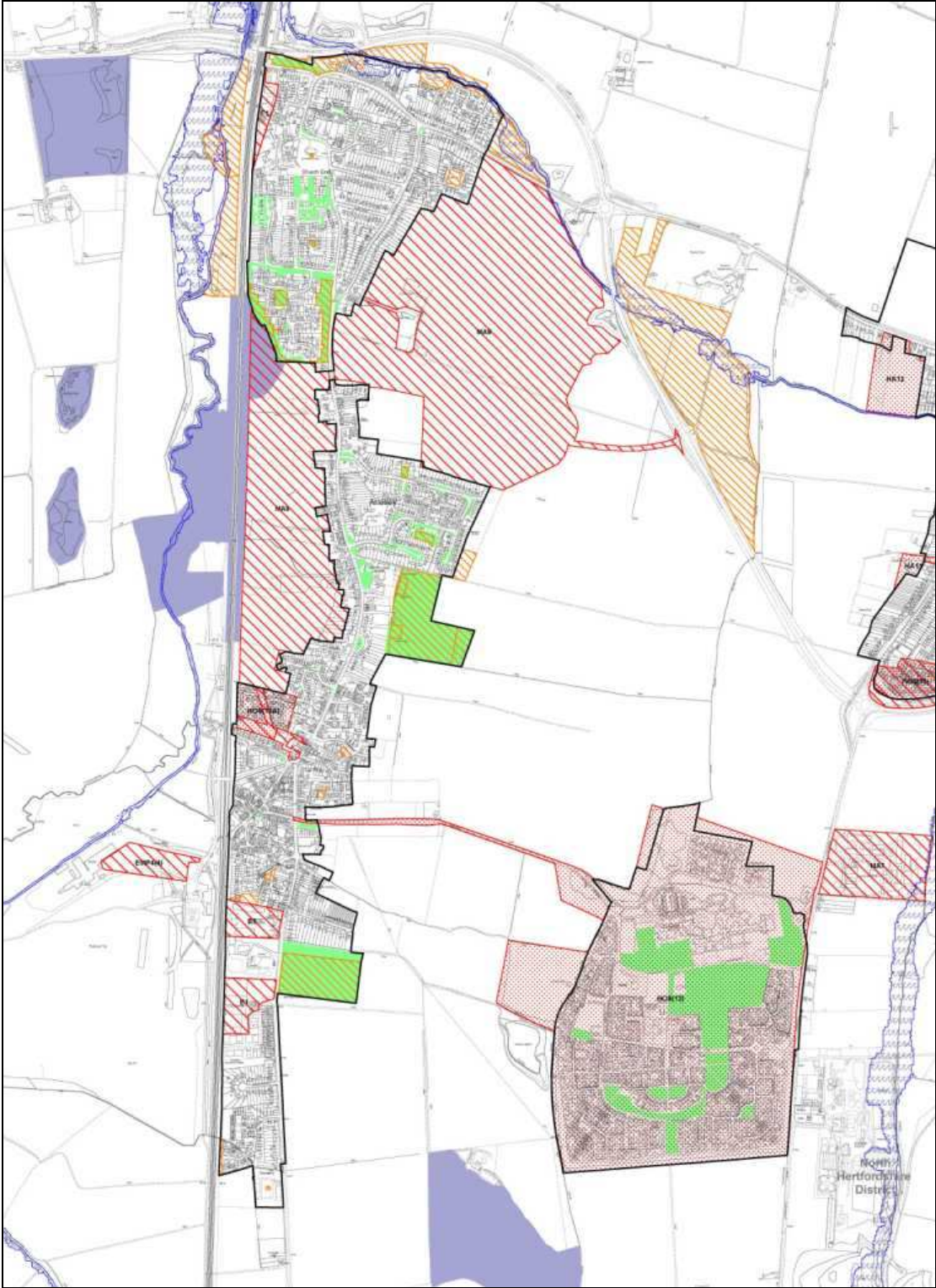
Key to Figures

	District Boundary		DM5a	Important Open Space	
	Area Outside Central Bedfordshire Council North Area		DM6	Green Belt Infill Only Boundary	
	Inset Boundary		E1	Key Employment Site	
CS1	South East Milton Keynes SDA Development Framework		EA	Employment Allocation	
CS3/DM17	Open Space, Sports and Recreation (PPG17 Study) <small>Style may vary - area, line or point depending on type. Refer to study for clarification of individual sites.</small>		HA	Housing Allocation	
CS12/DM7	Town Centre		MA	Mixed Use Allocation	
CS13	Floodplain (Floodplain on Side A&B is solid blue) <small>Source: Indicative Floodplain maps 2008 as published by the Environment Agency. Probability of Flooding 0.1 - 1.0%. www.environment-agency.gov.uk</small>		RA	Recreational Allocation	
CS15/DM13	Conservation Area		TC1	Biggleswade Masterplan Study Area	
CS15/DM13	Historic Parks and Gardens <small>Source: English Heritage. www.english-heritage.org.uk</small>		TC2	Town Centre - Flitwick	
CS15	Scheduled Ancient Monument <small>Source: English Heritage. www.english-heritage.org.uk</small>				
CS16/DM14	Chilterns AONB			Saved Local Plan Policies	
CS16/DM14	Forest of Marston Vale		CS21	Important Countryside Gap	
CS17	Bedford and Milton Keynes Waterway (Proposed)		EMP4	Employment Allocation	
CS18/DM15	CWS/LNR <small>Source: LNR - Natural England. www.naturalengland.org.uk CWS - Biodiversity and Recording Monitoring Centre</small>		EMP12	Cranfield Airfield	
CS18/DM15	SSSI/NNR <small>Source: Natural England. www.naturalengland.org.uk</small>		HO8	Housing Allocation	
CS18	Local Geological Sites (Previously RIGS Regionally Important Geological/Geomorphological Sites) <small>Source: Biodiversity and Recording Monitoring Centre</small>		TCS	Town Centre Opportunity site	
DM4	Settlement Envelope			National Policy	
				Green Belt	

NOTE: Where several constraints are on top of one another styles may vary to that in the KEY.
Disclaimer: Central Bedfordshire Council cannot be held responsible for the misinterpretation of any information. Information from external sources was correct at time of publishing but maybe subject to change therefore we advise you to contact them directly.

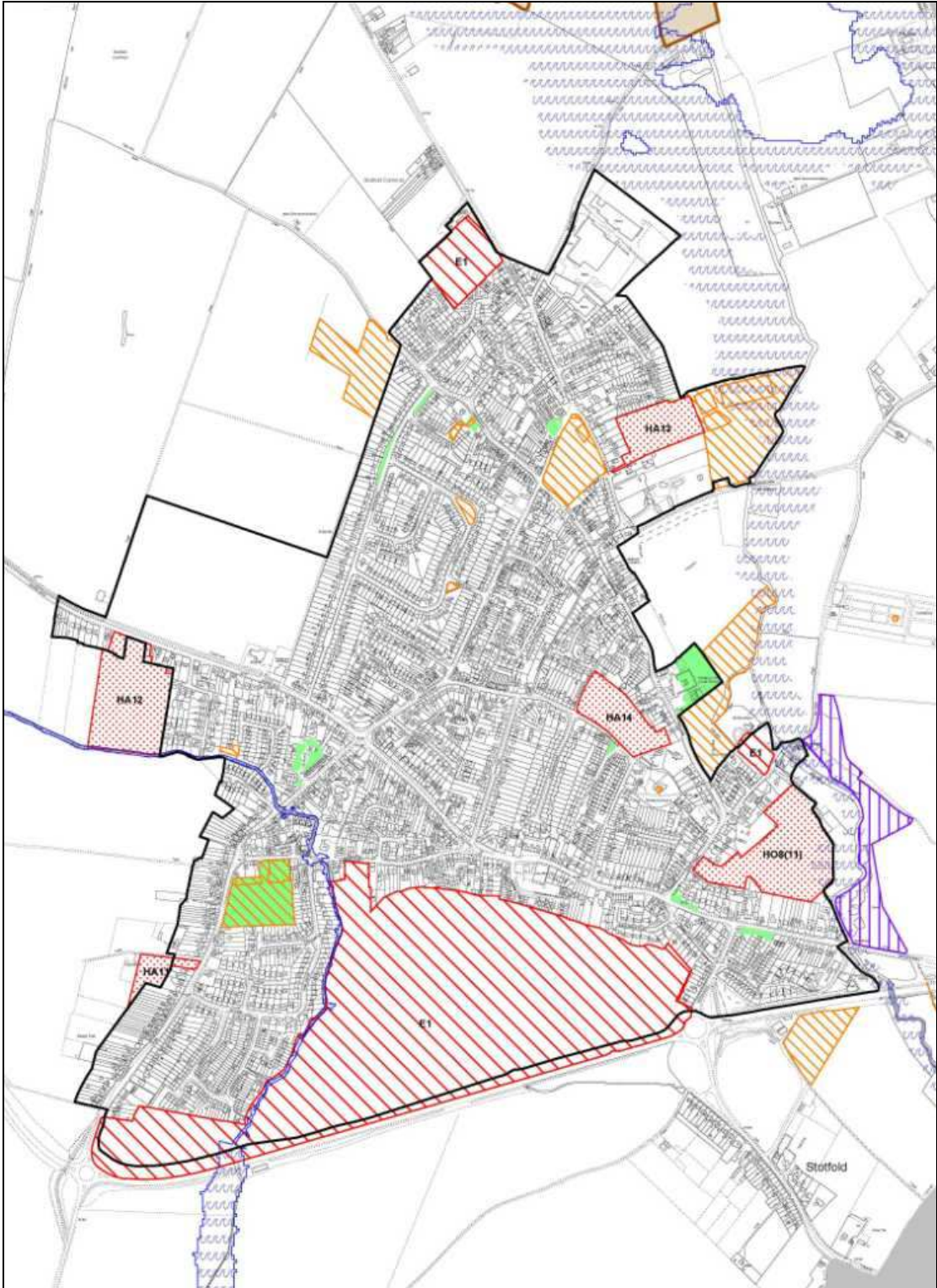
Figure 2.1: Arlesey Development Sites





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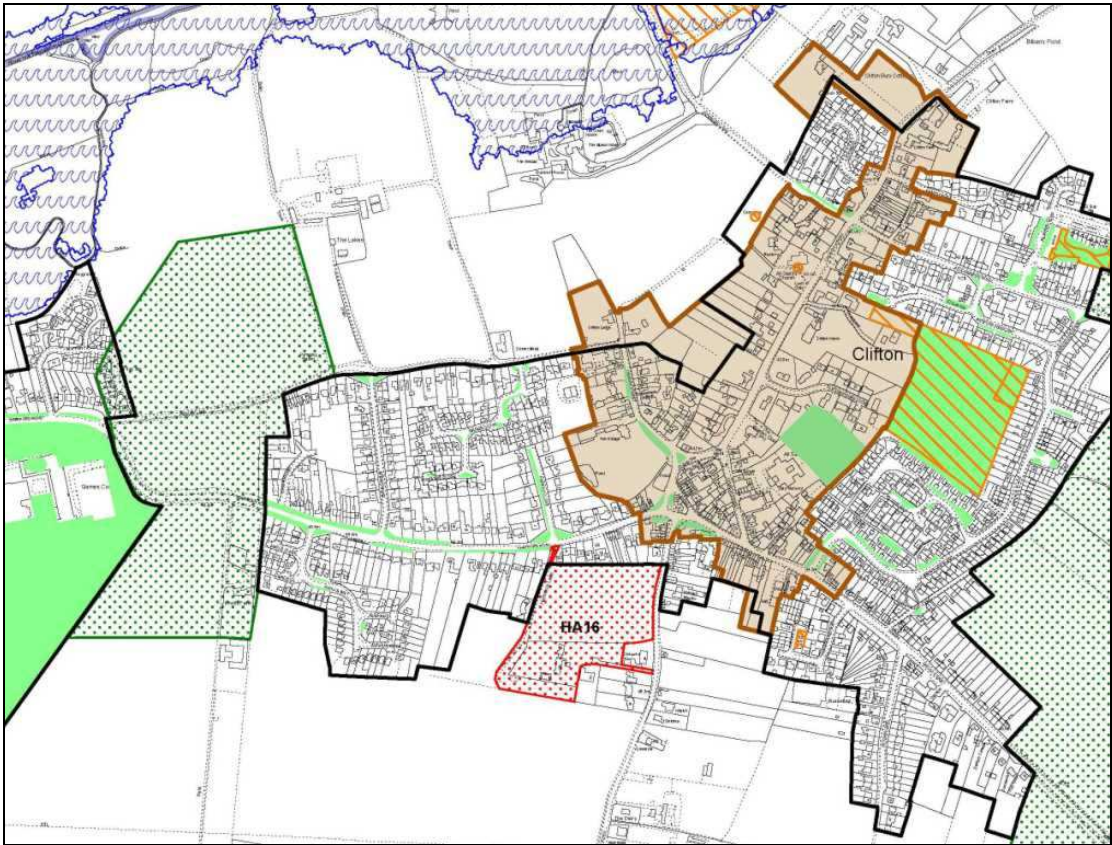
Figure 2.2: Stotfold Development Sites



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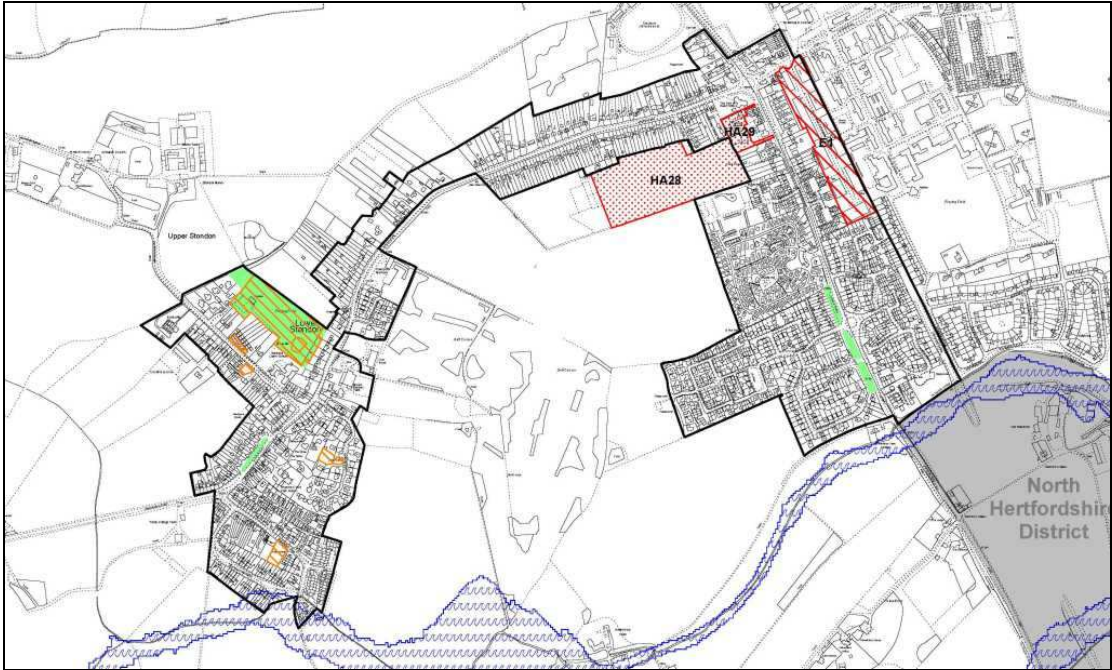


Figure 2.3: Clifton Development Sites



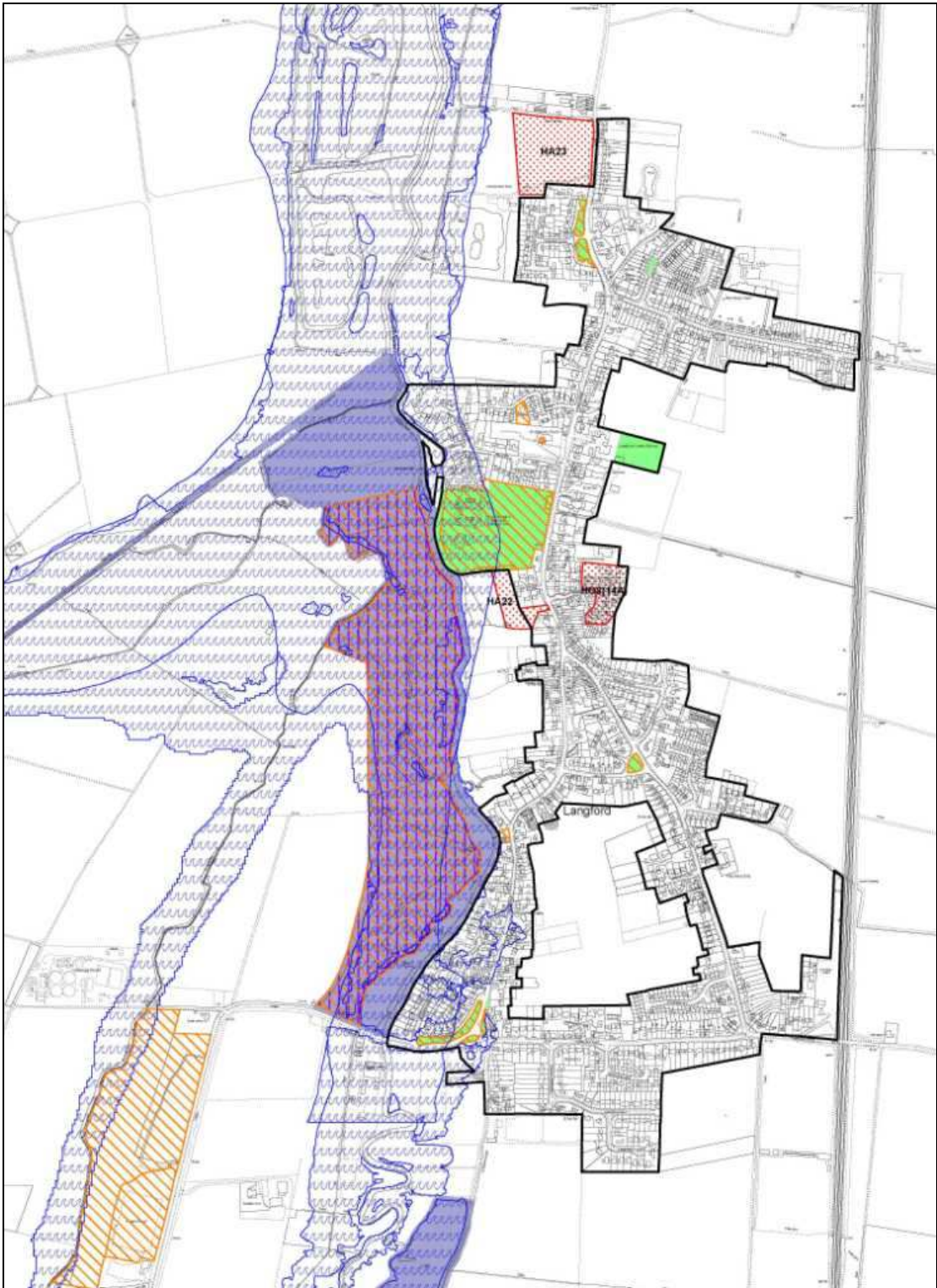
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Figure 2.4: Stondon Development Sites



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Figure 2.5: Langford Development Sites



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2.3 Large Scale Developments

A number of planning proposals are in various stages of being realised, from those which have actually been approved and where building works have commenced (such as land south of Stotfold), to those which are still on the drawing board (such as the Arlesey urban extension).

Funding for mitigating the impact of developments on the local area once approved, is secured by the authority through Section 106 Agreements, and the details of the level of funding received and the schemes which will be delivered as a result of these agreements are set out in Chapter 8: Programme.

Fairfield Park

Planning permission for development at the former Fairfield Hospital to the south of Stotfold was granted in 2002. This entailed the provision of up to 853 residential dwellings (including conversions, affordable housing and close care), the demolition of two existing dwellings, provision of open space, B1 managed workspace, one form entry lower school, retail provision and a community centre. Related highway works, footpath, cycleways and a bridleway were also to be provided as part of the granting of planning permission. Subsequent planning permissions have seen the total number of dwellings provided on the site increase to around 1,300.

Land South of Stotfold

In 2006 planning permission was granted for the provision of development comprising of up to 650 dwellings, up to 2.27 hectares of employment land (Class B1 Business), a neighbourhood centre, a shop (150 square metres) and public open space including sports pitches, equipped play areas and informal open space and access.

Development on the site has progressed considerably from the original outline approval date although building work is not yet complete.

Arlesey Urban Extension

The extension of Arlesey to the east and west is covered by Policy MA8 of the Site Allocations Document. This details the level of development which can be expected to take place in the area which amounts to a minimum of 1,000 dwellings, 8 hectares of dedicated employment land, a new school and the creation of a town centre.

The shape of the development will be governed by a Masterplan which has yet to be produced and which will enable pertinent transport connections and accessibility issues to be incorporated into the scheme design to help mitigate the potential impact on the local transport network and maximise the benefit of growth to local residents in terms of improved connectivity.

3. Local Studies

3.1 Arlesey Town Plan

The Arlesey Town Plan, produced in 2005, contains a series of actions and recommendations focusing upon a number of different areas including traffic and transport, and the environment.

Transport issues which are seen directly, or indirectly, to be the result of inadequate traffic management, are highlighted as a key concern for the town in the Plan.,

A relief road to take traffic away from the High Street, House Lane and Church Lane is the priority of the Plan, whilst other transport specific actions/issues set out include:



Main access to Arlesey Station

- Increasing the number of people using Arlesey Station at peak times through extending the length of the platform to enable longer trains to be accommodated
- Disabled access to the east side of the station restricted to office opening times
- Possibility of new cycle paths through the town
- Need for 'pedestrians crossing' signs on the bypass to warn motorists
- Explore the possibility of providing a 'walking bus' for school children
- Redirect HGV traffic to the south of the town from landfill and Mitchellsons
- Combat speeding traffic through Arlesey through interactive signs / speed cameras, road narrowing or gateway features
- Provide 'Stop' signs at Memorial Junction
- Enforce lorry restrictions between 7.30pm and 6.00am
- Increase the size and capacity of car parking at the station
- Address general parking hot spots, in particular through the provision of double yellow lines along Stotfold Road and adjacent to House Lane
- Better integration between buses and train services
- Direct bus route to Lister hospital in Stevenage
- Replace and refurbish bus shelters

The LATP has taken these issues and potential action areas into account in the development of the programme of schemes to be delivered over the course of the Plan.

3.2 Stotfold Town Plan

A Town Plan for Stotfold was developed and approved by the Town Council in October 2009. Transport issues generally are seen as a priority locally and the Town Plan sets out a series of actions to be undertaken to improve the town in a number of different areas. The key actions proposed in terms of transport within the Plan comprise:

- Better parking provision and traffic calming measures in the town centre
- Rural roads to the north and east of the town, including Malthouse Lane / Ford Bridge, to remain as quiet lanes



- Footpaths, bridleways and cycle paths linked into a Public Rights of Way network and all footpaths to be cleared
- Safe access to be created where Rights of Way cross or run alongside the A1 / A507
- Clearer signs to be set up, indicating Rights of Way, and greater availability of leaflets and maps showing this network
- Lifting the current access restrictions to Brook Street and consider the introduction of a one-way system
- Introducing a 20 mph limit outside St Mary's and Roecroft Schools and encouraging 'walking buses' for school children
- Introducing a Quiet Lanes initiative to ban heavy vehicles from lanes linking the north and east of town to the A1
- Ensuring a weight restriction is placed on the historic Ford Bridge
- Monitoring the effectiveness of flashing signs on Arlesey Road and Hitchin Road
- Seeking urgently to provide cycle paths across town with links to Arlesey and North Hertfordshire
- Improving the quality of pavements for all users
- Increasing the provision of local cycle paths
- Carrying out a survey to identify locations where additional parking might be created by sensitively landscaping some grass verges
- Identifying, with the police and Community Safety Group, suitable methods to overcome cases of persistent bad parking
- Promoting car sharing and cycling, working to protect local bus services, with extended hours and increased frequency, especially for commuter services
- Encouraging the formation of a public transport users' group



Stotfold High Street

These action areas have been prioritised within the Town Plan and the Town Council will seek to work with partners, particularly Central Bedfordshire Council to ensure that they are taken forward.

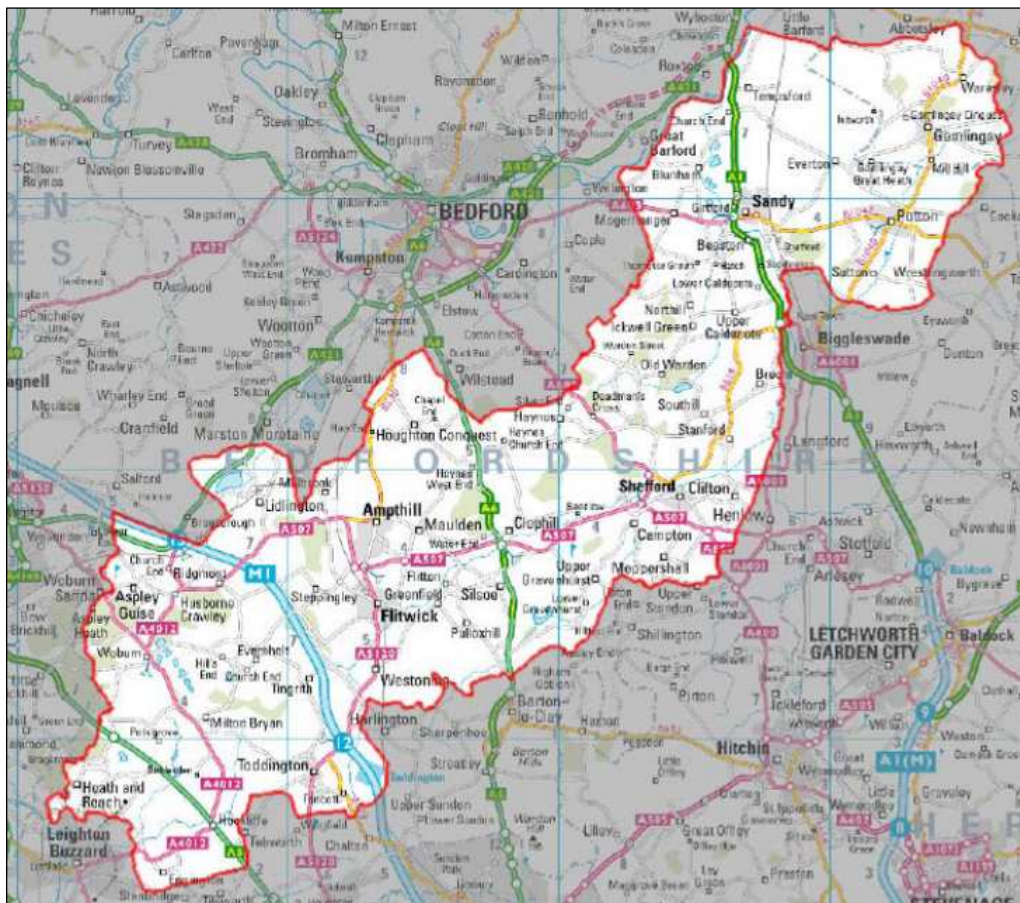
There are no Parish Plans in place covering the rest of the Plan area.

3.3 Greensand Ridge Local Development Strategy

The Greensand Ridge Local Development Strategy (2008 – 2013) was developed by a number of local stakeholder groups and sets out a vision to make the Greensand Ridge a “Green Lung” throughout Bedfordshire. Only a small part of the Plan area falls within the Greensand Ridge (Clifton and its immediate surrounds).

The strategy particularly focuses on economic growth, highlighting that the challenge manifests itself in a number of different ways. A lack of local jobs and the attractiveness of the area to live in mean that there are high levels of out-commuting, particularly by car with declining access to services, and a leakage of service provision to urban areas and areas outside of the authority, making it harder to access those services for those who do not have a car.

Figure 3.1: Greensand Ridge Development Strategy Area



In response to these challenges, the Strategy identifies four strategic objectives, which in turn have a number of actions associated with them.

- **“String of Pearls”** – Building upon links to much larger visitor attractions such as Center Parcs, this focuses on raising the game of smaller attractions. Promoting walking and cycling routes to, from, and between the attractions, networking, and effective marketing of local businesses are seen as particularly important means of achieving this.
- **“Taste the View”** – Supporting the competitiveness and the quality of local produce so as to increase its market share locally. This includes improving access to local and strategic supply chains, better sales and marketing, and improving the quality of local foods. This work has implications for freight traffic in rural areas, which would require careful management.
- **“Swiss Army Knife Centres”** – Developing a network of local centres that cluster a number of services under a single roof to provide economies of scale. Whilst these centres may improve access to such services, such centres would need to be located in areas with good access by sustainable transport.
- **“Putting the Green back into Greensand”** – Focussing on increasing the resource efficiency of local communities and businesses. A particular focus in this area is on developing small-scale eco-businesses. This may require support in the development of Travel Plans for communities and local businesses.



3.4 Green Infrastructure Plans

A series of Green Infrastructure Plans have been produced across Central Bedfordshire detailing local residents' aspirations for the local environment in terms of the maintenance and restoration of existing assets, and proposals for new provision. These aspirations focus on the availability and quality of open space, recreational parks and rights of way for example.

Such plans have been produced for Arlesey, Stotfold, Clifton, Henlow and Langford by the Town and Parish Councils, in conjunction with the Bedfordshire Rural Communities Charity.

The transport and access related priorities identified within the Plans are set out in Table 3.1 below, and form part of around some 75 rights of way related aspirations included within the documents. These priority schemes have been included in the "long list" of schemes for potential future delivery through the LATP as listed in Appendix E.

Table 3.1: Green Infrastructure Plans Priorities

Plan Area	Priorities
Arlesey	<ul style="list-style-type: none"> • Create new footpath to link Arlesey Old Moat Nature Reserve to Mill Pits Meadow (already delivered) • Formalise access through Glebe Meadows and Arlesey Old Moat Nature Reserve by creating a public footpath • Formalise access through Mill Pits Meadow by creating a public footpath • Create cycleway to link Arlesey (via The Chase) to Etonbury School and wood • Create an accessible green corridor linking Arlesey and Fairfield along the northern side of West Drive
Stotfold	<ul style="list-style-type: none"> • New public footpath for Kingfisher Way • Bridge / safe crossing of the A507
Clifton	<ul style="list-style-type: none"> • Create new footpath on north east side of Stanford Lane from cricket ground to the crossroads • New footpath from Shefford Road to New Surgery
Henlow	<ul style="list-style-type: none"> • Create public footpath along brook to link Brook Close and existing footpath 2 • Create public footpath along brook to link Stockbridge Road to Baulk Wood • Create roadside cyclepath linking Henlow Camp to Henlow Village • Create link between adjacent public footpaths 2 & 18 at south west corner of allotments • Provide footbridge over the River Ivel to link the Millennium Meadows to Poppy Hill Lakes • Create public footpath to link Bedford Road open space to footpath network
Langford	<ul style="list-style-type: none"> • Create new bridleways to provide a circuit east of the railway line • Extend / create new footpath from Mill Lane northwards following the river to Holme Mills • Upgrade bridleway to cycleway to provide access from Common Road to Henlow School and on to Arlesey Station

Source: <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/Arlesey.pdf>; <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/Stotfold.pdf>; <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/Henlow.pdf>; <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/Langford.pdf>; <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/Clifton.pdf>

4. Modal Issues

4.1 Walking

Owing to the size of both settlements and the relatively gentle topography, both Arlesey and Stotfold are generally conducive to walking for many types of journeys.

The majority of able-bodied people are able to walk 2 miles with relative ease, and the majority of services are located centrally within both settlements, which are within 2 miles of the settlements' extremities, although it is recognised that this is not the case for those of more limited mobility.

This is not the case for the surrounding settlements of Clifton, Henlow, Langford, Stondon and Astwick however, which, being much smaller, do not have many everyday facilities such as a range of shops, leisure or healthcare provision within a realistically walkable distance.

Pedestrian Priority

There are no significant areas of pedestrian priority in either Arlesey or Stotfold. The footways through both settlements are generally of a sufficient width, although a notable exception to this is Hitchin Road in Arlesey which is characterised by narrow pavements on both sides.

Within and between the smaller villages, footpaths are often not provided and where they are in place they are often narrow, to the extent that they are not negotiable with a double buggy for example.

In some areas, parked vehicles obstruct footpaths, particularly around Arlesey railway station, and the schools during school arrival and departure times. Refuge bins left out for collection also make access difficult for those with limited mobility on certain days of the week.

Whilst there are limited formal crossing points, traffic speeds in both settlements are generally low, so crossing main roads is normally easy.

The crossings that are provided are responsive to pedestrians and this helps to reduce the waiting time to cross the road. In some areas, particularly close to the A507, traffic volumes do result in conflict with pedestrians. The provision of pedestrian subways on desire lines seek to negate any potential barrier to movement.



School Safety Zone, Arlesey Road, Stotfold



Raised zebra crossing outside Langford Lower School



Lack of footpath on approach to Stondon Lower School



Pedestrian subway under the A507



Street Furniture

The street furniture in both areas is generally minimal, and is confined typically to lamp posts and traffic signs. There is little guard railing in either settlement, which means that pedestrians can often cross the road based upon their desire lines.

Like other street furniture, seating and finger-posting is generally minimal. Seating is usually provided outside shops and by any present bus shelters. Finger-post signage is only found on the rights of way network.

4.2 Cycling

Around 41% of respondents to the Householder Travel Survey undertaken during April 2012 in Arlesey and Stotfold stated that they owned a bike. This figure is slightly lower than that for Central Bedfordshire as a whole across which cycle ownership is around 47%. However such high levels of ownership still highlight the potential to increase the number of trips undertaken by bike in the area.

Network Hierarchy

A cycling network hierarchy has been identified in Arlesey and Stotfold as part of a process undertaken across the whole of Central Bedfordshire. This has established a series of routes of national and regional importance, urban links, inter-urban routes and others which enable access to leisure provision and which utilise quiet roads and country lanes.

Part of the National Cycle Network (NCN) passes east-west through the area and provides a high quality, high profile link, connecting the area to the rest of the strategic network. The route hierarchy within Arlesey and Stotfold is set out in Appendix A.

Infrastructure Provision

There are a number of cycle lanes and shared pedestrian / cycle paths in place in the area. In general, however, there is a lack of dedicated provision for cyclists and where provision is in place there is often a lack of whole route treatment.

The East Coast Mainline forms a barrier to cycling in the area and heavy traffic can also marginalise cyclists particularly at busy junctions on the A507 and the A1.



Cycle parking at Arlesey Station

4.3 Public Transport

Very few bus services operate through Arlesey and Stotfold, with only three bus services operating once every two hours or more frequently.

The majority of buses in Arlesey and Stotfold are interurban services, either passing through or running from the area into major urban areas, notably Letchworth Garden City, Hitchin, Bedford, and Biggleswade. These services are mostly commercially-operated, although Central Bedfordshire Council and Hertfordshire County Council do financially subsidise all or part of some services.

Only one bus service, the number 690 service, operates between Arlesey and Stotfold. It caters primarily for fare paying pupils attending Etonbury School and will operate between Arlesey, Arlesey

New Road, Stotfold Road, Fairfield Park, Stotfold, and Etonbury School. Herberts Travel will run the service, using a double decker bus to meet the expected demand.

Arlesey and Stotfold are covered by PlusBus which is an integrated bus and rail ticket, involving all operators and which allows users to buy one ticket to use on both the train and local bus services, allowing easier interchange between the two modes of transport.

Despite this there is a lack of bus services which directly serve the train station and this undermines the attraction of public transport based trips as opposed to the car for journeys further afield.

Bus Infrastructure

Owing to the rural nature of the area, there is no central bus terminus, with the majority of stops being kerbside bus stops. Buses do not serve Arlesey rail station directly, but those on the A507 and Stotfold Road are within 5 minutes walking distance.

The overall quality of the waiting facilities in the area is quite poor. In a number of cases raised kerbs are provided to enable easier access onto buses, although there is a general lack of shelters, lighting and service information in the majority of cases.



Typical bus stop in Stotfold

Rail Services

The area has one station, Arlesey, from where rail services operate to London Kings Cross in the south, and Peterborough in the north.

The service between Arlesey and London is a limited-stop service which makes it particularly attractive to commuters and operates frequently throughout the day. Information on rail service provision from Arlesey station is set out in Appendix A.

Whilst not in the LAMP area, Letchworth Garden City rail station is also close by, with good bus links from Stotfold. Rail services from Letchworth operate to London Kings Cross in the south and Cambridge to the north-east. East coast line stations at Biggleswade and Stevenage also prove attractive to some local residents for access to London.

Rail Infrastructure

Information on rail services is available at the station and this highlights the services operating from the station and the ability to interchange with routes further afield. Access to the platforms is via two access roads, Old Oak Close and a spur off the A507. There is a pedestrian footbridge linking the two platforms. There is no lift access along this footbridge, although there is step-free access to both platforms.



Arlesey Station



4.4 Highways

Access to a car in Arlesey and Stotfold is similar to that across Central Bedfordshire but significantly higher than the country as a whole. Around 87% of respondents to a Householder Travel Survey undertaken in April 2012 across the whole of Central Bedfordshire indicated that they had access to a car, slightly higher than that for Arlesey and Stotfold at 85%, and compared to 75%¹ nationwide. The breakdown of car ownership is set out below:

Table 4.1: Arlesey and Stotfold Car Ownership Levels

Number of Cars	Arlesey and Stotfold		Central Bedfordshire	
	Responses	%	Responses	%
None	25	15%	260	13%
One	82	50%	960	48%
Two	51	31%	640	32%
Three or more	5	3%	160	8%
Total	164	100%	2000	100%

Source: Householder Travel Survey; April 2012

Strategic Road Network

The Plan area is accessible to the strategic road network via Junction 10 of the A1(M) on the eastern-most edge of the area. The A1 / A1(M) provides good north-south links from Arlesey and Stotfold to the rest of the region and further afield.

The level of stress on the A1 / A1 (M) in the Arlesey and Stotfold area is relatively low. This relates to the strategic capacity of the route in relation to the daily flow of vehicles, and does not take into account junction specific delays.

However, the Highways Agency anticipates that levels of stress on the network will increase in the period up until 2026 as a consequence of the increase in demand for travel along the corridor². Despite this, no schemes are planned to increase the link capacity on the A1 / A1(M) in the Arlesey and Stotfold area.

Junction 10 of the A1(M) is a 'grade-separated' junction where the link is accessed via a roundabout and slip roads. There is anecdotal evidence that this junction can be subject to delays in peak periods.

Local Road Network

The local road network generally has reasonable links running both north-south and east-west. The A507 acts as the main link running east-west through the area, which all the north-south links feed into, thus providing easy movement between the settlements.

The main links to the north are provided by the A1 and the B659 (formerly the A6001) via Henlow. The key links on the local road network comprise:



A507 – key east / west link

¹ Transport Statistics Bulletin; National Travel Survey 2008, Department for Transport.

² East Of England Regional Network Report 2006; Highway Agency.

- **A507:** Links the area to the A1 / A1(M) and Baldock in the east, and Shefford, Flitwick, and the M1 in the west.
- **A600:** Links the A507 in the north with Hitchin to the south, via Stondon and Henlow Camp.
- **B659 (formerly the A6001):** Runs from Biggleswade in the north, to Langford, Henlow, via the A507 to join the A600 at Henlow Camp.
- **Hitchin Road, Arlesey:** Links Arlesey to Hitchin to the south, and the A507 to the north.
- **Hitchin Road, Stotfold:** Links Stotfold to the A507 and Letchworth Garden City to the south.

Road Safety

The number of people killed or injured on roads in and around Arlesey and Stotfold in the period 2009 to 2011 is set out in Table 4.2, whilst the locations of road traffic accidents in the area are highlighted in Figure 4.1.

The vast majority of those accidents involved car users, motorcyclists were the group second most likely to be injured in an accident whilst pedestrians and cyclists were involved in only 8 serious accidents between them within the three year period.

Table 4.2: People Killed or Seriously Injured in Arlesey and Stotfold between 2009 and 2011

Casualties	Adults				Children				Total			
	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total
Pedestrians	0	2	4	6	0	1	3	4	0	3	7	10
Cyclists	0	2	5	7	0	3	0	3	0	5	5	10
Motor cyclists	1	6	11	18	0	0	0	0	1	6	11	18
Car users / passengers	0	7	92	99	0	0	8	8	0	7	100	107
Bus	0	0	0	0	0	0	0	0	0	0	0	0
HGVs / passengers	0	0	2	2	0	0	0	0	0	0	2	2
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	17	114	132	0	4	11	15	1	21	125	147

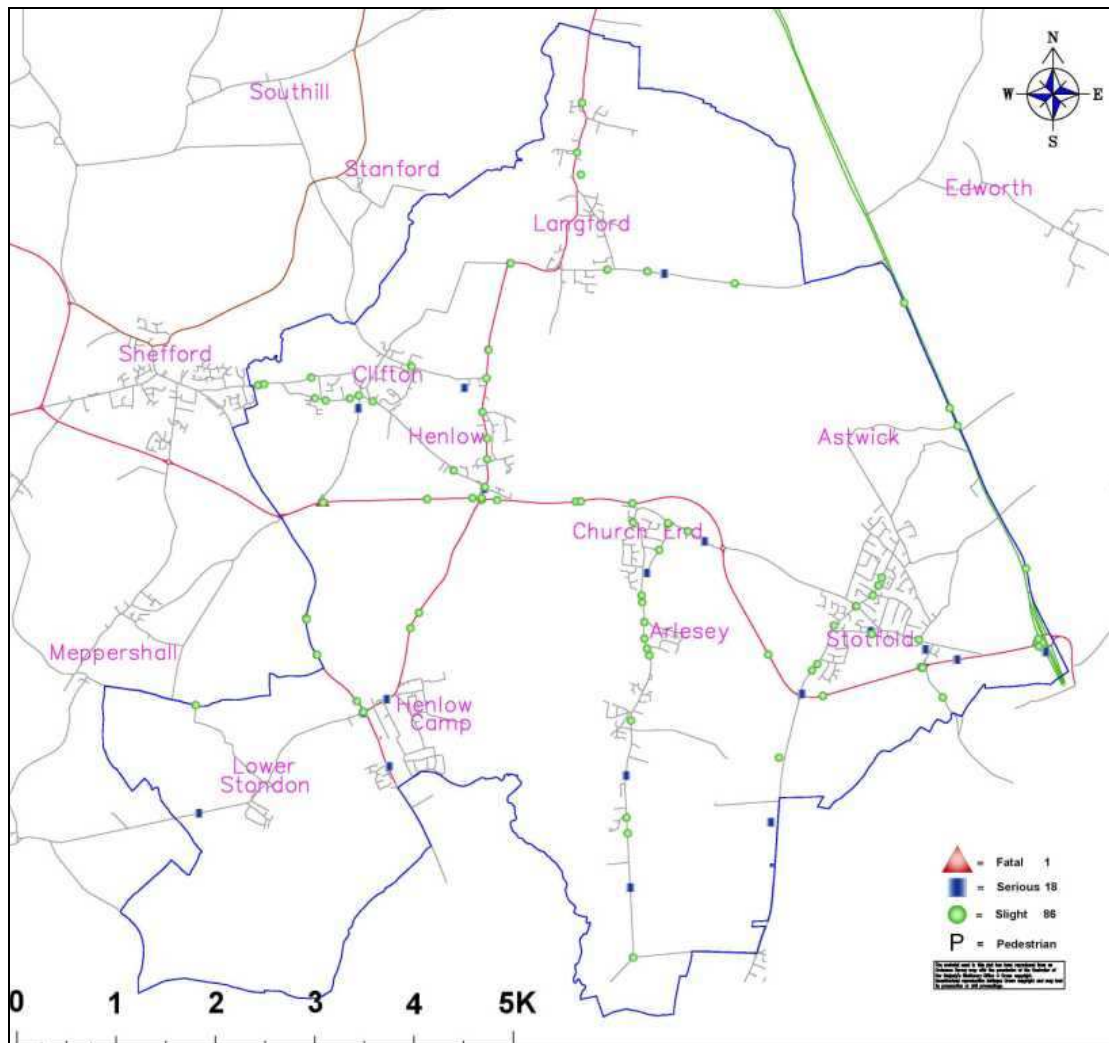
Source: Bedfordshire Highways (Police Stats 19 Database)

The spread of casualties across the LATP area highlights the A507 and the main routes through Arlesey, Stotfold, Henlow and Clifton as locations where a number of slight accidents have occurred. The one fatality in the period was at the junction of the A507 with New Road.

It should also be noted that there were two pedestrian fatalities in the Stondon area at the start of 2012, and so outside of the time period analysed as part of this Plan.



Figure 4.1: Arlesey and Stotfold Road Traffic Accidents between 2009 and 2012



Source: Bedfordshire Highways (Police Stats 19 Database)

4.5 Car Parking

The main demand for parking in the area comes from residents using the local shops and facilities in both settlements, and commuters travelling by train from Arlesey station. The nature of these parking demands differs, with residents using local facilities requiring short-stay provision, whereas commuter parking tends to be for longer periods over the course of the day.

Management of Provision

Central Bedfordshire Council does not own, or therefore control, the off-street car parking provision in Arlesey and Stotfold. This therefore makes it very difficult to control the extent, quality, cost and overall management of this provision.

Responsibility for the management of the off-street parking, other than that which is privately owned, rests with the Town Council who have the powers to determine the nature of their operation, whilst Network Rail manage the car park adjacent to the station.

Cost of Provision

Most car parking in Arlesey and Stotfold is free, although in a number of cases, there is a time limit as to how long you are able to park. The Network Rail managed car park, however, operates on a 'pay and display' basis. The tariffs are set out in Table 4.3.

Table 4.3: Arlesey Station Car Parking Charges (as of January 2011)

Length of Stay	Charge
Daily	£5.50
Weekly	£26.00
Monthly	£90.00
Quarterly	£260.00
Annual	£825.00

Source: Network Rail

Whilst these charges are in place for the Network Rail car park, because of the tariffs and the availability of free parking elsewhere, it is often under utilised.

The lack of a consistent pricing strategy across the area is one cause of this and leads to dedicated provision being unused with parking displaced to residential streets.

Future Provision

Planning permission was granted for the development of a new 390 space car park to the west of Arlesey Station in January 2011. This will be managed by a private operator, and not the local authority, and will help cater for the current and future parking demand in the area.

As part of the development some 10 electric car plug-in points will be provided as part of moves to encourage more sustainable car based travel, whilst double yellow lines will be painted on the slip road from the A507 to prevent inappropriate parking on the verges as part of a Traffic Regulation Order associated with the development.



5. Journey Purpose Analysis

5.1 Overview

This chapter considers how the issues identified within the assessment of individual modes of transport, translate to how people in Arlesey and Stotfold actually travel for different types of journey. It compares the modal split for different types of journeys in the LATP area with those for Central Bedfordshire as a whole where data is available.

Householder Travel Surveys were undertaken in 2010 and 2012 which looked at the travel patterns of Central Bedfordshire residents. These surveys form the basis to the identification of the modal split for different journey types across the authority as a whole, whilst the Census, school and workplace travel plans and results from the schools census have also been utilised to identify the specific travel patterns of residents in the Plan area.

5.2 Journeys to Work

Commuting is one of the six journey purpose themes which form the core focus of the Local Transport Plan. This section looks at commuting trips for local residents in terms of the length of trips and method of travel for their journey to work.

Distance Travelled to Work

The distance travelled to work has a bearing on the ability to access employment by a variety of different modes of transport. It also provides an indication as to the relative self containment of a town in terms of the ability of people to find employment locally. The Census identifies the distances travelled by residents across the authority to get to their place of work and these figures are detailed in Table 5.1.

Table 5.1: Distances Travelled to Work

Distance	Arlesey and Stotfold		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Work at home	2	1%	100	9%
0 – 2 miles	3	4%	220	19%
2 – 5 miles	20	24%	180	15%
5 – 10 miles	23	27%	220	19%
10 – 20 miles	21	25%	220	19%
20 + miles	16	19%	220	19%
Total	84	100%	1,160	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

The table highlights that a large proportion of Arlesey and Stotfold residents travel a significant distance to their place of work. A far smaller proportion travel under 2 miles to work, or indeed work from home when compared to residents across Central Bedfordshire as a whole.

The figures highlight the lack of self containment of the Plan area and the connotations for the ability of the authority to provide alternative forms of transport and a choice in means of travel for local residents seeking to get to work.

Modal Split

The comparative modal split of journeys to work for residents in the Arlesey and Stotfold LAMP area with those for the rest of Central Bedfordshire is set out in Table 5.2.

Table 5.2: Journey to Work Modal Split

Mode	Arlesey and Stotfold		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Walking	2	2%	117	11%
Bike	2	2%	11	1%
Bus	10	12%	64	6%
Train	1	1%	64	6%
Car	63	77%	752	71%
Car (as passenger)	2	3%	53	3%
Other	2	2%	0	0%
Total	82	100%	1,060	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

The figures indicate that on the whole Arlesey and Stotfold residents rely heavily on the car for access to work. This is similar to residents across the authority as a whole and reflects the long distances travelled to places of employment.

Caution should be undertaken when viewing the figures however, as due to the small sample size there is a marginal for error in the figures. This particularly appears to be the case with the number of commuters travelling by train. As such the figures will be verified by those available from the 2011 Census when they become available.

5.3 Access to Healthcare

Access to healthcare is an important factor in residents' perceived quality of life. Tables 5.3 and 5.4 highlight the distances and modes through which Arlesey and Stotfold residents access healthcare provision, in terms of visiting their local doctor.

Table 5.3: Distance Travelled to the Doctors

Distance	Arlesey and Stotfold		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
0 – 2 miles	43	29%	1,284	66%
2 – 5 miles	86	57%	545	28%
5 – 10 miles	20	13%	97	5%
10 – 20 miles	2	1%	0	0%
20 + miles	0	0%	0	0%
Total	150	100%	1,945	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

Arlesey Medical Centre, Larkfield Surgery in Stotfold and the Shefford Health Centre, just outside the Plan area, provide healthcare services to the local population. In general however local residents have to travel significantly further to access this provision than those across Central Bedfordshire as a whole, with the majority of trips between 2-5 miles as opposed to 0-2 miles in the rest of the authority.



Table 5.4: Access to Doctors Modal Split

Mode	Arlesey and Stotfold		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Walking	20	13%	681	35%
Bike	0	0%	19	1%
Bus	21	14%	97	5%
Train	0	0%	0	0%
Car	94	63%	953	49%
Car (as passenger)	15	10%	156	8%
Other	2	1%	0	0%
Total	150	100%	1,945	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

The modal split of access to the doctors reflects the distances residents have to travel. There is far greater reliance on the private car amongst Arlesey and Stotfold residents whilst significantly fewer walk to healthcare provision.

For hospital treatment, local residents have to look further afield, outside of the LATP area for such provision. Bedford General Hospital, Addenbrookes Hospital in Cambridge and Lister Hospital in Stevenage are the closest hospitals that local residents may chose to access.

5.4 Access to Education

Annual surveys of the way pupils travel are undertaken in schools and colleges across Central Bedfordshire and this allows trends in changes in travel behaviour to be readily identified. There are nine lower schools, two middle schools and one upper school in the Plan area notably:

- Gothic Mede Lower School
- Fairfield Park Lower School
- Roecroft Lower School
- St Marys Lower School
- Raynsford Lower School
- Derwent Lower School
- Langford Lower School
- All Saints Lower School
- Stondon Lower School
- Etonbury Middle School
- Henlow Middle School
- Samuel Whitbred Upper School

The break down in how pupils travel to these establishments is set out in Table 5.5.

There are significant differences in the way pupils travel to school within the LATP area. Reliance on the car ranges from 59% of pupils at St Marys in Stotfold to just 5% of pupils at Samuel Whitbred Upper School, whilst the number of children walking to school is highest at Fairfield Park Lower (88% of all pupils) compared to just 23% at Henlow Middle.

There is extremely limited use of scheduled public transport services by children to get to school although the majority of pupils at Samuel Whitbred Upper School (65%) rely on the provision of a dedicated school bus.

School Travel Plans in place at each of the schools help to identify specific issues which underpin these travel patterns and the authority take the proposals they contain into account in the delivery of transport initiatives in the vicinity of schools.

Table 5.5: Comparison of Travel to School Mode Share

School		Car	Car (Share)	Cycle	Walk	School Bus	Bus	Other	All Pupils
Lower Schools									
All Saints	Total	29	1	0	118	0	0	0	148
	%	20%	1%	0%	80%	0%	0%	0%	100%
Derwent	Total	20	0	0	115	0	0	0	135
	%	15%	0%	0%	80%	0%	0%	0%	100%
Fairfield Park	Total	21	0	3	177	0	0	0	201
	%	10%	0%	1%	88%	0%	0%	0%	100%
Gothic Mede	Total	81	3	6	129	0	0	0	219
	%	37%	1%	3%	59%	0%	0%	0%	100%
Langford	Total	72	0	0	89	0	0	1	162
	%	44%	0%	0%	55%	0%	0%	0%	100%
Raynsford	Total	38	0	0	110	0	0	0	148
	%	26%	0%	0%	74%	0%	0%	0%	100%
Roecroft	Total	55	1	4	97	0	1	0	158
	%	35%	1%	3%	61%	0%	1%	0%	100%
St Marys (Stotfold)	Total	142	3	0	94	0	0	2	241
	%	59%	1%	0%	39%	0%	0%	1%	100%
Stondon	Total	41	0	0	39	0	0	0	80
	%	51%	0%	0%	49%	0%	0%	0%	100%
Middle Schools									
Etonbury	Total	114	4	9	286	0	2	0	424
	%	27%	0%	0%	67%	0%	0%	0%	100%
Henlow	Total	138	109	1	127	179	1	0	564
	%	24%	19%	0%	23%	32%	0%	0%	100%
Upper Schools									
Samuel	Total	90	33	13	416	1,111	24	18	1,705
	%	5%	2%	1%	24%	65%	1%	1%	100%

Source: Central Bedfordshire School Census 2011

5.5 Access to Retail Provision

There is limited food retail provision in the LAMP area. Aside from a Co-op store in Stotfold, most residents have to travel further afield to reach large supermarkets which cater for their main food shopping trips. This entails trips to Morrison's or Sainsbury's in Letchworth, Sainsbury's or Waitrose in Hitchin, Tesco in Baldock or Morrison's in Shefford and results in residents having to travel significantly further than other Central Bedfordshire residents to access their main food shopping, as demonstrated in Table 5.6.

Table 5.6: Distance Travelled to Supermarkets

Distance	Arlesey and Stotfold		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
0 – 2 miles	13	8%	800	40%
2 – 5 miles	89	54%	740	37%
5 – 10 miles	52	32%	340	17%
10 – 20 miles	2	1%	40	2%
20 + miles	0	0%	0	0%
Shop online	7	4%	80	4%
Total	164	100%	2,000	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

In terms of non-food shopping, referred to as comparison shopping, there are a range of destinations local residents visit, although the main centres outside of the Plan area are Milton Keynes (45% of respondents to the Householder Travel Survey), Bedford (44%) and Biggleswade (42% of respondents). Owing to the distances involved in these trips, there is heavy reliance on the car as either a driver or a passenger (78% of trips), with 21% of residents using the bus.



5.6 Access to Leisure, Culture and Tourism

There are a number of locations which generate leisure, cultural or tourist trips in the Arlesey and Stotfold area including the Stotfold Watermill and Nature Reserve, and the Bannatyne Health Club which has in the region of 3,000 members on their site adjacent to Fairfield Park.

The authority will seek to work with these and other attractions in the area to develop a more detailed understanding of the movements they generate.

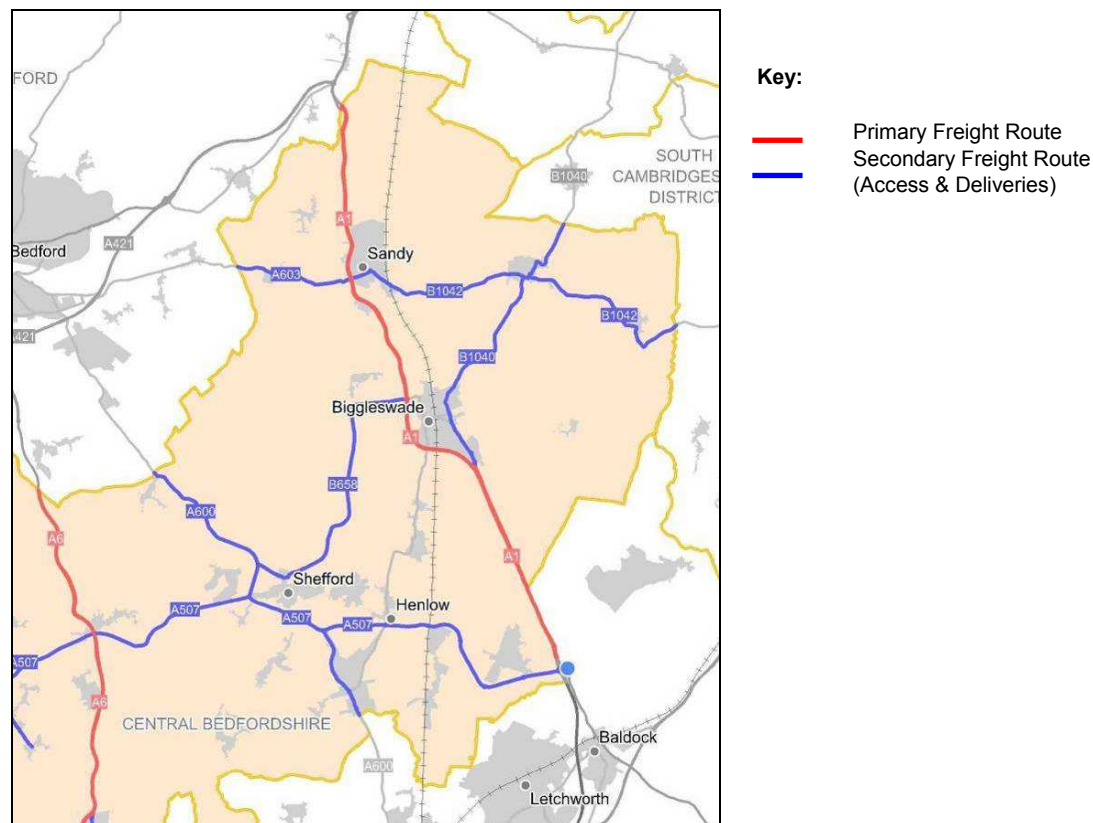
5.7 Freight

Freight forms the final journey purpose theme of the LTP and as part of this a number of broad areas of intervention are identified, including the signing and enforcement of a Designated Road Freight Network.

This network seeks to focus freight trips on specific routes through the authority so as to minimise the impact on local communities and town centres, and the section in and around Arlesey and Stotfold is set out in Figure 5.1. There are concerns as to the routeing of freight on inappropriate routes through Arlesey, Clifton, Langford and Henlow in particular. Further work is required to understand the specific nature of these movements.

There are a number of restrictions limiting freight movements across the Plan area. Weight limits are in place on a series of routes limiting access to Heavy Goods Vehicles (HGVs) on routes into Arlesey and Stotfold for example. A comprehensive list of HGV restrictions in place across the Plan area is contained within Appendix C.

Figure 5.1: Designated Road Freight Network in Arlesey and Stotfold



6. Consultation & Engagement

6.1 Overview of Process

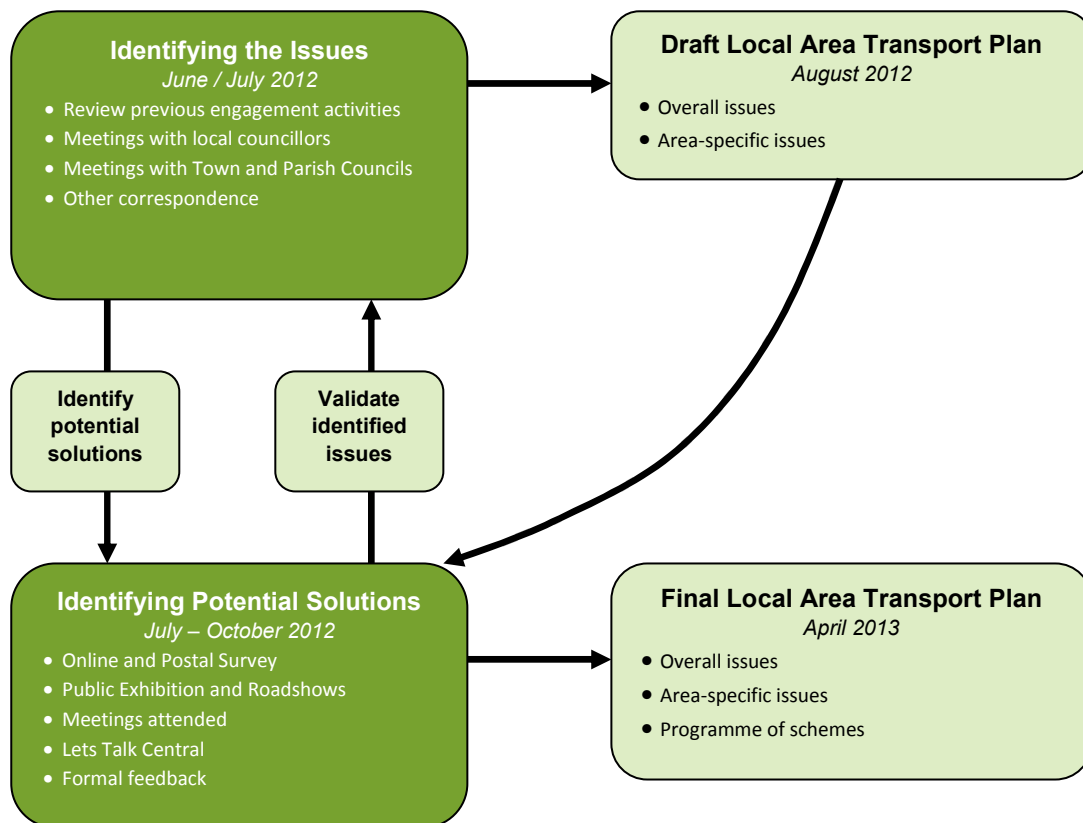
As part of the development of the Arlesey and Stotfold Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public is being undertaken by Central Bedfordshire Council.

The outcomes of these activities will provide evidence to inform the development of the Plan. This chapter outlines the methods of engagement used, the outcomes and key messages of that engagement, and how these have been addressed in the development of the LATP. A comprehensive breakdown of how individual comments have been addressed in the Plan will be contained within Appendix D.

Engagement on the LATP has been split into two key phases: 'Identifying the Issues' and 'Identifying Potential Solutions'. As Figure 6.1 shows, identifying the Issues influenced the development of the Draft Local Area Transport Plan, and Identifying Potential Solutions influenced the development of the Final Local Area Transport Plan.

In practice, issues and solutions will be identified at both stages by many stakeholders and members of the public, all of which will inform the development of the document.

Figure 6.1: Process of engagement in the Local Area Transport Plan



6.2 Identifying the Issues & Potential Solutions

The methods used through which to identify the main issues of importance and potential solutions to transport problems by local stakeholders are detailed below:

- **Review of Previous Engagement Activities:** A review was undertaken of responses to previous engagement activities to identify the local transport issues that had been raised historically in each LAMP area. This includes reviewing responses to the consultation on the Local Transport Plan, and Town and Parish Plans where they had been developed.
- **Meeting with Local Councillors:** A meeting with local Central Bedfordshire Councillors was held on 19 July 2012 to brief them on the LAMP and identify their key issues relating to all transport modes and journey purposes.
- **Meeting Town and Parish Councils:** A meeting was held with Town and Parish Councils, on 30 July 2012 to provide an opportunity to discuss issues relating to all transport modes and journey purposes. Further meetings were also held with Stotfold Town Council on 8 October 2012 to discuss issues associated with Malthouse Lane, at which representatives from Bedfordshire Highways were in attendance, and also with Arlesey Town Council on 6 November 2012 which involved a general discussion of local concerns to inform the Plan.
- **Other correspondence:** The Transport Strategy Team receives correspondence from local stakeholders and local people on transport issues in their area throughout the year which is taken into consideration in the development of the Plan and programme.

An analysis of these results revealed a number of key issues that were repeatedly identified and these have been reflected throughout the Plan. Particular areas of concern however focused on:

- The **prevalence of freight** on inappropriate routes, particularly through the centre of urban areas such as Arlesey, Henlow and Langford.
- **Road safety** concerns associated with the speed of traffic approaching junctions and generally through urban areas.
- The **lack of connectivity** in terms of the pedestrian and cycle networks, and between public transport services.
- The **routing of traffic** into Stotfold from the A1 to the east of the town.

6.3 Informing the Local Area Transport Plan

The engagement exercise will identify a number of key issues, and the solutions that local people and stakeholders would like to see implemented. Whilst the issues and potential solutions are often consistent across the LAMP area, there is variety in the nature, severity, and extent of these between individual areas of the LAMP. This variety will be reflected in the LAMP.

The feedback obtained on the issues will be an important process in developing and refining the Plan particularly in terms of modal specific issues, journey purpose analysis, and understanding the priority action areas. All potential solutions identified will be considered, either individually or as part of a combined package of different schemes, in developing the LAMP Programme. More information on how the LAMP Programme will be developed is contained in the Programme chapter of this LAMP.

A number of issues and solutions likely to be identified as part of the engagement process are outside the scope of the LAMP. These issues and solutions will be communicated to the relevant Council departments or outside agencies where applicable and all comments submitted will be kept on file for consideration in future strategy work.

7. Priority Action Areas

7.1 Identifying Priorities

A series of priority locations for investment and problem areas which the LATP will seek to address have been identified within the Plan through:

- Considering future development and locations for growth (see Chapter 2),
- Reviewing the Town and Parish Plans in place (see Chapter 3),
- Analysis of travel by different modes across the Plan area (see Chapter 4),
- Assessing the modal split for different types of trips undertaken (see Chapter 5), and
- Consultation feedback on local issues and concerns (see Chapter 6).

As a consequence of this evidence base, the following sections and Figures 7.1 to 7.6 summarise the issues and highlight the key locations in each settlement as a priority for intervention.

7.2 Priorities in Arlesey & Fairfield Park

Due to the long and linear nature of Arlesey, there is no real centre or focal point for the town. The station generates the largest number of trips in the area but is poorly served by connecting public transport services, which partly contributes to the parking pressures in the vicinity.

Concerns also relate to parking issues in and around the school and the prevalence of HGVs.. The ability of the town to embrace future growth is the key to its long term sustainability and there are worries that the capacity of the existing transport network is insufficient to meet future demand. See Figure 7.1 for details.

7.3 Priorities in Stotfold

Stotfold will be subject to a considerable level of development throughout the lifetime of the Local Transport Plan. Whilst this will place pressure on local transport infrastructure, it also provides the opportunity to invest in local provision and create a sense of place and more prominent town centre. A scheme to improve the town centre will see improvements in the provision for pedestrians and cyclists whilst making parking more accessible for motorists. Future improvements in the town will therefore integrate with this large scale scheme. See Figure 7.2 for details.

7.4 Priorities in Clifton

The main trip generator in the Clifton area is Samuel Whitbred Upper School and opportunities to walk and cycle to the site need to be maximised. The village itself lacks footpaths, dropped crossings and tactile paving in places although is generally a pleasant and quiet village to walk around, with the A507 bypassing the village to the south ensuring that through traffic is minimised.



Wide carriageways in places such as Shefford Road and Church Street provide potential for the provision of on-street cycle lanes or increasing the width of footways where necessary. See Figure 7.3 for details.

7.5 Priorities in Henlow

The B659 (formerly the A6001) through the centre of Henlow forms an important link between the A507 and Langford and Biggleswade to the north. It results in a considerable amount of through traffic in the village which can lead to delays and generate safety concerns for pedestrians and other road users.

The amount of on-street parking helps to reduce the actual speed of traffic through the village centre but also adds to delays experienced at peak times, particularly when it relates to access to the lower and middle schools. See Figure 7.4 for details.

7.6 Priorities in Langford

Located on the main route between Shefford and Biggleswade, Langford experiences a considerable amount of through traffic. Combined with local vehicles and on-street parking, it can lead to localised congestion, and a traffic dominated centre.

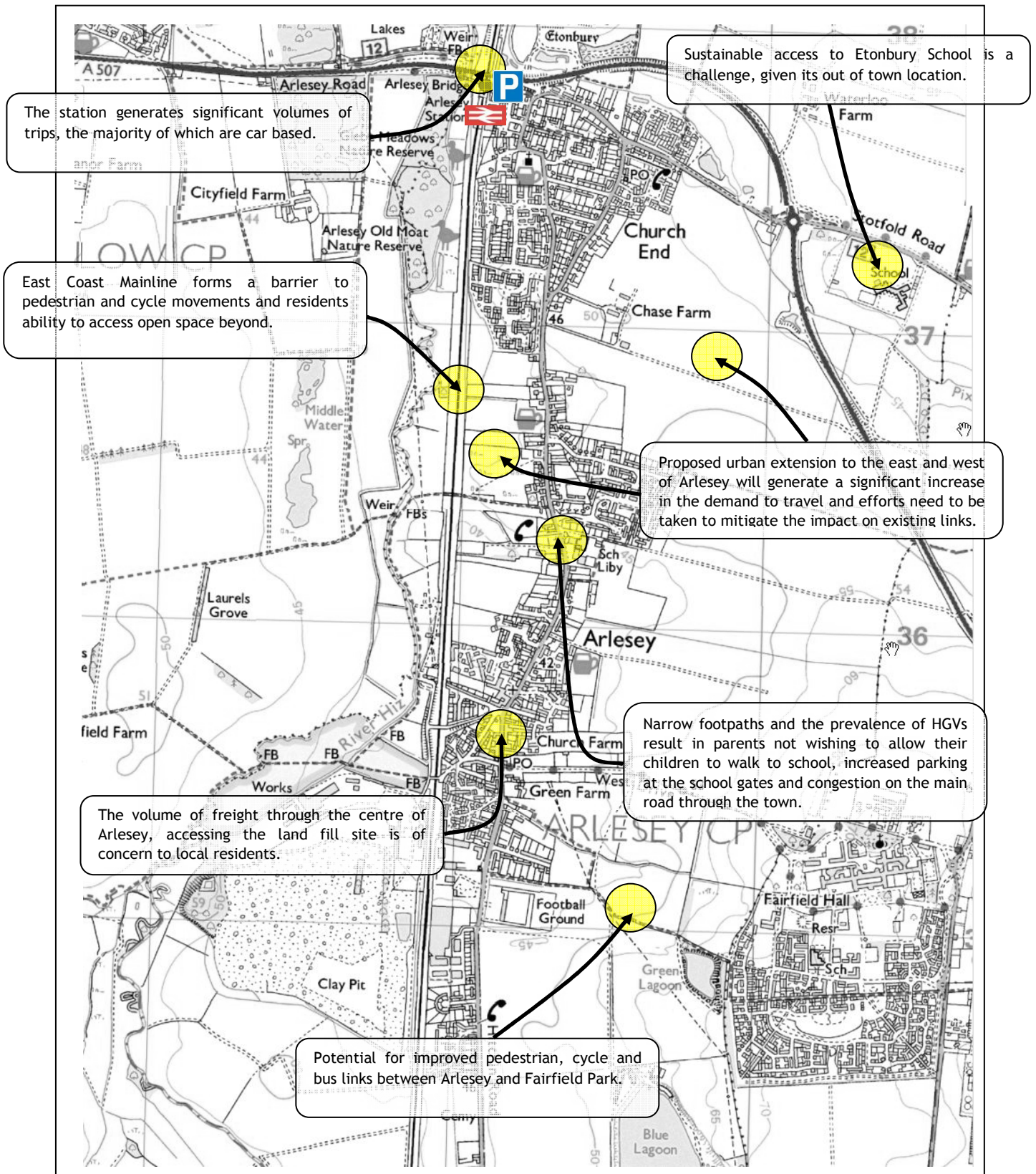
Measures have been taken to readdress the balance of road user priorities, however, with a 20 mph limit, speed humps and a raised zebra crossing in the vicinity of the school attempting to reduce the speed and dominance of traffic in the village. See Figure 7.5 for details.

7.7 Priorities in Stondon

The A600 Bedford Road runs between Stondon and Henlow and causes some degree of severance between the two areas. There are concerns as to the speed of traffic on the road both in terms of that approaching the village from Shefford in the north and Hitchin in the south, and the concerns over speed discourage walking and cycling in the area and add to the perceived barrier the road creates for east-west movements.

The parade of shops close to the Henlow Camp RAF base, at the junction of Bedford Road and Hitchin Road, together with the lower school in Lower Stondon, are key trip attractors in the area and generate significant parking concerns at peak times. On-street parking also impedes the smooth and efficient flow of traffic at these peak times, whilst also accentuating road safety concerns. Figure 7.6 details the key localities where these concerns arise.

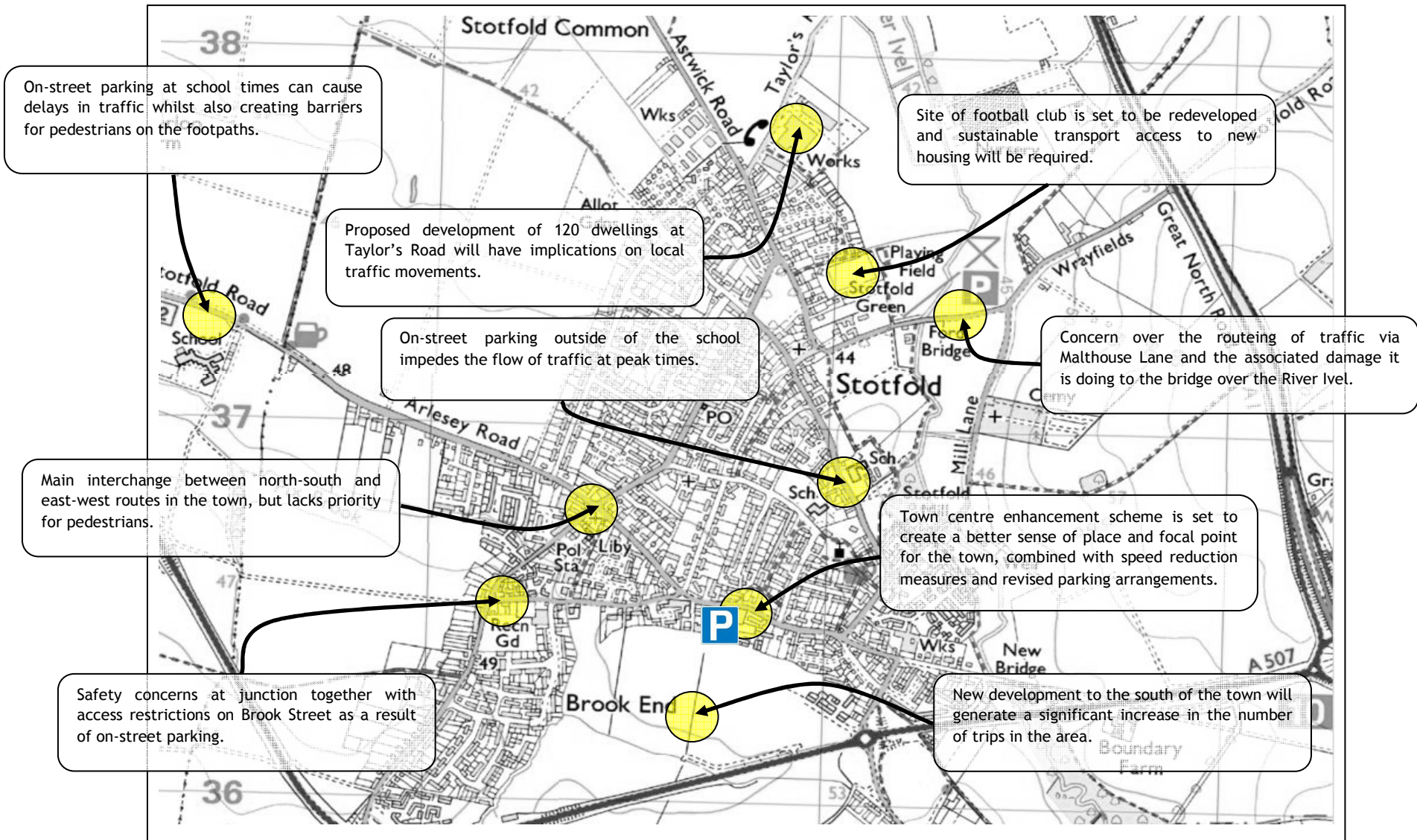
Figure 7.1: Priorities in Arlesey and Fairfield Park



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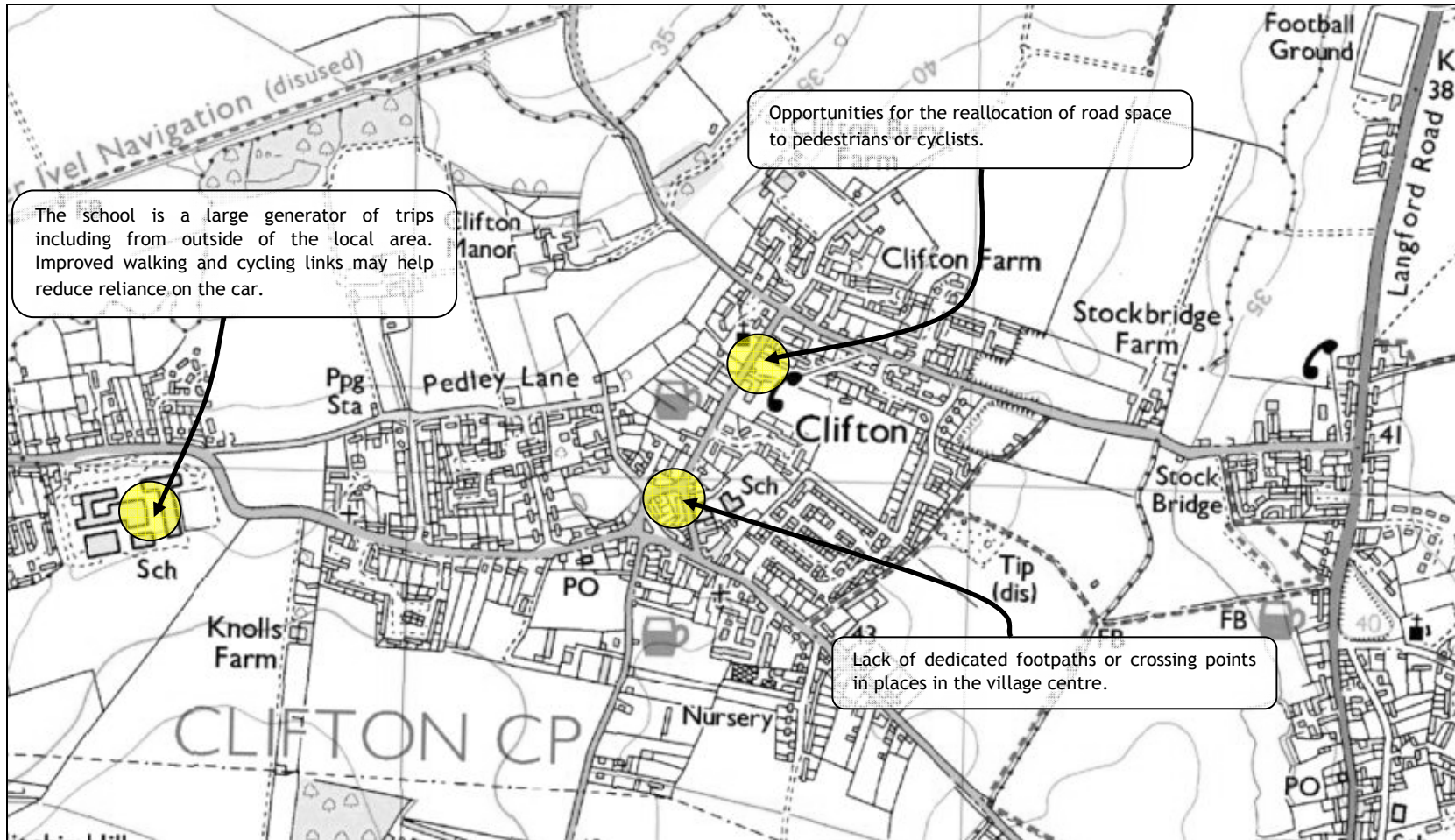


Figure 7.2: Priorities in Stotfold



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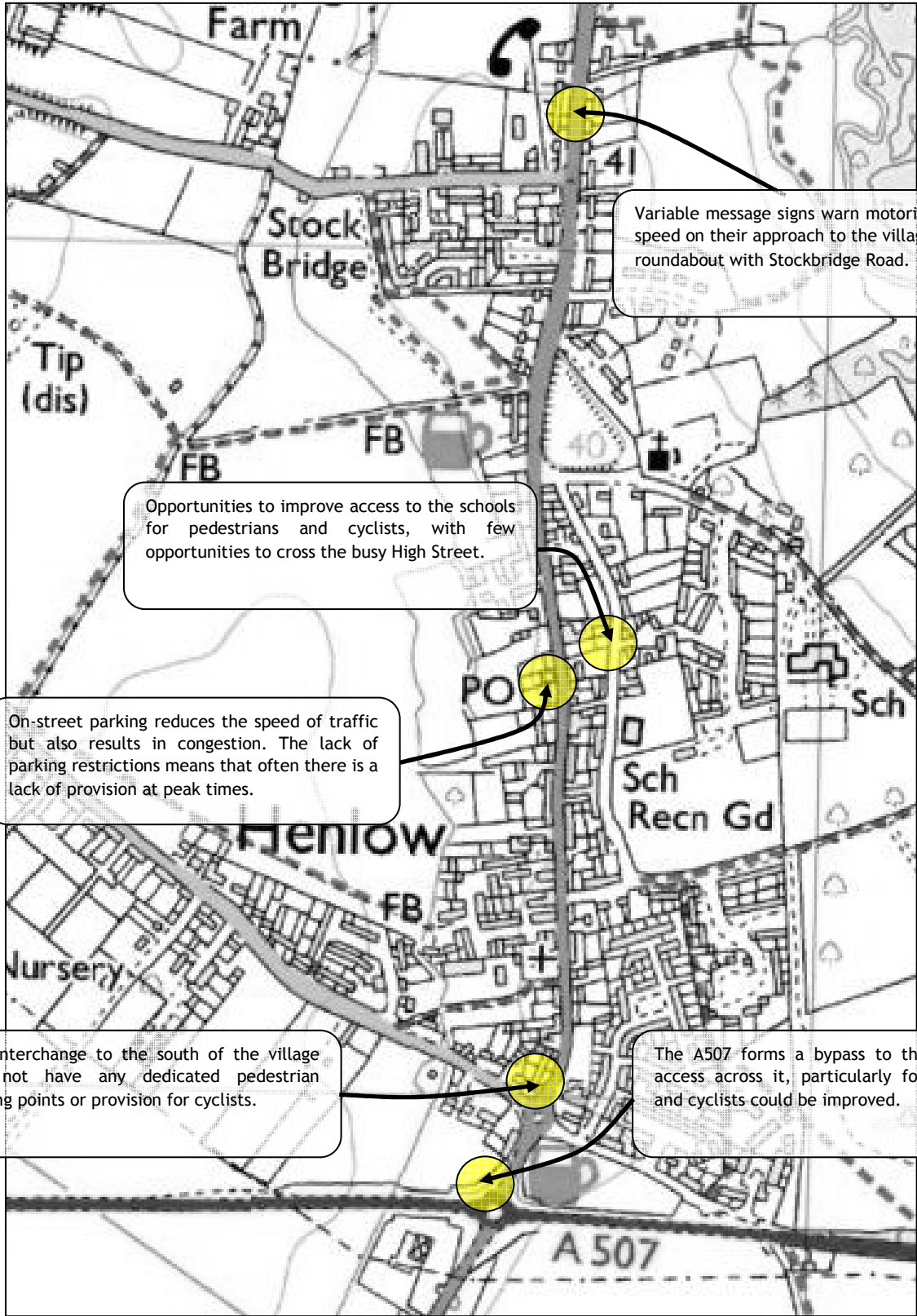
Figure 7.3: Priorities in Clifton



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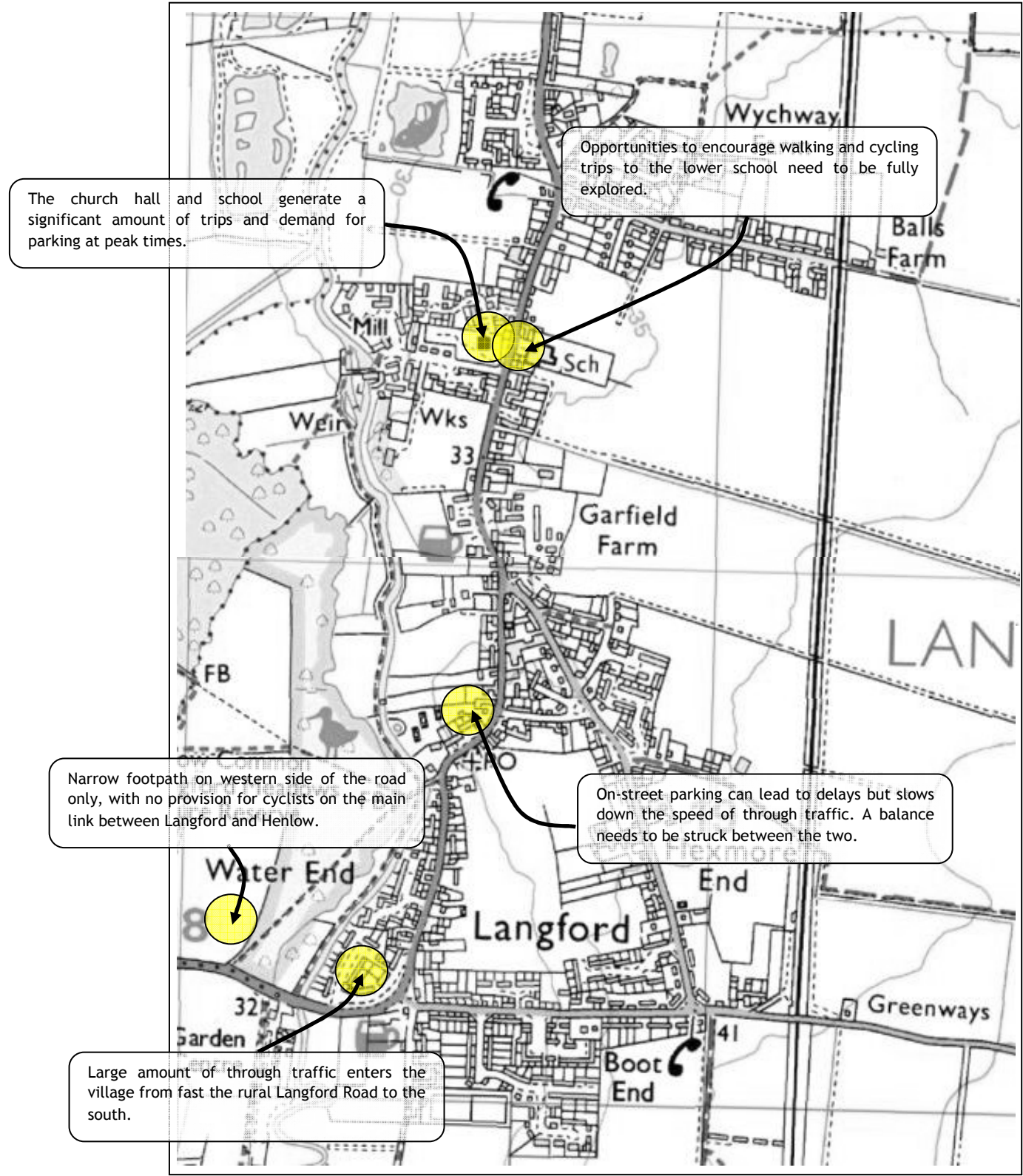


Figure 7.4: Priorities in Henlow



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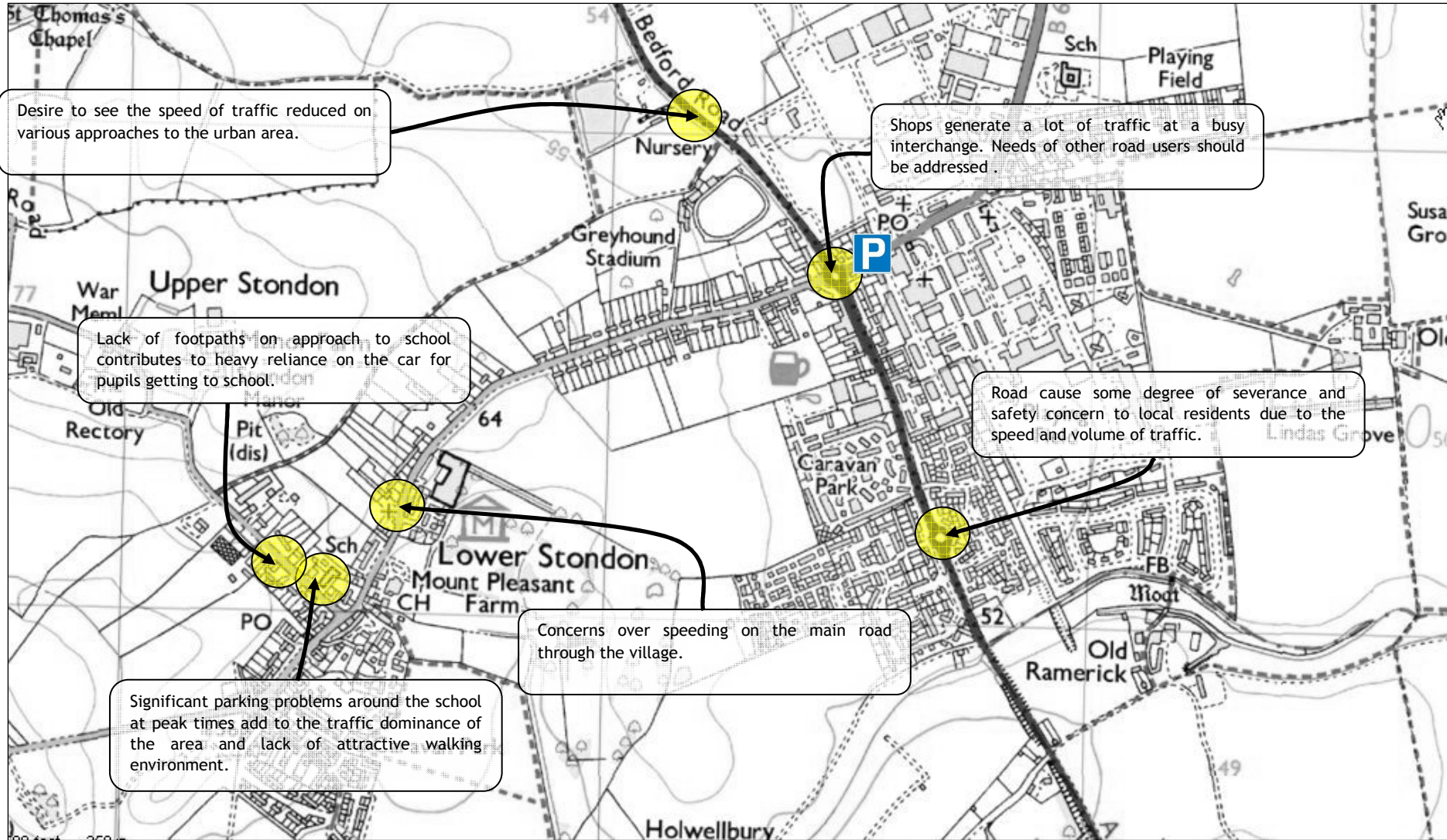
Figure 7.5: Priorities in Langford



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Figure 7.6: Priorities in Stondon



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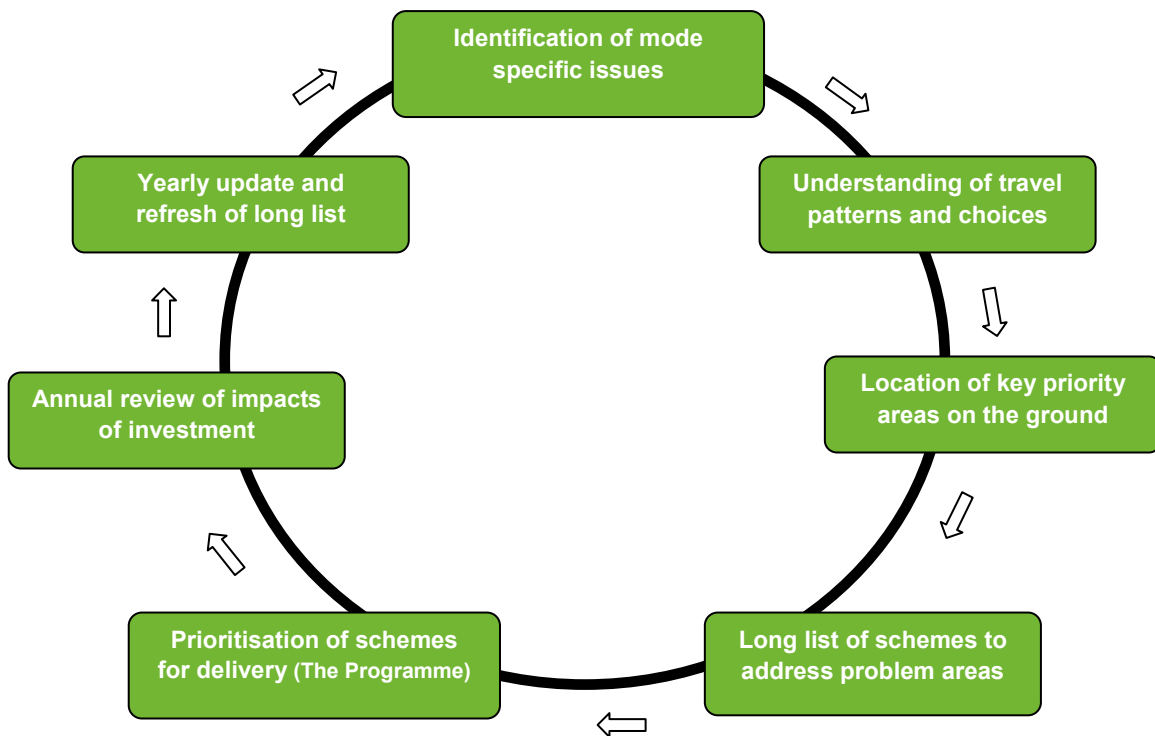
8. Programme

8.1 What is the programme?

The programme is the list of schemes which will be funded and constructed on the ground over the period of the Local Area Transport Plan. This chapter details the process through which the schemes have been prioritised, the level of funding available to implement them and other sources of funding available to deliver improvements to transport provision in Arlesey and Stotfold.

Figure 8.1 shows how the programme will be developed based upon the problems and issues associated with different types of travel in the LAMP. Together with the assessment of the modes of travel used for different journey purposes in the area, the Plan provides a sound evidence base upon which to consider the interventions necessary to address these priority action areas.

Figure 8.1: Programme Development Process



8.2 How have the schemes been prioritised?

The schemes which will be identified to mitigate current and potential future problems on the transport network will form a “long list” of measures to be delivered over the period of the Local Area Transport Plan.

The list will include those schemes identified as necessary by officers and engineers responsible for different elements of transport provision, suggestions from local representatives and members of the public drawn out in consultation on the Plan, and through the assessment of best practice from elsewhere.



Owing to the financial constraints on the authority not all of the schemes required will be able to be delivered, particularly in the short term, and so a framework has been developed to prioritise the long list of schemes based upon their conformity with the objectives of the Local Transport Plan, their actual deliverability on the ground, and the value for money they provide for local residents.

The criteria contained within the Scheme Prioritisation Framework are set out in Table 8.1. Each scheme in the “long list” will be scored against these criteria, and those which score highest will be included within the programme for the Plan area.

Table 8.1: Scheme Prioritisation Criteria

Area of Assessment	Sub-Area of Assessment	Criteria
Policy Compliance	Local Transport Plan Objectives	<ul style="list-style-type: none"> Increase the ease of access to employment by sustainable modes
		<ul style="list-style-type: none"> Reduce the impact of commuting trips on local communities
		<ul style="list-style-type: none"> Increase the number of children travelling to school by sustainable modes of transport
		<ul style="list-style-type: none"> Improve access to healthcare provision by the core health service
		<ul style="list-style-type: none"> Ensure access to food stores and other local services particularly in local and district centres
		<ul style="list-style-type: none"> Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport
		<ul style="list-style-type: none"> Minimise the negative impact of freight trips on local communities
	Adopted Plans	<ul style="list-style-type: none"> Is the scheme included within any adopted plans, including the Town or Parish Plans?
Deliverability	Affordability	<ul style="list-style-type: none"> Can the scheme be delivered within the LATP budget?
		<ul style="list-style-type: none"> Can other sources of funding be levered in as contributions?
	Risk	<ul style="list-style-type: none"> What is the level of risk associated with delivery?
	Support	<ul style="list-style-type: none"> Is there public support for the scheme?
		<ul style="list-style-type: none"> Does the scheme have Member backing?
		<ul style="list-style-type: none"> Do stakeholders support the scheme?
Value for Money	Integration	<ul style="list-style-type: none"> Does the scheme contribute towards improving the integration of different modes of transport?
		<ul style="list-style-type: none"> Will the scheme help to maximise the benefit of other schemes in the local area?
	Coverage	<ul style="list-style-type: none"> What size of area would benefit from the scheme?
	Revenue	<ul style="list-style-type: none"> Would the scheme generate new funds or result in increased revenue costs for the authority?

In the cases where schemes do not score highly enough to warrant being funded directly through the LAMP, the “long list” provides a basis upon which to identify future priorities to be delivered when additional funding becomes available through some of the other funding channels detailed in Section 8.3.

Precise details of the schemes to be delivered will be drawn up prior to their implementation at which point local representatives, members of the public and other stakeholders can have the opportunity to comment on the more specific implications of the investment.

8.3 How much funding is available?

The allocation of integrated transport funding for the authority as a whole is set out in Table 8.2. The Arlesey and Stotfold LAMP formed part of the first tranche of Plans and was awarded a total of £335,000 for the first three years of the Plan which has been allocated to schemes that are in the process of being delivered.

An additional £134,000 has now been made available for Year 4 of the Plan, the 2013/14 financial year. The breakdown of funding across the first tranche of LAMPs is highlighted in Table 8.3.

Table 8.2: Integrated Transport Funding Allocation

Area	2011/12	2012/13	2013/14	2014/15	Total
Tranche 1 (Growth Areas, including Arlesey and Stotfold)	£940,000	£913,500	£913,500	£534,200	£3,301,200
Tranche 2 (Amphill and Flitwick, Marston Vale, Heath and Reach, Toddington and Barton le Clay, Shefford, Silsoe and Shillington)	-	£304,500	£224,300	£597,800	£1,126,600
Tranche 3 (Chiltern, Haynes and Old Warden and Pottton)	-	-	£80,200	£203,500	£283,700
Local Safety Schemes (authority wide)	£320,000	£120,000	£120,000	£120,000	£680,000
“Rural Match Fund”	-	-	-	£376,000	£376,000
Development Fund	-	-	-	£50,000	£50,000
Total	£1,260,000	£1,340,000	£1,340,000	£1,882,000	£5,822,000

A “rural match fund” has been designated for the fourth year of the Plan, the 2014/15 financial year. This provides the opportunity for town and parish councils outside of the main urban areas (of Dunstable and Houghton Regis, Leighton Linlade and Biggleswade) to put forward suggestions for schemes they wish to see delivered within their areas and which they are prepared to contribute financially towards the scheme costs.

The “rural match fund” will then be allocated to those schemes which demonstrate the greatest compatibility with the criteria within the Scheme Prioritisation Framework.



Table 8.3: First Tranche of LAMP Areas Funding Split

Area	2011/12	2012/13	2013/14	2014/15	Total
Arlesey & Stotfold	£93,000	£121,800	£121,800	£133,500	£470,100
Biggleswade & Sandy	£187,000	£182,700	£182,700	£200,300	£752,700
Dunstable & Houghton Regis	£473,000	£426,300	£426,300	£0	£1,325,600
Leighton Linlade	£187,000	£182,700	£182,700	£200,300	£752,700
Total	£940,000	£913,500	£913,500	£534,200	£3,301,200

It can be seen from the above that the funding available for Arlesey and Stotfold is limited and so the authority will investigate a number of additional sources of funding which may also be available as set out in Chapter 9.

8.4 What schemes are in the programme?

The programme consists of only those schemes which can be funded through the integrated transport budget. This means that they must be capital schemes relating to the provision of actual infrastructure, as opposed to revenue schemes which involve ongoing costs and relate to maintenance and the operation of services for example.

Specific road safety improvements are also omitted as these are funded separately, whilst works will be undertaken by Bedfordshire Highways who are the authority's contractors for such schemes.

The package seeks to strike a balance between different types of intervention and coverage of the Plan area, within the context of the relative rankings of schemes as generated by the Scheme Prioritisation Framework. The scheme costs will be shown as current best estimates which may vary depending upon site conditions and any other specific costs which may arise during the development of the scheme.

8.5 What schemes are in the long list?

The schemes included in the Arlesey and Stotfold "long list" are set out in Appendix D. Where additional schemes come to light in future years, they will be assessed against the same criteria as these schemes, and the list reviewed on an annual basis to reflect the revised list of priorities for future funding.

Table 8.4: Arlesey and Stotfold LAMP Programme of Schemes – 2011/12 to 2013/14

Ref	Scheme	Town	Funding Profile				Notes
			2011/12	2012/13	2013/14	2014/15	
Walking and Cycling			£81,000	£95,000	£95,000	Tbc	
	Improved cycle links on Hitchin Road	Stotfold					
	Improved walking and cycling links to Etonbury School	Stotfold					
	Improved links between Fairfield Park and Arlesey	Arlesey					
	Cycle parking at Arlesey Station	Arlesey					
	South Stotfold cycle route improvements	Stotfold					
	Zebra crossing at Etonbury Middle School	Stotfold					
Public Transport			£12,000	£3,000	-	Tbc	
	Improved bus stops: Co-op Meadow Way / Regent Street High Street Health Centre	Stotfold					
Highways			-	£10,000	£10,000	Tbc	
	Minor traffic management improvements	General					
Car Parking			-	£13,000	£16,000	Tbc	
	Parking improvement works in Arlesey and Stotfold	General					
Total			£93,000	£121,000	£121,000	£134,000	



Table 8.5: Arlesey and Stotfold LAMP Programme of Schemes – 2014/15

Ref	Scheme	Town	Funding Profile			Notes
			2014/15	-	-	
Cycling						
CY/02	Biggleswade to Langford cycle route.	Langford	£63,500	-	-	Contribution towards the development of a XX km cycleway, partly funded by a contribution from the Biggleswade and Sandy LAMP.
General traffic						
GT/05	Traffic calming measures in Clifton	Clifton	£40,000	-	-	Measures to improve pedestrian safety for children accessing Samuel Whitbred School, potentially involving the provision of a raised zebra crossing on Shefford Road.
Public transport						
PT/06	Real time information provision at bus stops in each of the main settlements in the Plan area – Arlesey, Stotfold, Clifton, Henlow, Langford and Stondon.	Plan area wide	£30,000	-	-	To be provided on stops serving the following bus routes: no.71, no.72, no. 97, no.188, no.190.
Total			£133,500	-	-	

9. Other Schemes & Funding

9.1 Schemes to be funded by S106 Agreements

There are a number of other sources of funding which are used to deliver transport schemes in the Plan area which the authority use to help deliver the objectives of the Local Transport Plan on top of that available to the area directly from the LAMP. The first of these is money secured through the planning process from schemes which have been granted planning permission.

Section 106 Agreements (S106) as they are known, involve developers providing a financial contribution to mitigate the impact of their development on the local area. As such there are often a number of clauses attached to the funding in terms of how, where and on what the authority can allocate the funding to particular schemes.

Notwithstanding this, S106 funding is a vital source of investment in the local transport network to compliment that provided by the Local Transport Plan itself. The level of funding which has been secured from developers but has not yet been received by the authority or allocated to specific schemes is set out in Table 9.1. It relates to all developments which have been granted planning permission between 1 January 2001 and 31 October 2012.

In total the authority currently has around £213,600 of funding to undertake mitigating works to the transport network from these developments. The funding has to be spent on specific areas of transport investment notably:

- **Sustainable transport:** Including cycle ways, safer routes to school, new footpaths and footpath improvements and travel packs.
- **Highways and road safety:** Incorporates car parking, street lighting, travel plans, pedestrian crossings, traffic regulation orders, highway works, road improvements, traffic calming, and controlled parking zones.
- **Public transport:** Incorporates bus improvements, rail station improvements and contributions towards school bus services.
- **Rights of Way:** Including rights of way, bridleways and circular walks contributions.
- **Town centre improvements.**

Table 9.1: Unallocated Section 106 Funding

Area	Sustainable Transport	Highways / Road Safety	Public Transport	Rights of Way	Town Centre Improvements	Total
Arlesey	£22,420	-	-	-	-	£22,420
Clifton	£20,950	-	-	-	-	£20,950
Henlow	£23,576	£3,000	-	-	-	£26,576
Langford	£3,738	-	-	-	-	£3,738
Stondon	£1,518	-	-	-	-	£1,518
Stotfold	£52,793	-	£70,000	£545	£18,834	£142,172
Total	£121,257	£3,000	£70,000	£545	£18,834	£213,636

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012



Within each of these broad areas for which the S106 funding has been received, there are additional requirements in terms of the areas in which the contributions must be spent, in terms of actual types of schemes, such as improvement to the cycle network for example, and in terms of its location, as in each case the scheme must be deemed to be related to the development for which the contribution was received.

In addition to this funding some £973,000 has been received and allocated to schemes over the same period across the five areas of investment detailed above, in the following areas:

Table 9.2: Section 106 Funding Spent – 1/1/2001 to 31/10/2012

Area	Sustainable Transport	Highways / Road Safety	Public Transport	Rights of Way	Town Centre Improvements	Total
Arlesey	£18,801	£19,685	£37,740	-	-	£76,226
Clifton	£19,057	-	-	-	-	£19,057
Henlow	£5,070	-	-	-	-	£5,070
Langford	£32,618	-	-	-	-	£32,618
Stondon	£607	£7,500	-	-	-	£8,107
Stotfold	£175,970	£51,027	£713,072	£19,347	£77,009	£832,045
Total	£252,123	£78,212	£716,812	£19,347	£77,009	£973,123

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

Stotfold Town Centre Improvement Scheme

A proportion of this funding has been allocated towards the Stotfold town centre improvement scheme from the approval of the development of land to the south of the town. This will incorporate public realm improvements to improve pedestrian priority and reduce the speed of traffic, together with revisions to car parking provision and layout.

The scheme costs equate to some £373,000, of which £40,000 is from S106 contributions, £58,000 from the Government's Growth Area Fund (GAF) and £275,000 from the LAMP programme. Construction of the initiative commenced in October 2012 and was completed later in the year.

9.2 Smarter Choices Measures

In addition to addressing site specific infrastructure issues, the authority will seek to maximise the awareness of improvements to the transport networks locally, and encourage greater take up of the alternatives to the car provided in Arlesey and Stotfold through the delivery of 'Smarter Choices' measures as part of a package based approach to scheme delivery. This will include:

Information provision:

- Cycle maps to accompany the development of new routes
- Timetable information at bus stops and via the Internet and mobile phones
- Travel hub information website addressing all journey types
- Targeted promotion events to raise awareness of schemes

Ticketing:

- Develop integrated ticketing options to support the better interchange between buses and rail services.
- Pre-paid ticketing to enable a faster transfer from one service to another.

Travel Plans:

- Encourage employers to develop Workplace Travel Plans alongside access improvements to industrial areas.
- Work with schools in delivering their Travel Plan targets as part of wider initiatives to reduce the dominance of traffic in and around schools.
- Develop a Station Travel Plan for Arlesey Station

Car Sharing:

- Develop car sharing schemes associated with a revision of car parking provision to prioritise spaces for those car sharing.

Promotion:

- Roll out cycle training through the 'Bikeability' initiative at Levels 1 - 3 for all school children.
- Encourage and deliver 'Scootability' training for all children who use their scooters to get to school.
- Undertake a programme of road safety education alongside national campaigns.
- Highlight national sustainable travel promotions including Walk to School Week, Bike Week and Car Share Week.

9.3 Future Funding Sources

The LATP will form the evidence base for the authority in seeking to secure additional funding in the future from other sources of potential investment as and when it becomes available. The two principal channels through which such funding may arise are:

- **National, Sub-National and European Funding:** The authority will seek to apply for further funding from capital and revenue streams which become available at European, national and sub-national levels. The Growth Area Fund for example has helped to fund the improvement scheme in Stotfold town centre.
- **Community Infrastructure Levy:** A levy on new development will help to fund new transport infrastructure across the authority where it is required to facilitate growth and mitigate the increase in demand to travel.



10. Annual Progress Update

10.1 Background

This chapter details the progress which has been made in terms of delivering the LATP programme and other associated transport works in Arlesey and Stotfold in the first year of the Plan, between April 2011 and March 2012.

It also details the overall progress towards targets and indicators across the authority as a whole and will be updated on an annual basis to demonstrate the extent to which the Plan has delivered what it stated it would deliver.

10.2 Delivery of Schemes – April 2011 to March 2012

The Arlesey and Stotfold LATP had a budget of £93,000 for the 2011/12 financial year. The schemes listed for delivery and the actual outputs are detailed in Table 10.1 below.

Table 10.1: Scheme Delivery in Arlesey and Stotfold

Scheme	Budget / Spend	Actual Outputs
Walking and Cycling	£81,000	
Improved cycle links on Hitchin Road and links to Etonbury School	£35,184	<ul style="list-style-type: none"> Revised cycle destination signage in Arlesey, Fairfield Park & Stotfold. Landscape & siding works on Stotfold Road & Arlesey Road, between Arlesey and Stotfold, and on Hitchin Street between A507 and Fairfield Park (southern entrance). Provided new cycle link at two ends of The Rally (dropped kerbs, new cycle path construction, remove concrete bollards & install new mini-ensign bollards). Reset pedestrian barriers on the footpath by Church Lane.
Improved links between Fairfield Park and Arlesey	Schemes combined	<ul style="list-style-type: none"> New pedestrian refuge island at the House Lane junction with Stotfold Road to facilitate pedestrian/cycle movements together with improved cycle route signing. Widened footway for shared use between House Lane and the toucan crossing on Stotfold Road. Provide new signage and road markings. Removed the traffic islands in High Street (pinch points for cyclists).
South Stotfold cycle route improvements	Schemes combined	<ul style="list-style-type: none"> Installed new uncontrolled crossings along High Street. Provided new kerb build-outs at the access to the school. Install new tactile paving and provide new buff colour HFS within the crossing area. Installed new cycle symbols along Old Oak Close and refreshed junction markings. Provided new priority crossing for cyclists by the entrance to the Medical Centre (new road markings, tactile paving, mini-ensign bollards, new green colour HFS across the access). Converted existing segregated shared use footway into unsegregated shared use, between the Medical Centre and Vaughan Road. Removed solid line and pedestrian barrier, install mini-ensign bollards and removed sign & post. Installed new cycle symbols along the carriageway between Vaughn Road and Regent Street junctions.

Scheme	Budget / Spend	Actual Outputs
		<ul style="list-style-type: none"> New green colour HFS at the crossing in Hitchin Road by the underpass leading to A507.
Zebra crossing at Etonbury Middle School	£34,260	<ul style="list-style-type: none"> Crossing provided with associated signing and lining.
Cycle parking at Arlesey Station	Not delivered	<ul style="list-style-type: none"> No agreement with station as to location.
Public Transport	£12,000	
Improved bus stops: - Co-op - Meadow Way / Regent Street - High Street - Health Centre	£8,384	<ul style="list-style-type: none"> Bus stop at Meadow Way / Regent Street implemented
Total Spend	£77,828	£15,172 has been carried forward to the 2012/13 financial year.
Budget	£93,000	

One of the schemes delivered in 2011/12 was the new zebra crossing outside Etonbury School in Stotfold, as seen in the before and after pictures opposite.

This has improved the ability of children to safely cross the busy Stotfold Road and potential for more children to walk to school than rely on a lift in a car.



Before and after pictures of the Etonbury School crossing

10.3 Progress towards Targets and Objectives

There are a series of performance indicators and associated targets and trajectories which are in place to monitor the impact of the schemes which have been delivered across Central Bedfordshire as a whole. The progress towards these targets is set out in Table 10.2.

It should be noted however that in a number of instances 2011/12 was the first year of monitoring the authority's progress in some areas. This means that in some instances the impacts of schemes still have to bed in. Furthermore, whilst every effort has been taken to ensure the accuracy of the figures there can be a tendency for somewhat erratic changes in perceived performance on a year by year basis.

As such it will only be over a longer time period, that actual trends in changes in performance will be able to be identified and the true impact of the schemes delivered highlighted.



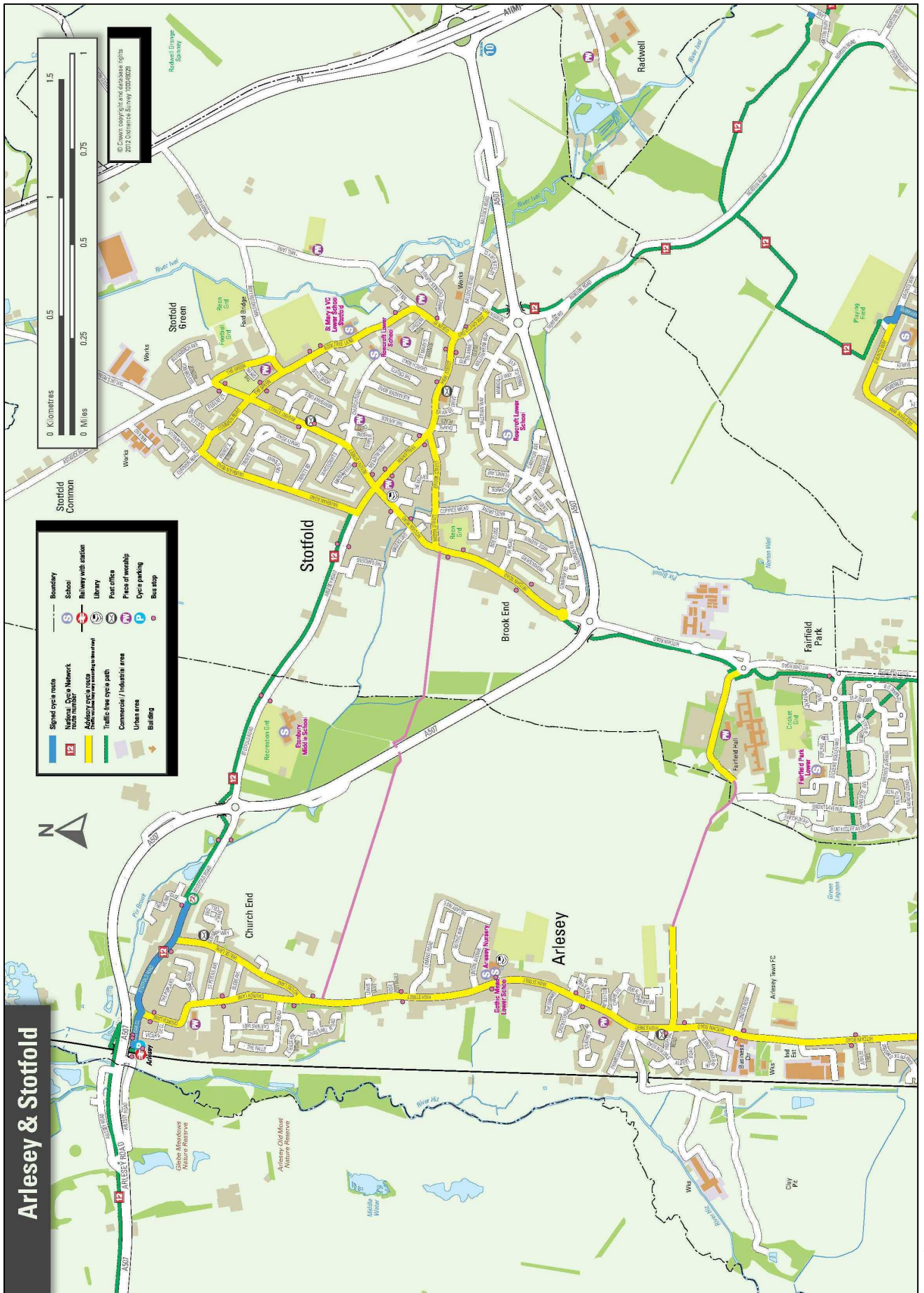
Table 10.2: Progress against LTP Performance Indicators

No.	Indicator	Units		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
1	Condition of Principal Road Network	Quartile	Actual Performance	Top quartile	Top quartile	Top quartile	Top quartile	Second Quartile	Top quartile				Quartile highlights performance against other authorities nationwide.
			LTP Trajectory				Top quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	
2	Condition of Non-Principal Road Network	Quartile	Actual Performance	Top quartile	Top quartile	Top quartile	Top quartile	Top quartile	Top quartile				Quartile highlights performance against other authorities nationwide.
			LTP Trajectory				Top quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	
3	Condition of Unclassified Roads	Quartile	Actual Performance	Top quartile	Top quartile	Top quartile	Top quartile	Data required	Data required				Quartile highlights performance against other authorities nationwide.
			LTP Trajectory				Top quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	
4	Total Killed and Seriously Injured	Casualties	Actual Performance	2007	2008	2009	2010	2004-08 ave	2011	2013	2014	2015	LTP target equates to a 6% reduction in the period up until 2020.
			LTP Trajectory	no data	no data	no data	no data	136	94				
5	Children Killed or Seriously Injured	Casualties	Actual Performance	no data	no data	no data	no data	13	6				LTP target equates to a 6% reduction in the period up until 2020.
			LTP Trajectory					13	12	12	11	10	
6	Total slight casualties	Casualties	Actual Performance	no data	no data	no data	no data	979	814				LTP target equates to a 6% reduction in the period up until 2020.
			LTP Trajectory					979	970	965	960	953	
7	Bus passenger journeys	Thousand Passenger Journeys	Actual Performance	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	LTP target equates to a 3% increase following opening of Luton/Dunstable Bus Way
			LTP Trajectory	8,988	9,211	9,364	3,237	Data required	Data required				
8	Number of fully accessible bus services	Percentage	Actual Performance	2007	2008	2009	2010	2011	2012	2013	2014	2015	Statutory requirement for all routes to be compliant by 2015.
			LTP Trajectory	no data	no data	no data	no data	54%	74.6%				
9	Households within 30 minutes travel time of a hospital by public transport	Percentage	Actual Performance	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	Measured using Accession software.
			LTP Trajectory	no data	no data	no data	no data	18%	26%				
10	Households within 30 minutes travel time of a supermarket by public transport	Percentage	Actual Performance	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	Measured using Accession software.
			LTP Trajectory	no data	no data	no data	no data	94%	97%				

No.	Indicator	Units		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
11	Households within 30 minutes travel time of a town centre by public transport	Percentage	Actual Performance	no data	no data	no data	no data	80%	83%				Measured using Accession software.
			LTP Trajectory	Baseline established, 2011				80%	80%	80%	80%	80%	
12	Perceived impact of freight movements	Percentage of residents which rate freight movements as "not a problem"	Actual Performance	no data	no data	no data	no data	no data	58%				Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2012				58%	59%	60%	61%		
13	Perceived ease of transportation of goods	Percentage of businesses which rate ease of movement as good	Actual Performance	no data	no data	no data	no data	no data	48%				Measured through the annual Central Bedfordshire Business Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2012				48%	49%	50%	51%		
14	Change in area wide road traffic mileage	Annual Average Daily Traffic (Indexed)	Actual Performance	no data	102	100	100	79					New baseline to be established in 2012 due to review of counter sites. LTP target is based upon 15% growth in pop by 2021.
			LTP Trajectory				100	101	102	103	104	105	
15	Cycling trips on the network	Annual Average Cycle Trips (Indexed)	Actual Performance	no data	no data	no data	100	Data required					LTP target equates to a 2% annual increase
			LTP Trajectory				100	102	104	106	108	110	
16	Share of journeys to school by sustainable modes	Percentage	Actual Performance	72.0%	73.0%	74.4%	76.6%	Data required					Source: Annual School Census
			LTP Trajectory	Baseline established, 2010				76.6%	76.6%	77.1%	77.6%	78.1%	
17	Share of journeys to work by sustainable modes in urban areas	Percentage	Actual Performance	no data	no data	no data	28.3%	n/a	23.2%				Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2010				28.3%	28.3%	29.0%	29.0%	30.0%	
18	Share of journeys to work by sustainable modes in rural areas	Percentage	Actual Performance	no data	no data	no data	18.2%	n/a	25.1%				Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2010				18.2%	18.2%	18.2%	18.2%	18.2%	
19	Share of journeys to doctors surgeries by sustainable modes in urban areas	Percentage	Actual Performance	no data	no data	no data	51.6%	n/a	45.9%				Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2010				51.6%	52.0%	53.0%	54.0%	54.0%	
20	Share of journeys to doctors surgeries by sustainable modes in rural areas	Percentage	Actual Performance	no data	no data	no data	30.3%	n/a	37.7%				Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2010				30.3%	30.3%	30.3%	30.3%	31.0%	



Appendix A: Cycle Network



Appendix B: HGV Restrictions

The table below contains a list of all Heavy Goods Vehicle restrictions in place across the Plan area. A comprehensive map of all restrictions across Central Bedfordshire is contained within the Freight Strategy of the Local Transport Plan.

Town	Coverage	Restriction	Date of Order
Arlesey	House Lane area: - Glebe Avenue from junction with Church Lane to House Lane. - St Peter's Avenue from Church Lane to House Lane.	7.5t weight limit	18 March 1996
Clifton, Henlow	Area bounded by but not including: - The A1 from the junction with Hill Lane to the point where it crosses Langford Road - The B659 (formerly the A6001) from the A1 overbridge to its junction with the A507 at Henlow - The A507 from its junction with the B659 at Henlow to its junction with the A600 west of Shefford - The A600 from its junction with the A507 west of Shefford to its junction with Bedford Road, Shefford - The B658 from its junction with the A600 to its junction with Hill Lane south of Upper Caldecote - Hill Lane from its junction with the B658 to its junction with the A1. The following roads are omitted from the restrictions: - Amphill Road, Shefford - Old Bridge Way, Shefford - St Francis Way, Shefford	7.5t weight limit	18 October 1993
Langford	Cambridge Road area: - Cambridge Road - Edworth Road from Cambridge Road to 70m west of the A1 junction - Station Road - Bentley Close - Cambridge Close - Common Road - Flexmore Way - High Street (service road) - Jubilee Lane - Manor Close - Prospect Road - Southland Rise - The Avenue - The Leys - West View - Windsor Way - Any other road that might be adopted in the area.	7.5t weight limit	23 July 2001



Appendix C: Consultation Summary

Feedback received from the consultation undertaken on the Identifying the Solutions phase of the engagement process on the development of the Plan.

CONSULTEE	COMMENTS	RESPONSE
Henlow Parish Council (letters of 24 July 2012 and 22 October 2012, and email of 1 August 2012)	a. Review speed limit on the A507 through Henlow. It is 40mph through Arlesey yet 50mph through Henlow.	This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority.
	b. Paint direction arrows on the High Street carriageway on entering the A507 roundabout with a turn left arrow on the inside lane and straight ahead / turn right arrow on the outside.	The carriageway is not deemed wide enough to facilitate two lanes on the entry point to the roundabout.
	c. Paint demarcation lines on carriageway identifying cycle lane and improve signage on cycle lane, Park Lane, Henlow	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	d. Roundabout of High Street / Church Street: Define 'right of way' road markings to entrance to the pub. Is a serious accident waiting to happen.	The maintenance of the road markings is funded through the highways maintenance budget of the authority. These concerns will be passed to the Highways department and incorporated onto their list of works to prioritise.
	e. Narrow footpaths west side of Langford Road and east side of Hitchin Road (from A507 to Henlow Camp). Should be widened so can be used as a cycleway which would help to provide a safer route to school.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	f. Church Road, additional speed hump required to address speeding traffic and improve access to Henlow academy.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	g. A 20mph speed limit to be introduced outside Raynsford VC Lower School.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
Stondon Parish Council (email of 18 September 2012)	Place 40mph signs at convenient places on all roads coming into Stondon at a reasonable distance from the 30mph signs that already exist. The high priority roads would be the A600 from both Hitchin and Shefford as these are the busiest roads. <ul style="list-style-type: none"> - A600 from Hitchin - placed before the rise at Holwellbury - A600 from Shefford - placed before the bend in the road at the first house on the right, where we believe the parish boundary is. 	This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority.

CONSULTEE	COMMENTS	RESPONSE
	<p>The next priority would be from Shillington and Meppershall.</p> <ul style="list-style-type: none"> - Shillington - placed before the rise to Tyne Hill kennels, opposite the car boot site. - Meppershall - placed before the Church bends. 	
	<p>Raised pedestrian crossings [to reduce vehicle speed/improve pedestrian safety]:</p> <ol style="list-style-type: none"> a. Station Road – adjacent to the Doctors Surgery b. Station Road – adjacent to the Golf Club c. Bedford Road A600 – to location of the existing Pelican Crossing d. Bedford Road A600 – south of the Orchard Way/Bedford Road/Station Road roundabout to slow traffic approaching from Hitchin e. Bedford Road A600 – north of the orchard way/Bedford Road/Station Road roundabout to slow traffic approaching from the Bird in Hand Roundabout f. Shillington Road near Brittain's Rise g. Hillside Road – opposite the Village Hall h. Bedford Road A600 – between the south of the Bird in Hand Roundabout and north of the Orchard Way/Bedford Road/Station Road roundabout, cycle lanes, to reduce carriage way width to slow traffic on the road and encourage cycling within the village – with a possible 20 mph limit for this area. 	<p>Schemes for safety works on Station Road, Shillington Road and Hillside Road have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> <p>Providing a raised speed table on Bedford Road is not considered appropriate by the Traffic Management Team of Central Bedfordshire Council due to the nature of the road and so has not been considered through this process.</p>
	<p>The profile and planting on the Orchard Way/Bedford Road/Station Road roundabout needs attention. The planting is so high, that as a pedestrian, when trying to get to the central reservation, you can't see traffic approaching from the other side of the roundabout.</p>	<p>This is a maintenance issue and not funded through the LAMP. The concerns have been passed to the relevant department.</p>
	<p>20 mph limit at the junction of Orchard Way/Bedford Road and reduce the speed limit for all roads on the Bovis/Persimmon [Westbury] sites.</p>	<p>The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p>
<p>Town and Parish Council meeting (minutes of 30 July 2012)</p>	<ol style="list-style-type: none"> a. More housing developments in Clifton and the surrounding area will add to the problems currently experienced in terms of children getting to school safely. b. New housing estates should be designed so that traffic speeds can not exceed 20 mph. Councillors were assured that this was the approach Central Bedfordshire Council was taking on all new developments. c. Pavements are not in a fit state to encourage children to walk to Samuel Whitbread School. The kerbs are poorly maintained and the footpaths themselves are not wide 	<p>School travel plans are in place and Central Bedfordshire Council will work with schools to improve accessibility. This is coupled with the inclusion of school safety zone schemes in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme, to address these concerns.</p> <p>The Urban Design Guide for Central Bedfordshire is being reviewed and this will be taken into consideration during the process. Once the review is complete the revised guide will be adopted as a Supplementary Planning Document in 2013 or 2014.</p> <p>A school safety zone scheme in the area around the school has been included in the long list and assessed against the Scheme Prioritisation</p>



CONSULTEE	COMMENTS	RESPONSE
	enough, with a fear of being hit by passing vehicles especially HGVs. Pavements are not wide enough for double buggies.	Framework for inclusion in the programme.
	d. Cycling between Langford and Henlow is very dangerous. A new cycle lane would encourage more children to cycle to Samuel Whitbred School if it was provided along this route.	Two schemes (one for a shared use link and one for an off road link) have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	e. Cycling is not safe in Stondon because the roads are too narrow.	A scheme to improve safety concerns (both in terms of actual safety and perceived safety issues) has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	f. Support for a contra flow cycle lane on Park Lane in Henlow. It needs to be made more obvious it is there though as its not obvious to some motorists at present.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	g. Cycle routes to Arlesey Station aren't complete.	A series of schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme relating to improving cycle links including from Arlesey Station.
	h. Children can't get the bus to school from Henlow because they live too close and so are not entitled to free travel. Means they haven't got much choice but to be driven to school or use dangerous roads to cycle to school.	These comments will help to inform the development of the Central Bedfordshire Public Transport Strategy which will consider the review of service provision.
	i. Perception that it is cheaper to drive children to school that to use public transport for children in Henlow.	
	j. The southbound bus stop in Stondon is fine, but the northbound stop could be improved.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	k. Questioned as to whether it is worth investing in public transport infrastructure when they will be changes in services which are operating in the near future.	Schemes for public transport improvements included in the long list will not be made obsolete by changes to public transport service provision.
	l. Buses don't run early or late enough in many places leaving no alternative to the car for many residents.	LATP funding relates to capital schemes and can't be spent on subsidising bus services to operate outside of peak periods. However the concern is noted and will be captured in the Public Transport Strategy document to be produced for the authority.
	m. Would like to see West Drive in Fairfield Park come forward as a bus only lane. Highlighted that the authority are in negotiations with the developers over the S106 agreement covering this issue.	Central Bedfordshire Council is negotiating with the developers of Fairfield Park to secure bus services improvements from the area to Arlesey, and this may include the West Drive link.

CONSULTEE	COMMENTS	RESPONSE
	n. The development of 80 new dwellings in Clifton with direct access onto New Road will be dangerous.	Planning applications are considered on transport grounds by the authority to ensure that any potential safety issues are addressed, and that the developer takes the correct measures to achieve safe access and egress to a site for all types of road users. Such improvements would not be funded through the LATP as it would be the responsibility of the developer and secured through the planning process.
	o. A speed watch scheme in Langford clocked a large number of vehicles speeding through the village.	Speed reduction measures are already in place within the village. Bedfordshire Highways will continue to monitor the accident record on the B659. Funding is available for road safety improvements at those locations where the need is demonstrated due to a concentration of accidents.
	p. The B659 (formerly the A6001) is seen as a rat run between Shefford / A507 and Biggleswade to the north.	
	q. Desire to see 20mph limits on existing housing estates, with a recognition that this would have to involve some actual physical speed restraints on the carriageway.	Schemes for 20mph limits outside of schools have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. This may lead to a wider roll out of the concept in the future.
	r. A 20mph speed limit requested outside of Raynsford School.	A school safety zone scheme (which includes a 20mph limit) has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	s. Speed limits at roundabout on the A507 are not consistent.	This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority.
	t. Want to see a common approach to speed limits across the Plan area, together with a consistent use of speed buffer zones upon entering villages.	
	u. Variable Message Signs (VMS) which warn drivers of their speed when entering villages would be popular.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
Central Bedfordshire Members Meeting (minutes of 19 July 2012)	<ul style="list-style-type: none"> Need to be conscious of the future growth in the area and ensure that the area can accommodate the increase in demand to travel. 	The LATP funding predominately seeks to address existing transport problems. Those which may arise as a result of new development should be mitigated by contributions received by the authority from developers via Section 106 or Section 278 Agreements. Nevertheless, the long list contains schemes which will help to increase the capacity and efficient operation of the network in advance of future increases in demand to travel.
	<ul style="list-style-type: none"> Stotfold town centre redevelopment will deliver big changes for all road users in the 	Noted.



CONSULTEE	COMMENTS	RESPONSE
	area.	
	<ul style="list-style-type: none"> Mixed feelings about the roll out of 20 mph limits, fearing that they would not reduce the speed of traffic without actual physical measures to accompany them. 	This is a valid point. If 20mph speed limits are introduced on the basis of changing the perception of safety to encourage more people to walk and cycle then they have a useful roll. However they do require physical speed restraints in the road to have a measureable effect on reducing the speed of traffic.
	<ul style="list-style-type: none"> The maintenance of footpaths is an issue, with overgrown vegetation making it hard for people to stay on the actual footpath without being forced out into the carriageway. 	There is a separate maintenance budget to fund this area and the concern has been passed on to the relevant department.
	<ul style="list-style-type: none"> Recognise that there are a lack of footpaths and narrow footpaths in places. 	A series of schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme relating to this.
	<ul style="list-style-type: none"> Lot of crossing points already have dropped kerbs and tactile paving although this could be rolled out wider. 	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	<ul style="list-style-type: none"> Pedestrian crossing required on Station Road in Stondon, near to the doctors' surgery. 	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	<ul style="list-style-type: none"> Walking to school along Bedford Road in Stondon is not attractive due to the speed and volume of traffic. Potentially need a raised zebra crossing in place to address this with a speed limit buffer zone. 	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	<ul style="list-style-type: none"> Cycle signs should display distance and not timings. 	The policy is to include timings on new cycle signs and not distances as set out in the Central Bedfordshire Cycling Strategy.
	<ul style="list-style-type: none"> Stondon are keen to promote cycling but are not sure how best to do so. 	A series of schemes which would encourage more people to cycle in Stondon have been included within the long list and assessed through the Scheme Prioritisation Framework for inclusion in the programme.
	<ul style="list-style-type: none"> Consider the reallocation of roadspace to cyclists where possible. 	Noted.
	<ul style="list-style-type: none"> Improvements to cycling in Stotfold need to be considered on Hitchin Road between Brook Street and the High Street, together with the ability of cyclists to cross from one side of the carriageway to the other. 	Schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	<ul style="list-style-type: none"> Improvements should link in with Pendleton Way. 	A series of schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.

CONSULTEE	COMMENTS	RESPONSE
	<ul style="list-style-type: none"> Poor quality and complete lack of shelters and timetables in many areas. 	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	<ul style="list-style-type: none"> Bus stops should include information on return journeys. 	A series of schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme relating to this.
	<ul style="list-style-type: none"> Stop next to dentist on High Street, Stotfold is not served by any buses so should be removed and relocated. 	This comment has been passed onto the Public Transport Team for action.
	<ul style="list-style-type: none"> People from Stotfold often use Hitchin or even Stevenage train station instead of Arlesey because of parking problems and the better service they offer. 	A new car park at Arlesey Station has planning permission, which together with the extension of the platforms to improve access to trains, should make the station more attractive to local users.
	<ul style="list-style-type: none"> Should undertake a postcode plot of users of Arlesey station, which may be able to help inform the provision of a revised bus service to link into an interchange facility. 	This would form part of the production of a Station Travel Plan for Arlesey which is included within the Long List.
	<ul style="list-style-type: none"> Problems around schools are the main issues associated with general traffic. 	School travel plans are in place and Central Bedfordshire Council will work with schools to improve accessibility. This is coupled with the inclusion of school safety zone schemes in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme, to address these concerns.
	<ul style="list-style-type: none"> At St Marys School in Stotfold double yellow lines are required to give parents the chance to pull in to drop off children. This scheme may already be programmed. 	A more all encompassing scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	<ul style="list-style-type: none"> Routeing of traffic in the vicinity of the new Roecroft School needs to be resolved with a request to maintain the current one-way operation to enable parking along one side of the road. Felt that the parking would keep the speed of traffic down and not compromise safety. 	The road in question is not adopted highway and so not the authority's responsibility to manage at this stage. The developer of the new housing in the vicinity of the school has a condition associated with their planning permission to provide a two way road. If the school wish to see this amended then they need to enter into an agreement with the developer, although there would have no formal obligation for them to amend the original agreement.
	<ul style="list-style-type: none"> Issues associated with the routing of traffic on High Street / Broad Street in Stotfold. Should it become one way? Should be addressed through the Stotfold Town Centre Masterplan design and works. 	A large scale town centre improvement scheme is in the process of being designed and delivered and this will take into account all local concerns.



CONSULTEE	COMMENTS	RESPONSE
	<p>52 were 10 ton + 14 were 7 ton 3 were gravel lorries</p> <p>34 10ton + 26 7 ton 14 gravel</p>	
<p>Highways Agency (email of 6 November 2012)</p>	<p>The HA is supportive of the general transport principles of the LATP and the positive stance being taken towards recognising the importance of sustainable transport modes and infrastructure.</p> <p>The LATP makes reference to the development of a new 390 space car park at Arlesey Station. Although no objections were raised during previous consultation with the Highways Agency the position of the Agency is that the impact of the development on the immediate surroundings has proved inconclusive, therefore careful monitoring and consideration of any potential negative transport impacts should be looked at in the future.</p> <p>We recognise however that a potential benefit of improving access to Arlesey Station is that the greater use of the train services on the East Coast Mainline could reduce traffic impact on the highway network, particularly along the A1 corridor.</p>	Comments noted.
<p>Arlesey Town Council meeting (minutes of 6 November 2012)</p>	<p>Concerned that a Section 106 agreement for a school crossing on High Street had not been implemented after a long period of time.</p> <p>Concern that there were no buses that coincided with train arrivals, the rail station forecourt was an old design and buses had difficulty in negotiating the area and the nearest bus stop was at least 3 minutes away at Church Lane.</p> <p>Should reduce speed limit to 30mph at southern end of Hitchin Road as long straight is perceived to be dangerous.</p> <p>Would Central Bedfordshire Council consider reinstating West Drive between Hitchin Road and Fairfield and then introducing a bus service?</p> <p>Traffic congestion at peak times on the A507 between Arlesey roundabout and Henlow.</p> <p>Also, could a signalised junction at peak time only be considered at the west side of the railway to enable commuters to exit the car park more safely.</p>	<p>Cllr Ian Dalgarno – Explained at the meeting that the delay was down to not wishing to waste public funding until a Development Plan had been provided for the Town</p> <p>Central Bedfordshire Council will explore an opportunity for a rail station travel plan in the future.</p> <p>This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority.</p> <p>Central Bedfordshire Council is negotiating with the developers of Fairfield Park to secure bus services improvements from the area to Arlesey, and this may include the West Drive link.</p> <p>Measures included within the long list to increase the attractiveness of alternatives to the car will assist in this regard.</p> <p>The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p>
<p>Cllr Rita Drinkwater</p>	<p>Speeding problem in Clifton and a desire to see measures introduced to address this. The</p>	<p>The scheme has been included in the long list and assessed against the</p>



CONSULTEE	COMMENTS	RESPONSE
(email of 8 August 2012)	<p>successful speed watch scheme in place provides the evidence that this is a real problem, as can be seen below:</p> <ul style="list-style-type: none"> - In the six months up to the end of July there were 27 visits by the camera van; resulting in 65 motorists being recorded as speeding. Also, to the same date the Clifton Speed Watch Volunteers went out on 35 visits resulting in 114 vehicles being reported for speeding. A total of 179 vehicles. Not many really? But that is 179 vehicles in 31 hours over six months. 	Scheme Prioritisation Framework for inclusion in the programme.
Cllr Brian Saunders (email of 15 November 2012 and general discussions October / November 2012)	The Town Council wish to have a replacement bridge on Malthouse Lane so long as they are consulted.	This request has been passed on to the maintenance / structures team within Bedfordshire Highways and will be included within the programme of works when the need arises to replace the existing bridge.
	Can the speed limits on Mill Lane, Wrayfields and Malthouse be reduced to 40 (assuming the current speed limit is 60)?	This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority.
	A class at St Mary's School has done a road survey and ask that the speed limit along the area of Rook Tree Lane near the school be limited to 20mph.	A more all encompassing scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Provide a footpath from the mill to the cemetery on Mill Lane.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Limit the use of Wrayfields / Mill Lane to general traffic and thereby restrict HGVs. Obviously this could be done with a weight restriction but could a width restriction be applied instead?	A survey was undertaken during the November 2012 which identified virtually no use of the bridge by HGVs. Only one HGV was recorded using the route during this period of time and therefore it is not considered appropriate to include the scheme in a list of measures to be considered for future funding.
Bedford Area Bus Users' Society (letter of 19 November 2012)	Concern as to the make up of the plan area.	The LAMP area is based upon the ward boundaries of local Central Bedfordshire Council Members. The journey purpose emphasis of the LTP and LAMPs ensures that cross boundary issues are taken into consideration in the prioritisation of schemes to be funded.
	This LAMP does not address the 'key transport issues and concerns of local people'. It does not form the basis of a programme of measures between the present time and 2026. Does not indicate how an integrated transport system might be achieved. It fails to set out a vision for what an integrated transport system should look like.	The overarching vision for an integrated transport system is set out in the LTP together with a framework for achieving this. The LAMP provides the local level detail to support this.

CONSULTEE	COMMENTS	RESPONSE
	There are no perceived actions in hand to enhance access to the Station by bus. CBC actions have resulted in closure of the bus stop in the front of the Station.	<p>A review of existing bus services and the vision for how future provision may look is being considered through the production of a Public Transport Strategy which is due for adoption in 2013. The routing of bus services is out of the scope of this document.</p> <p>A scheme to provide a bus stop at the station however has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p>
	The Stotfold Town Plan asserts "The station at Arlesey would be used more if it had better parking facilities and improved public transport to and from the station." The draft LAMP does not address these specific issues, preferring instead, to dwell upon cycle lanes provision and the condition of pavements. The draft LAMP does not start to address issues such as the loss of skilled manufacturing jobs in Stotfold following the closure of the Motorola site.	A scheme to provide more parking has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Relevance of the Greensand Ridge Local Development Strategy is not obvious as it is outside the local Plan study area.	The Greensand Ridge Local Development Strategy includes Clifton which is in the Plan area.
	The list of bus services in Appendix A is incorrect and incomplete. If such information is to be included in Council documents it needs to be relevant and up-to-date. There is no mention of services 71, 72, 188, 190 and 200 that currently serve the Plan area.	The full up to date list has been included in the final plan.
	There is a pressing need for a Station Travel Plan for Arlesey	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	The CBC website has details of S106 funding obtained between 2000 and 2012. For Stotfold this amounts to £705,345 or an average of some £55,000 per year applied to bus services. It is difficult for the lay observer to see the benefits to bus service provision in Stotfold from such funding?	The development of the Central Bedfordshire Public Transport Strategy which will consider the review of service provision across the authority and factor in the most appropriate use of funding for subsidised services secured from new developments in Stotfold as well as elsewhere.
	The assertion that 1% of residents of Arlesey and Stotfold travel to work by train has to be questioned? Data published by the Office for Rail Regulation suggest that some 445 000 passengers used Arlesey Station in 2010-11.	It does appear to be that the figure indicated for train based commuting trips is an anomaly. The same survey undertaken in 2010 indicated that the figure was closer to 6%. This is something we will continue to monitor over time, alongside other data sets use as actual levels of usage to create a complete picture of the role of rail in local residents accessing employment further afield.
	No reference is made to the additional flows to Samuel Whitbread Upper School (at the	The Shefford, Silsoe and Shillington LAMP refers to flows to Samuel



CONSULTEE	COMMENTS	RESPONSE
	extreme western end of the Plan area) resulting from planned increases in the populations in Arlesey and Stotfold. No reference is made to access to FE colleges?	Whitbred school from the west. There is no reference to access to FE colleges as this information is not readily available.
Stotfold Town Council (letter of 20 November 2012)	Would like to see the bridge on Malthouse Lane replaced when the need arises, as opposed to blocking off the road and taking measures to redirect traffic. Central Bedfordshire Council must ensure that it is similar in design and that the Town Council are consulted prior to any works taking place, which the Town Council are led to believe is 2014/15.	This request has been passed on to the maintenance / structures team within Bedfordshire Highways and will be included within the programme of works when the need arises to replace the existing bridge.
	In addition the Town Council seek: <ul style="list-style-type: none"> - a weight restriction of 7.5t and appropriate signage on Malthouse Lane, Mill Lane and Wrayfields - signage indicating a humped bridge to be placed at either end of Malthouse Lane - width restriction for Malthouse Lane, with appropriate signage at either end, together with a sign at the A1 access warning of a narrow bridge and weight restriction - possible useful wording for such sign could be 'unsuitable for heavy goods vehicles' 	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. However following a survey of HGV movements in the area, the extent of activity is unlikely to warrant such particular interventions.
Anonymous correspondence from Stondon resident (via consultation feedback form)	No waiting facilities for buses such as the Wander Bus. Request for a bus stop within the middle of Stondon, in the Station Road area.	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Concern of speeding traffic through the area. Drivers ignore signs and so the speed limit needs enforcing.	A number of schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme to address this concern.
	Local buses need to be more available to older people to improve access to shopping areas. Particularly need a service to Lister Hospital.	A review of existing bus services and the vision for how future provision may look is being considered through the production of a Public Transport Strategy which is due for adoption in 2013. The routing of bus services is out of the scope of this document.
Clifton Parish Council (email of 23 November 2012)	It seems that, for whatever reason, previous boundary changes have led to many urgently needed public safety requirements for Clifton being "lost" in the planning stage and are absent from this plan.	Clifton has not been included in an LAMP previously and therefore this Plan has been the first opportunity to consider all transport issues in the village in one document.
	Clifton has no traffic calming and has resulted in the village becoming the preferred "rat-run" in mornings and evenings to beat the 20mph limit and road humps of Shefford to the West, and the new mini-roundabouts and now two sets of pedestrian traffic lights in Henlow to our East.	A traffic calming scheme in Clifton has been included in the long list to address this problem and assessed against the Scheme Prioritisation Framework for potential inclusion in the programme.

CONSULTEE	COMMENTS	RESPONSE
	<p>Comments included within the report that both Henlow and Langford suffer from heavy through traffic. No mention is made of this same problem in Clifton when much of that same traffic passes on through this village.</p>	Reference has been amended to incorporate Clifton.
	<p>Clifton has Bedfordshire's largest Upper school in Samuel Whitbread with in excess of 2000 attendees travelling in, out and through our village daily. Plans for a rear access allowing the considerable number of school buses and other traffic have so far failed to materialise resulting in heavy traffic at the school-rush conflicting with our previously mentioned rat-run issues.</p>	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. A School Safety Zone scheme has also been included within the long list
	<p>From a Safer Routes to Schools perspective we would asked that the schemes listed below are included in the list for prioritisation:</p> <p>SRTS measures All Saints lower, SRTS measures Samuel Whitbread Academy 20mph speed limit adjacent to All Saints Lower school School Safety Zone adjacent to All Saints Lower school 20mph speed limit adjacent to Samuel Whitbread Academy School Safety Zone adjacent to Samuel Whitbread Academy Illumination of the cycle path / roadway between Clifton and Henlow. Stockbridge Rd. Illumination along the primary walking /cycling route between Henlow and Clifton for Upper / middle school children. Broad St/ Clifton Rd Henlow. Widening of the footpath (above) to allow safe walking and /or cycling on Broad St./ Clifton Rd Henlow.</p>	These schemes have been incorporated into more all encompassing schemes for both schools as part of providing School Safety Zones, in line with the authority wide policy of catering for journeys to school. These have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	<p>Provision of a footpath along Stanford Lane from Stockbridge Rd to Clifton Cricket Club. This busy narrow unlit roadway is well used by young cricketers as the only link between Clifton and the CC. This un-pathed road also leads to the fishing lake and Country walks.</p>	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
<p>Arlesey Town Council (email of 23 November 2012)</p>	<ul style="list-style-type: none"> • Restore the school bus serving Etonbury. These were withdrawn despite large protests. • Anything that improves the safety of our children getting to and from Etonbury is a high priority. • Bus service to the Stotfold doctors and Lister Hospital. • Local hourly round robin Bus service. Arlesey Train Station TO Stotfold (includes Co-op) TO Fairfield TO Arlesey THROUGH TO Train Station. • Subsidised taxis. The local Taxi doesn't run evenings - probably not viable - is there a 'rural' subsidy that could be offered in return for guaranteed availability of service. 	The LATP focuses on spending capital funding on infrastructure projects and so can not be used to subsidise bus or taxi services.



CONSULTEE	COMMENTS	RESPONSE
	Extending the pavements out to Twin Acres	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	<ul style="list-style-type: none"> Place HGV restrictions in the village. HGV's, PSV's etc destined for the industrial estate to the South of Arlesey and West of the railway line should enter the village from the south along Hitchin Road. Better signage is needed in House Lane as HGV's enter from Stotfold Road and leave the village via Church Lane. (the office has received many complaints of speeding HGV's along Church Lane. 	A scheme to look at and address all freight issues in the town has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Make the Station car park on the Arlesey side multi storey.	A scheme to provide more parking has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	20 mph speed limit outside school.	A series of school safety zone schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Electric Car plug in points at school, library/hall, Station, football club, post offices	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	CCTV - if the roads are about to get busier with the expansion and construction traffic all happening before the infrastructure improvements - a few CCTV cameras would help with safety - and have the desirable side affect of making the village a generally safer and more secure place.	CCTV cameras are not a road safety measure. Furthermore the provision of safety measures is governed by actual levels of accidents and as this is not a current priority location, measures will not be provided. The developers of housing developments however have to demonstrate that safety issues are addressed in the access and egress to their sites and this will be applied if the sites in Arlesey come forward in due course.
	<ul style="list-style-type: none"> Extend the 30mph limit on Hitchin Road well beyond the Cemetery, with perhaps an intermediate speed limit imposed of 40 mph somewhere near Twin Acres , with improvements to the footpaths along there also. Some white stripes could go across Stotfold Road, to warn traffic from the A507 going South, to slow down from 40mph to 30 mph and more visual, reactive 30mph signs 	This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority.
	<ul style="list-style-type: none"> Unsafe when pedestrians cross the road behind parked cars. Some " beware people crossing" signs could be placed strategically. When vehicles exit junctions it is unsafe when parked cars and vans obscure their vision. This is worse on junctions where side roads meet the High Street. So perhaps double yellow lines should go across all junctions. Some arrangements to prevent all traffic from parking on both sides of a 	A parking strategy is now in place across Central Bedfordshire and this is set to incorporate a review of all current parking restrictions in place and introduce new restrictions where deemed appropriate, and hence it is out of the scope of the LATP.

CONSULTEE	COMMENTS	RESPONSE
	<p>road at the same time.</p> <ul style="list-style-type: none"> All disabled parking spots need to be kept clear for blue badge holders and bus stops for buses to pull in and pick up passengers without having to double park 	
	The safety of the railway station entrance and exit on the A507. The 60mph limit is too fast for traffic entering the station on the Henlow side. From my own experience travelling to work in fast moving traffic the entrance to the Station or Henlow Lakes is very tight especially if a car and caravan is entering the junction there. And not well sign posted in advance of the entrance. On the other side especially on dark evenings traffic cannot be seen very well when pulling out onto the A507. Perhaps more lighting at this junction would be useful.	There have been slight casualties recorded at the site in the last three years but the site is not an accident blackspot and is not a priority to be addressed on road safety grounds due to this record.
	House Lane should be resurfaced.	The LATP focuses on integrated transport measures and maintenance schemes are funded separately.
	Been informed that Highways will carry out safety work outside The Community Centre and Gothic Mede School, for example the proposed pedestrian crossing (which has had a legal issue for some time) and should have been in place some time ago will be included in this scheme and a proposed lower speed limit will be imposed. Again so this is not repeated in council's suggestions needs investigating. We don't have the full facts on this scheme.	A safety zone scheme outside the school is set to be delivered in 2013/14.
	Footways are an issue throughout the town but again may already be included in other schemes. Such as a footway that was requested 2/3 years ago to go up to Arlesey Town Football Club under one of the Highways 5 year Works Programme Schemes. That may already be scheduled in to be done soon.	This will be addressed through the Highways Works Programme as stipulated.
	West Drive has many contentious issues as people are still confused as to when there will be a bus service through there. Perhaps you could clarify what may happen in the future	Central Bedfordshire Council is negotiating with the developers of Fairfield Park to secure bus services improvements from the area to Arlesey, and this may include the West Drive link.
Glenn Rickwood, Stotfold resident (email of 22 November 2012)	Review the speed limit on Wrayfields, Malthouse Lane and Mill Lane (and Taylors Road and Astwick Road) looking to reduce it from 60mph to 30mph. These narrow lanes are in an area of open countryside that has much amenity value for local residents and a 30mph speed limit would greatly improve safety for pedestrians, cyclists and others.	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Introduce vehicle weight restrictions on these roads as well – Wrayfields, Malthouse Lane, Mill Lane, Taylors Road and Astwick Road. They should be for access only and granted 'Quiet Lanes' status.	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.



CONSULTEE	COMMENTS	RESPONSE
	Establish a regular bus service between Stotfold and Arlesey Station.	The LATP focuses on spending capital funding on infrastructure projects and so can not be used to subsidise bus services.
	Extend the cycle path network within Stotfold.	A series of cycle schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Provide a footbridge over the A1 close to Wrayfields, to link Stotfold's green infrastructure with that in Hertfordshire.	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
Bedfordshire Rural Communities Charity (email of 21 November 2012)	3.3 – worth highlighting only a very small part of the eastern section of the area falls within the Greensand Ridge RDPE area. Table 3.1 Arlesey – 1 st bullet point – this has been delivered already. Rail services – If mentioning Letchworth, should also mention Biggleswade The plan doesn't seem to take into the account the huge level of development that will take place in Arlesey in the coming years.	These changes have been reflected in the final plan.
	Priorities in Arlesey: We believe a priority should be added in relation to the Arlesey Cross development and providing suitable pedestrian / cycle links through and around this development to Etonbury School and Stotfold We believe a footbridge will soon be installed the East Coast Mainline to provide east-west access for pedestrians; but do not think this will cater for cyclists.	These improvements will be sought from the developers of the Arlesey Cross site to help mitigate the impact of the new development on the local area.
	Priorities in Stotfold: -Enhance the route of the NCN through the town -Provide an off-road alternative for the Kingfisher Way Walk to the north of the town (Taylor's Road).	A series of cycle schemes to achieve this have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Priorities in Henlow: -Enhance the route of the NCN through the village -Provide new footbridge over the River Ivel between Poppy Hill Lakes and Millennium Meadow.	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Priorities in Langford -Provide new route for the Kingfisher Way along the River Ivel between Mill Lane and Holme Mills, to take pedestrians away from the busy High Street and Langford – Biggleswade Road	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.

Appendix D: Programme of Schemes “Long List”

Rank	Ref	Scheme Name	Location	Town
1	CY-02	Cycle route alongside Langford Road to link Biggleswade and Langford, including widening a section between the Sheep Walk and Southill Road for improved pedestrian access, with further links to High Street and the Railway Station.	A6001, Langford Road and others	Langford & Biggleswade
2	FR-01	Freight study to determine most appropriate routeing through the Plan area	Plan area wide	Plan area wide
3	GT-05	Traffic calming schemes in Clifton	Main roads through Clifton which are used as a rat run between Shefford and Henlow, including New Road, Shefford Road	Clifton
4	FR-02	Introduce vehicle weight restrictions on - Wrayfields, Malthouse Lane, Mill Lane, Taylor’s Road and Astwick Road. They should be for access only and granted ‘Quiet Lanes’ status	Wrayfields, Malthouse Lane, Mill Lane, Taylor’s Road and Astwick Road	Stotfold
5	PT-01	Arlesey Station Travel Plan	Arlesey Station	Arlesey
6	PT-09	Replace 100 bus stop flags and timetable cases across the Plan area	Plan area wide	Plan area wide
7	PK-02	Electric Car plug in points at school, library/hall, Station, football club, post offices.	Various	Arlesey
8	SSZ-05	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments (Level 3 intervention).	Stondon Lower School, Hillside Road, Lower Stondon	STONDON
9	SSZ-07	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments (Level 3 intervention).	Samuel Whitbread Academy, Shefford Road, Clifton	CLIFTON
10	PT-04	Real time information signs at 7 bus stops in Stotfold & Fairfield Park	Sites include: - Stotfold Green - Co-op in Stotfold town centre - main entrance to Fairfield Park - four other locations on the route of the no.97 service	STOTFOLD



Rank	Ref	Scheme Name	Location	Town
11	PT-06	Real time information signs at 8 bus stops in Arlesey	Sites include: - two stops closest to the station - 6 more stops on the route of the no. 97 service	Arlesey
12	PT-07	Real time information signs at 4 bus stops in Langford	Sites include: - four stops on the route of the no. 188 and no. 190 services	LANGFORD
13	PT-08	Real time information signs at 6 bus stops in Henlow & Henlow Camp	Sites include: - six stops on the route of the no. 71, no. 72, no. 188 and no. 190 services	Henlow
14	PT-05	Real time information signs at 2 bus stops in Clifton	Sites include: - two stops in the village	Clifton
15	CY-04	Widening of existing footpaths to enable shared use with cyclists between the A507 and Henlow Camp, together with safety improvements at the junctions to enable safe crossing of the A507	East side of A600 (Bedford Road) & East side of B659 (Hitchin Road)	Henlow
16	CY-03	Off-road cycle link between Henlow and Langford via Poppy Hill Lakes	Following rights-of-way through Poppy Hill Lakes and Langford Wind Farm	Henlow & Langford
17	CY-20	Improve the safety of cyclists travelling between Lower Stondon and Henlow Camp along Station Road	Station Road	Stondon
18	CY-19	Update cycle network signage across Arlesey, Stotfold and Fairfield Park	Various	Arlesey & Stotfold
19	WK-07	Improve the public realm and pedestrian environment along the High Street between Lynton Avenue and The Granary including the introduction of a 20mph zone	High Street	Arlesey
20	SSZ-01	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments (Level 3 intervention).	All Saints VA C of E Lower School, Church Street, Clifton	CLIFTON
21	CY-17	Shared use, illuminated footway / cycleway between Henlow and Clifton via Clifton Road and Broad Street	Arlesey Road / Clifton Road	Henlow & Clifton
22	GT-02	Traffic calming and safety measures along the length of Station Road & Shillington Road.	Station Road & Shillington Road	Stondon

Rank	Ref	Scheme Name	Location	Town
23	SSZ-02	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features (Level 2 intervention).	Derwent Lower School, Hitchin Road, Henlow	HENLOW
24	SSZ-03	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features (Level 2 intervention).	Raynsford Lower School, Park Lane, Henlow	HENLOW
25	SSZ-04	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features (Level 2 intervention).	St Marys C of E Academy, Rook Tree Lane, Stotfold	STOTFOLD
26	SSZ-06	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features (Level 2 intervention).	Henlow C of E Academy, Church Road, Henlow	HENLOW
27	CY-08	Upgrade the link from Arlesey Station Car Park (east side - accessed off Old Oak Close) and the A507 to allow shared use and improve cycle network signage at both ends of the link.	Arlesey Station	Arlesey
28	CY-06	Cycle safety improvements to the junction of the A6001 and Arlesey Road	Arlesey Road	Henlow
29	WK-01	Pedestrian crossing (pelican suggested although there may be more appropriate alternative) on Station Road	Station Road	Stondon
30	GT-01	20mph limit within Stondon	Junction of Orchard Way / Bedford Road	Stondon
31	CY-27	Improvements for cyclists & pedestrians at High Street / Brook Street junction together with new contra flow cycle lane along Brook Street	Brook Street	Stotfold
32	CY-26	Provide a shared use path on Hitchin Road between the junction with the High Street and the junction with Valerian Way together with junction improvements at the junction of the High Street and Hitchin Road, Regent Street.	High Street, Hitchin Road, Regent Street	Stotfold
33	GT-03	Review the speed limit on Wrayfields, Malthouse Lane and Mill Lane (and Taylor Road and Astwick Road) looking to reduce it from 60mph to 30mph.	Wrayfields, Malthouse Lane, Mill Lane, Taylor Road and Astwick Road	Stotfold
34	WK-08	New footpath from the mill to the cemetery on Mill Lane	Mill Lane	Stotfold
35	WK-15	Upgrade footpath from Arlesey Station car park north to bus stop, and the creation of 530m of pavement along grass verge	A507	Arlesey
36	CY-16	Secure permissive rights for cyclists to use FP19 - providing a connection between Henlow High Street and the proposed alignment of NCN12.	Coach Road	Henlow



Rank	Ref	Scheme Name	Location	Town
37	GT-06	New access point to rear of Samuel Whitbread School	Samuel Whitbread Academy, Shefford Road, Clifton	Clifton
38	CY-01	Formalise contra-flow cycling on Park Lane, Henlow by enhancing signage and lane markings, together with the provision of a cycle link between Park Lane and Groveside across the Recreation Ground to provide a link to Henlow Middle School.	Park Lane	Henlow
39	CY-07	Cycle parking to west side of the tracks at Arlesey Station together with the replacement of the current cycle lockers on the east side with a shelter	Arlesey Station	Arlesey
40	CY-14	Secure permissive rights for cyclists to use FP7 - providing a connection between Church Road and the proposed alignment of NCN12 via Henlow Middle School	Church Road	Henlow
41	CY-11	Upgrade the existing footpath between Astwick Road and Saxon Avenue to allow shared use	Astwick Road	Stotfold
42	CY-23	Upgrade the existing shared use path on Hitchin Road between the junction with the A507 (North) and North Drive (South) at Fairfield Park	Hitchin Road	Stotfold
43	WK-06	Public footpath 2km in length from Holme Mills to Langford along eastside of River Ivel.	Holme Mills to River Ivel	Langford
44	WK-13	Footpath along Stanford Lane from Stockbridge Road to Clifton Cricket Club	Stanford Lane	Clifton
45	WK-14	Improve the junction of Church Road and Regent Street to facilitate pedestrian movements in the vicinity of the shop	Church Lane, Regent Street	Stotfold
46	CY-24	Provide a cycle crossing of Norton Road and a shared use path link to Murrell Lane - to form part of NCN12	Norton Road	Stotfold
47	CY-25	Upgrade existing footpaths across the churchyard to provide a multi-user path between Church Lane (West) and Chequers Close (East)	Church Lane	Stotfold
48	WK-02	Completion of footpath from the church in Upper Stondon to the rest of Stondon	Meppershall Road	Stondon
49	GT-07	Variable message signs on gateways to villages	Various approaches to villages in the plan area	Plan wide
50	CY-09	Upgrade the existing footpath between The Rally and Church Lane to allow shared use.	The Rally	Arlesey
51	CY-05	Cyclists priority measures over vehicles using the entrance to the planned football pitch development west of Larksfield Surgery	Arlesey Road	Stotfold
52	CY-18	Improvements to the shared use path along Valerian Way including links to Hitchin Road and the NCN on	Valerian Way	Stotfold

Rank	Ref	Scheme Name	Location	Town
		east of Norton Road		
53	CY-15	Upgrade the pedestrian link between Valerian Way (south of Stotfold) and Grange Drive to allow shared use	Grange Drive	Stotfold
54	GT-04	Signalised junction at the junction of the exit from the car park to the west of Arlesey Station and the A507.	A507	Arlesey
55	PT-03	New bus shelter in Stondon specifically, and elsewhere as required.	Station Road area	Stondon
56	CY-12	Illumination of the cycle path / roadway between Clifton and Henlow.	Stockbridge Road	Clifton
57	WK-09	Extend pavements out to Twin Acres in Arlesey	Twin Acres	Arlesey
58	WK-10	Create public footpath along brook to link Brook Close and existing footpath 2	Brook Close	Henlow
59	WK-11	Create public footpath along brook to link Stockbridge Road to Baulk Wood	Stockbridge Road	Henlow
60	WK-03	Create new bridleways to provide a circuit east of the railway line	Unspecified	Langford
61	CY-13	Provide an off-road alternative for the Kingfisher Way Walk to the north of the town (Taylor's Road)	Taylor's Road	Stotfold
62	CY-22	Install measures to improve the safety of cyclists travelling between Lower Stondon and Meppershall along Hillside Road, Meppershall Road and Stondon Road	Meppershall Road	Stondon
63	CY-10	Safety improvements for cyclists using Hitchin Road to travel between Arlesey and Hitchin	Hitchin Road	Arlesey
64	PT-02	Provision of new bus stop at Arlesey Station, including changes to the station forecourt to provide a suitable turning circle.	Arlesey Station	Arlesey
65	PK-01	Extend car parking provision at Arlesey Station	Arlesey Station	Arlesey
66	CY-21	Install measures to improve the safety of cyclists travelling between Lower Stondon and Shillington along Shillington Road	Shillington Road	Stondon
67	WK-05	Crossing of the A507 due south of Etonbury School.	A507	Arlesey
68	WK-04	Provide a footbridge over the A1 close to Wrayfields	A1	Stotfold
69	WK-12	New footbridge over the River Ivel between Poppy Hill Lakes and Millennium Meadow	Poppy Hill Lakes	Henlow



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Appendix **F**

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Central Bedfordshire Local Transport Plan

Biggleswade & Sandy Local Area Transport Plan

Incorporating Beeston and Blunham

Refresh Version: 130208 – version for Overview and Scrutiny Committee



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1. Background

1.1 What is the Local Area Transport Plan?

The Local Area Transport Plan (LATP) for Biggleswade, Sandy and Blunham sets out the key transport issues and concerns of local people, and a programme of measures through which they will be addressed. It forms part of the Local Transport Plan (LTP) for Central Bedfordshire which covers the 15 year period between April 2011 and March 2026.

The LATP draws upon a number of different sources of information to form a robust evidence base upon which the most effective and cost efficient transport schemes can be provided in the area including:

- § Consultation with local residents and elected members
- § Census data and the Central Bedfordshire Householder Travel Survey
- § Previous studies and reports including the Town and Parish Plans
- § Feedback from working groups, town and parish councils and other stakeholders
- § Future growth predictions and site allocations in the Development Strategy
- § Travel Plans in place at schools, workplaces and new residential developments

1.2 What area does it cover?

The LATP covers the growth towns of Biggleswade and Sandy together with the parish of Blunham. The area is located in the north east of Central Bedfordshire and borders Bedford Borough. Biggleswade has a population of around 16,420 (based upon 2009 figures), Sandy a population of 11,620, and Blunham a population of 930 giving the Plan area a combined population of around 28,970.

1.3 How does the LATP relate to the LTP?

The Biggleswade and Sandy LATP forms one of a series of Local Area Transport Plans through which the LTP for Central Bedfordshire will be delivered on the ground. In effect it provides the local detail to accompany the strategic, high level vision and objectives established in the LTP itself.

It is also informed by a series of 'journey purpose themes' which set out the overarching, strategic approach to addressing travel behaviour in Central Bedfordshire, and supporting strategies focusing on specific issues in relation to walking, cycling, parking, public transport provision and road safety for example.

The LATP considers the transport issues of relevance to the area on a mode by mode basis and highlights how these translate to how actual journeys are undertaken through an analysis of the travel patterns of local residents identified in a Householder Travel Survey undertaken across Central Bedfordshire in April 2012.

The framework for the LTP is set out in Figure 1.1 whilst the coverage of the Biggleswade and Sandy LATP is highlighted in Figure 1.2.



Figure 1.1: Biggleswade and Sandy LATP within the LTP3 Structure

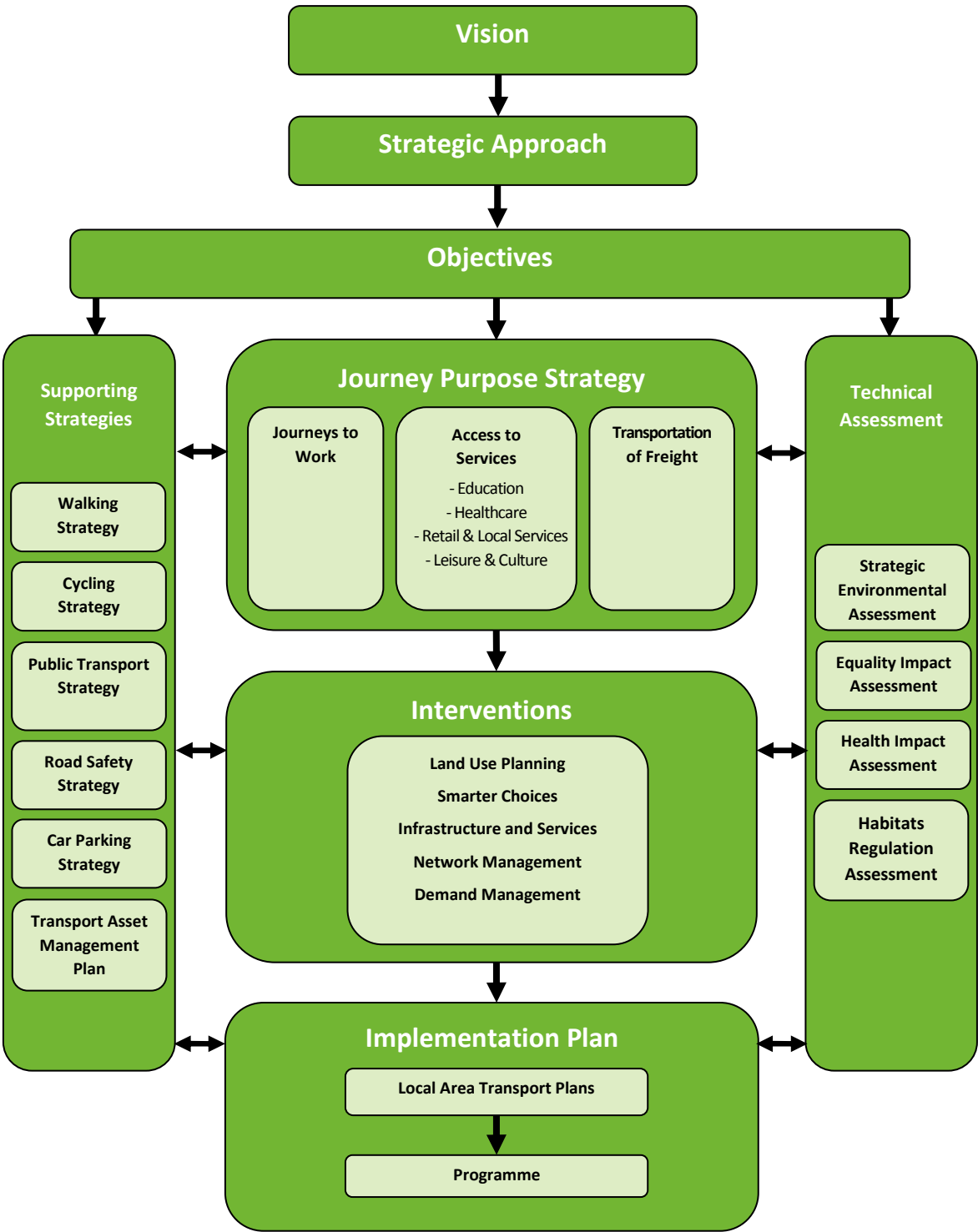


Figure 1.2: LAMP Areas



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1.4 How is the LATP Structured?

The LATP is structured around the following chapters:

- **Chapter 2 – Planning Context:** Details the planning context within which the Local Area Transport Plan is being developed, including potential housing and employment allocations through the planning process.
- **Chapter 3 – Local Studies:** Reviews Town and Parish Plans in place, previous transport studies undertaken and development plans to highlight key issues which will influence the direction of transport provision in the future.
- **Chapter 4 – Modal Issues:** Forms an assessment of transport issues in Biggleswade and Sandy by different types of travel.
- **Chapter 5 – Journey Purpose Analysis:** Reviews how the issues identified for each mode of travel in the area, translate into how local residents actually travel for different journey purposes.
- **Chapter 6 – Consultation and Engagement:** Details the consultation process on the Plan and the key findings of engagement with local residents, stakeholders and elected representatives.
- **Chapter 7 – Priority Action Areas:** Focuses on the priority action areas through which the issues identified may be addressed over the course of the Local Transport Plan period as a whole.
- **Chapter 8 – Programme:** Highlights how schemes have been prioritised to be delivered over the course of the Plan, the funding allocated to the Biggleswade and Sandy area, and the programme of initiatives to be implemented locally.
- **Chapter 9 – Other Schemes and Funding:** Sets out the schemes which are set to be delivered by developers or through funding secured through the Planning process.
- **Chapter 10 – Annual Progress Update:** Details the progress which has been made in delivering the previous year's programme and other schemes which have been delivered through Section 106 and Section 278 Agreements.
- **Appendices A/B – Biggleswade and Sandy Cycle Networks:** Highlights the cycling routes within the towns and their relative status within the network hierarchy.
- **Appendix C – HGV Restrictions:** Details of HGV restrictions and their locations across the Plan area.
- **Appendix D – Consultation Summary:** Summarises the comments received by the authority in response to the publication of the draft Plan and how these were addressed in the final version of the document.
- **Appendix E – Programme of Schemes “Long List”:** Details the schemes identified for delivery in the Plan area, in the longer term when additional funding is available, in their priority order.



2. Planning Context

2.1 Biggleswade Overview

Biggleswade is located in the north east of Central Bedfordshire adjacent to the A1 and has a population of around 16,400. It is the largest town in the former Mid Bedfordshire authority area and is the fourth largest within Central Bedfordshire as a whole.

The town provides some 6,500 jobs and there are 8,110 people of working age. As a consequence of this imbalance a large number of residents commute out of the town for job opportunities particularly to London, Hertfordshire, and other locations within Central Bedfordshire¹.

Biggleswade is well connected in transport terms and benefits from a direct rail link to London, and Peterborough to the north, whilst the National Cycle Network passes through the town. The A1 forms a bypass of the town to the west, whilst an eastern relief road is also set to be provided as part of an urban extension to the east of the town.

Through the development of the urban extension to Biggleswade and other sites designated for development, it is envisaged that the population of the town will increase by around 40% in the period up until 2026.

2.2 Sandy Overview

Sandy is located to the north of Biggleswade and has a population of around 11,600. The town provides some 6,000 jobs and there are around 7,200 people of working age. As a consequence of this imbalance a large number of residents commute out of the town for job opportunities particularly to London, Hertfordshire, and other locations within Central Bedfordshire, as in the case of Biggleswade.

Sandy is well connected in transport terms and benefits from a direct rail link to London, and Peterborough to the north. It is adjacent to the A1 and the National Cycle Network also passes through the town. The town has less scope for future development when compared to Biggleswade with it being constrained by the rail line to the east and the River Ivel and A1 to the west.

Table 2.1: Biggleswade and Sandy Key Statistics

Area	Biggleswade	Sandy	Central Beds
Population (2009)	16,420	11,620	252,900
Proposed Growth (2026)	+6,480	+480	+27,000
Journey time to Central London:			
Road	1 hr 30 min	1 hr 30 min	Up to 1 hr 50 min
Rail (fastest service)	39 min	57 min	30 min

Sources: Census 2001 / First Capital Connect / www.transport.direct.info

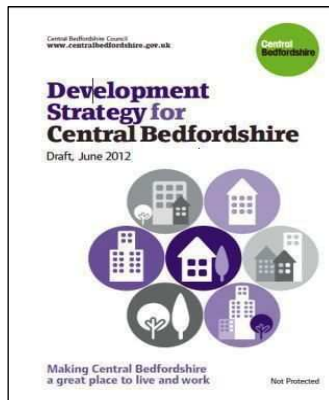
¹ Census 2001



2.3 Development Strategy for Central Bedfordshire

The Development Strategy will be the main planning document for Central Bedfordshire once it is adopted in 2014. It will set out the overarching spatial strategy and development principles for the area together with more detailed policies to help determine planning applications.

It will address similar issues to those in the Core Strategy and Development Management Policies in the north of Central Bedfordshire, but will also consider the allocation of strategic development sites.



The main elements of the Development Strategy are:

- Strategic objectives for the area
- Overarching strategy for the location of new development
- Scale of new employment, housing and retail provision
- Identification of new strategic scale development sites
- Extent of new infrastructure required
- Key environmental constraints and opportunities
- Set of detailed policies to guide consideration of new development proposals

Until a new Development Strategy is adopted, the existing approved plans will continue to set the planning context for decisions on planning applications.

For northern Central Bedfordshire the adopted Core Strategy and Development Management Policies DPD and the Site Allocations DPD apply.

The pre-submission version of the draft Development Strategy was published on 14 January 2013 and is expected to become the adopted planning policy for Central Bedfordshire in February 2014.

The Development Strategy plans for the delivery of a total of 28,700 new homes and 27,000 new jobs between 2011 and 2031. The Council will support the delivery of the existing planned sites that make up the majority of provision.

Site Allocations Document

The Site Allocations Document details the specific sites proposed to be developed to meet the housing and employment land requirements established within the Core Strategy for North Central Bedfordshire as a whole up until 2026.

The document was adopted in April 2011 and those sites included for development in the Plan area are set out in Figures 2.1 to 2.3 respectively.

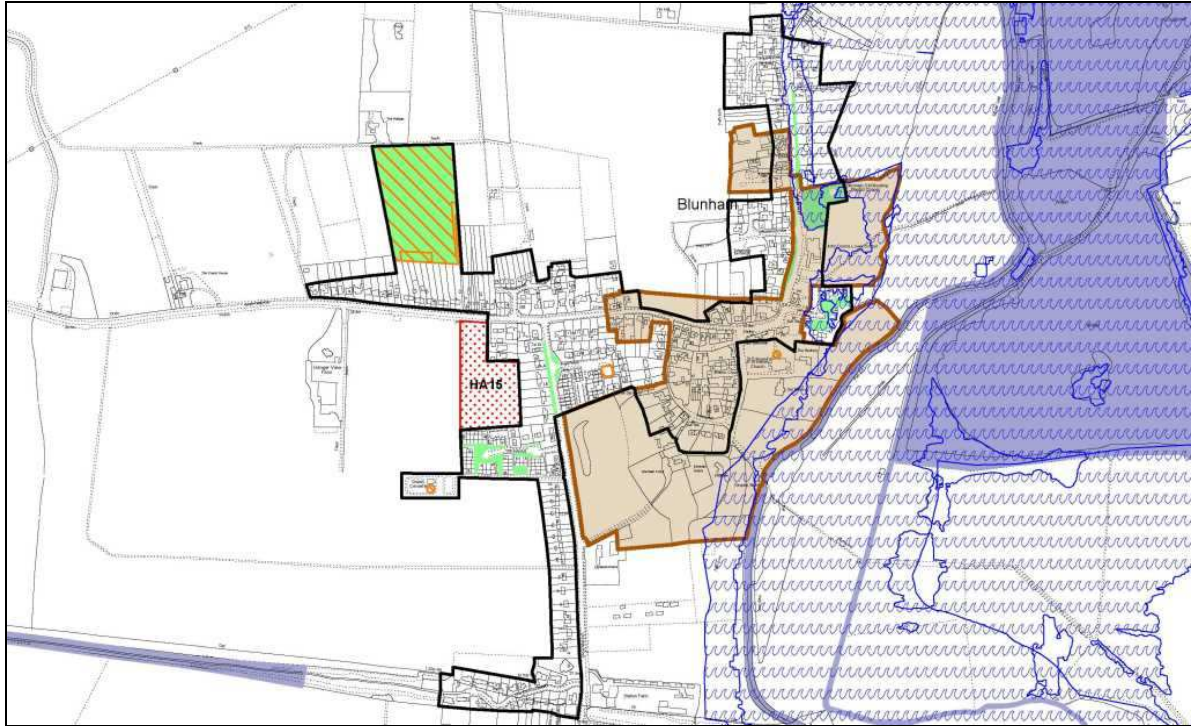


Key to Figures

	District Boundary		DM5a	Important Open Space	
	Area Outside Central Bedfordshire Council North Area		DM6	Green Belt Infill Only Boundary	
	Inset Boundary		E1	Key Employment Site	
CS1	South East Milton Keynes SDA Development Framework		EA	Employment Allocation	
CS3/DM17	Open Space, Sports and Recreation (PPG17 Study) <small>Style may vary - area, line or point depending on type. Refer to study for clarification of individual sites.</small>		HA	Housing Allocation	
CS12/DM7	Town Centre		MA	Mixed Use Allocation	
CS13	Floodplain (Floodplain on Side A&B is solid blue) <small>Source: Indicative Floodplain maps 2005 as published by the Environment Agency. Probability of Flooding 0.1 - 1.0%. www.environment-agency.gov.uk</small>		RA	Recreational Allocation	
CS15/DM13	Conservation Area		TC1	Biggleswade Masterplan Study Area	
CS15/DM13	Historic Parks and Gardens <small>Source: English Heritage. www.english-heritage.org.uk</small>		TC2	Town Centre - Flitwick	
CS15	Scheduled Ancient Monument <small>Source: English Heritage. www.english-heritage.org.uk</small>		Saved Local Plan Policies		
CS16/DM14	Chilterns AONB		CS21	Important Countryside Gap	
CS16/DM14	Forest of Marston Vale		EMP4	Employment Allocation	
CS17	Bedford and Milton Keynes Waterway (Proposed)		EMP12	Cranfield Airfield	
CS18/DM15	CWS/LNR <small>Source: LNR - Natural England. www.naturalengland.org.uk CWS - Biodiversity and Recording Monitoring Centre</small>		HO8	Housing Allocation	
CS18/DM15	SSSI/NNR <small>Source: Natural England. www.naturalengland.org.uk</small>		TCS	Town Centre Opportunity site	
CS18	Local Geological Sites (Previously RIGS Regionally Important Geological/Geomorphological Sites) <small>Source: Biodiversity and Recording Monitoring Centre</small>		National Policy		
DM4	Settlement Envelope			Green Belt	

NOTE: Where several constraints are on top of one another styles may vary to that in the KEY.
Disclaimer: Central Bedfordshire Council cannot be held responsible for the misinterpretation of any information. Information from external sources was correct at time of publishing but maybe subject to change therefore we advise you to contact them directly.

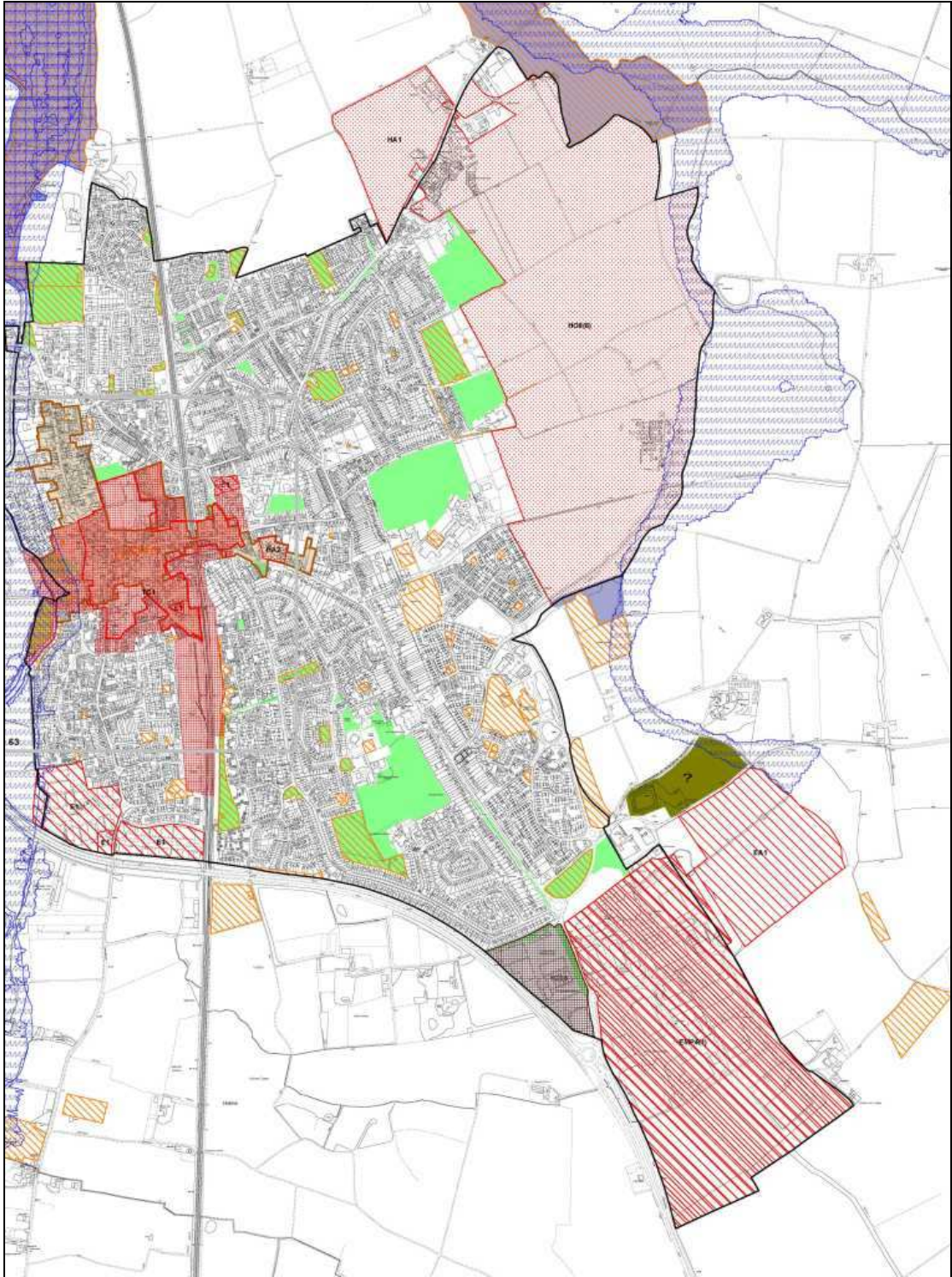
Figure 2.1: Blunham Development Sites



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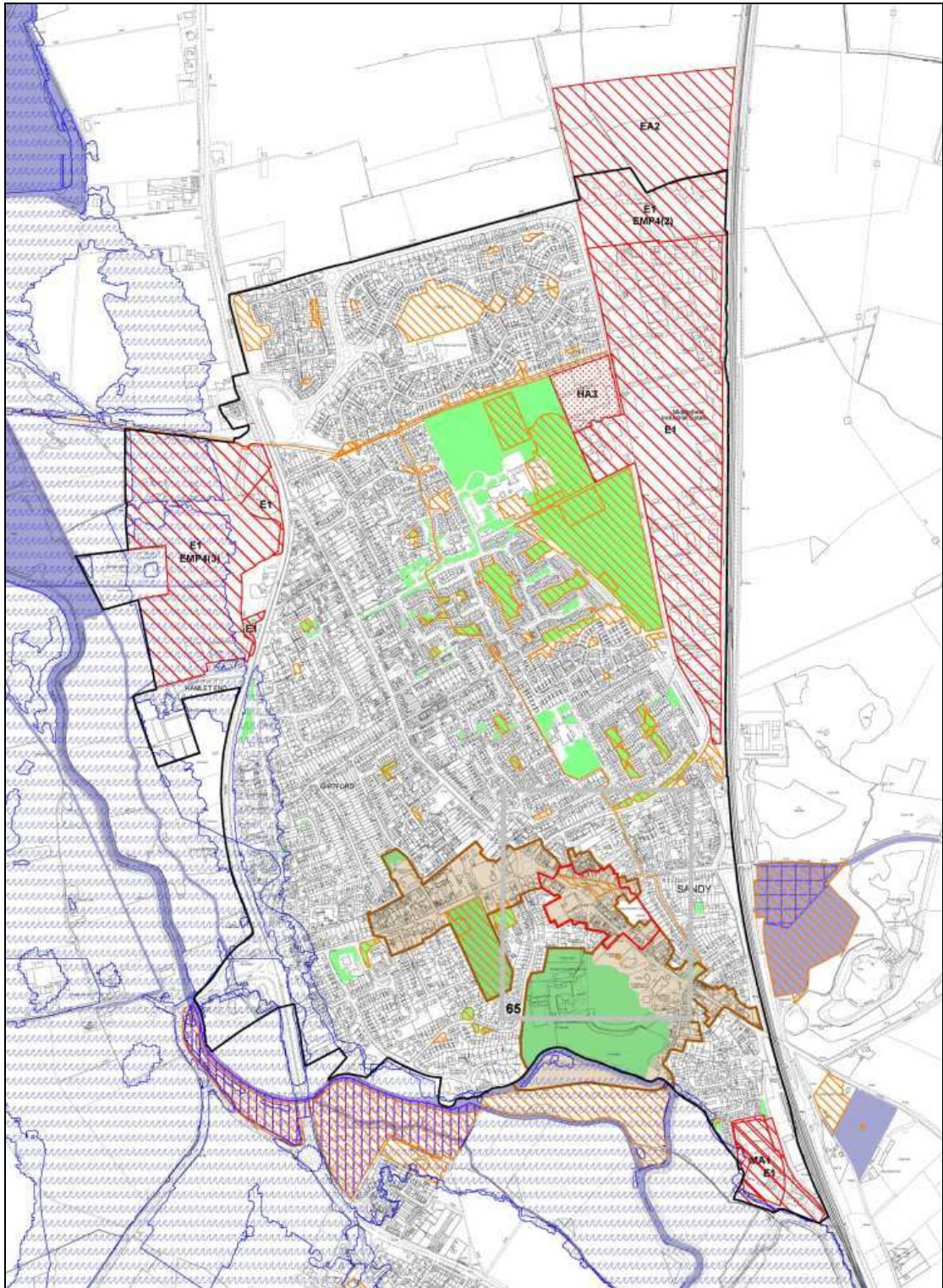
Figure 2.2: Biggleswade Development Sites



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Figure 2.3: Sandy Development Sites



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2.4 Large Scale Developments

A number of planning applications have been granted approval in the Plan area in recent years and are in various stages of being delivered.

Funding for mitigating the impact of these developments on the local area is secured by the authority through Section 106 Agreements, and the details of the level of funding received and the schemes which are being delivered as a result are set out in Chapter 8: Programme.

In addition, the authority also ensure that developers undertake works to the highway themselves to alleviate any capacity, congestion or safety issues through Section 278 Agreements, and the details of these are also set out in Chapter 8 of this Plan.

Land East of Biggleswade

The largest development site in the Plan area is to the east of Biggleswade, on land south of Potton Road. An application for the development of over 1,400 dwellings was approved in 2003 and is in the process of being constructed, at a current 'build out' rate of around 50 dwellings per year.

The approval also includes the construction of an eastern relief road and various other transport works to the local area (detailed in Chapter 9), together with a new primary school and provision of public open space.

The site in total is anticipated to accommodate 2,100 dwellings once other applications have been received from developers.

Tesco, Sandy

Planning permission was granted for the development of a new 3,300 sq.m Tesco superstore in Sandy on 7 September 2011. The application for the development comprised provision of a store together with new vehicular access, around 200 parking spaces, and a bus turning area on land off New Road to the south of the town.

Permission was granted subject to a number of conditions including transport works to be undertaken, and these are detailed in Chapter 9 – Other Schemes and Funding. The development of the store has influenced a number of schemes included within the 'Long List' of schemes within this Plan, as detailed in Appendix F.

The store is expected to provide employment for some 180 once fully operational.



3. Local Studies

3.1 Biggleswade Town Plan

A Town Plan for Biggleswade, produced by the Bedfordshire Rural Communities Charity (BRCC), was approved by the Town Council in June 2010. It sets out a series of actions to be undertaken to improve the town in a number of different areas, including traffic and transport.

The key actions proposed in terms of transport within the Plan comprise:

- Increasing the promotion of existing bus services to increase usage and ensure viability.
- Prioritise existing destinations and look into the feasibility of increased destinations that can be reached by bus.
- Improve access to Biggleswade Station platforms for all passengers e.g. those with limited mobility, pushchairs and heavy luggage.
- Address the large numbers of passengers on trains to Kings Cross.
- Support the provision of a transport interchange at Biggleswade Station.
- Facilities / improvements to encourage cycling within the town.
- Address concerns regarding pavement surface condition and overgrown vegetation.
- Need for additional dropped kerbs for pushchairs, wheelchairs etc. and wider pavements.
- Review parking in and around the town centre including:
 - Parking charges
 - Dangerous parking in residential areas, particularly as a result of those using the station
 - Lack of residents' car parking
 - Parking on verges in residential areas
- Maintain current direction of traffic flow in the town.
- Undertake town centre junction improvements.
- Identify and address problem sites for speeding.

These action areas have been prioritised within the Town Plan and the Town Council will seek to work with partners, particularly Central Bedfordshire Council to ensure that they are taken forward.

The priorities follow a survey of all households within the town in September / October 2009, and to which 1,200 responses were received.



High Street, Biggleswade



The Balk, Biggleswade

3.2 Biggleswade Town Centre Master Plan

The Local Area Transport Plan is closely aligned to the work undertaken on the Biggleswade Town Centre Master Plan which was adopted as a Supplementary Planning Document (SPD) in July 2011. The vision of the Master Plan is that:

“Biggleswade town centre will be a confident, distinctive and sustainable destination.”

Transport Recommendations

As part of this vision the Master Plan seeks to develop the town centre area as the transport hub for the rest of the town to help support economic growth and encourage sustainable travel. The transport priorities for the town centre are set out in Table 3.1 below.



Vision of Biggleswade Market Place

Table 3.1: Biggleswade Town Centre Master Plan Transport Proposals

Mode	Initiative
Walking	<ul style="list-style-type: none"> Improvements to public realm to improve the physical environment of the town centre Improved lighting to pedestrian areas Transport management to promote improved use of public transport to get into the town centre Improved signage and information for pedestrians Potential for shared space within the Market Square and town centre to provide level surfaces and also give priority to pedestrians over vehicles Create activity within the town centre at street level and at all times of the day to provide passive surveillance to the public areas
Cycling	<ul style="list-style-type: none"> Junction improvements Way-finding and signage Extended and improved cycle parking Improved access to the town centre Commercial space for cycling retailing
Public transport	<ul style="list-style-type: none"> The provision of a turning circle, bus stands and shelters within the station concourse as part of developing a transport interchange Provision of appropriate bus stop to service the town centre area. Provision of real time bus information as part of improvements to public transport
Car parking	<ul style="list-style-type: none"> To reduce commuter and long stay (employee) parking on residential streets and in spaces in the central area To address demand for unrestricted long-stay (employee) parking in the town centre generally in managed car parks To improve quality, safety and accessibility of longstay off-street parking areas in edge of centre locations to ensure they are fit for use To ensure adequate parking provision for residents at all times To ensure provision (turnover) of short/ medium stay shopper/visitor parking in the central core area To safeguard existing levels of car parking provision To encourage the provision of more car parking to improve the town's viability Prioritise use of new innovative technologies such as Automatic Number Plate Recognition (ANPR) in management and monitoring of car parking spaces and turnover.



3.3 Sandy and Beeston Town Plan

The Sandy and Beeston Town Plan was adopted in March 2011 and covers the period between 2011 and 2020. Transport and traffic forms one of eight action areas in the Plan. Concerns focus upon:

- Facilities at Sandy Station.
- Car parking problems associated with the Station.
- A need for improvements to bus service provision and increased promotion of existing services, including information provision.
- A desire for new cycle routes.
- The volume of HGVs travelling through the town.
- Maintenance of pavements and road surfaces, together with street lighting improvements.



Sandy Town Centre

In addition improvements to leisure provision in the town are sought which have transport connotations, focusing on improvements to bridleways and footpaths, and better access for wheelchairs and pushchairs.

The action plan contained within the document sets out how these issues will be tackled. In addition to the above, there is a specific desire to see a new zebra crossing provided on the High Street in the vicinity of St Swithun's School.

3.4 Blunham Village Improvement Plan

The Blunham Village Improvement Plan was produced in 2010 based upon a survey of key issues highlighted by local residents. Transport features prominently and the Plan contained seven transport specific aims notably:

1. To reduce as far as possible the amount of traffic using roads through the village where there are suitable alternatives and to ensure that the weight limit is observed.
2. Manage the speed of traffic on those roads where there is a concern over current speeds.
3. Introduce a measure of control of roadside parking that meets the needs of residents but does not create situations that are difficult for road users to negotiate.
4. Create safe parking opportunities for those parents who have little option but to bring children to school by car and encourage other parents to use alternative means. Deter casual parking that creates unsafe conditions for child pedestrians and other road users.
5. To improve, repair, clear and install footways where there is a need.
6. Improve street lighting in the deficient areas to a level that satisfies residents whilst retaining a rural ambience.
7. To compare the aspirations of potential bus users with the services currently provided and encourage the local authority and bus operators to bridge the gap between the two.

Within this remit, Barford Road, Station Road, The Hill and High Street are the key areas of concern for speeding traffic with traffic calming the preferred solution.

The lack of a footway between Blunham and Great Barford bridge and the narrowness of the footway on The Hill are the main problem locations for pedestrian access.



The Hill, Blunham

3.5 Greensand Ridge Local Development Strategy

The Greensand Ridge Local Development Strategy (2008 – 2013) was developed by a number of local stakeholder groups and sets out a vision to make the Greensand Ridge a “Green Lung” throughout Bedfordshire.

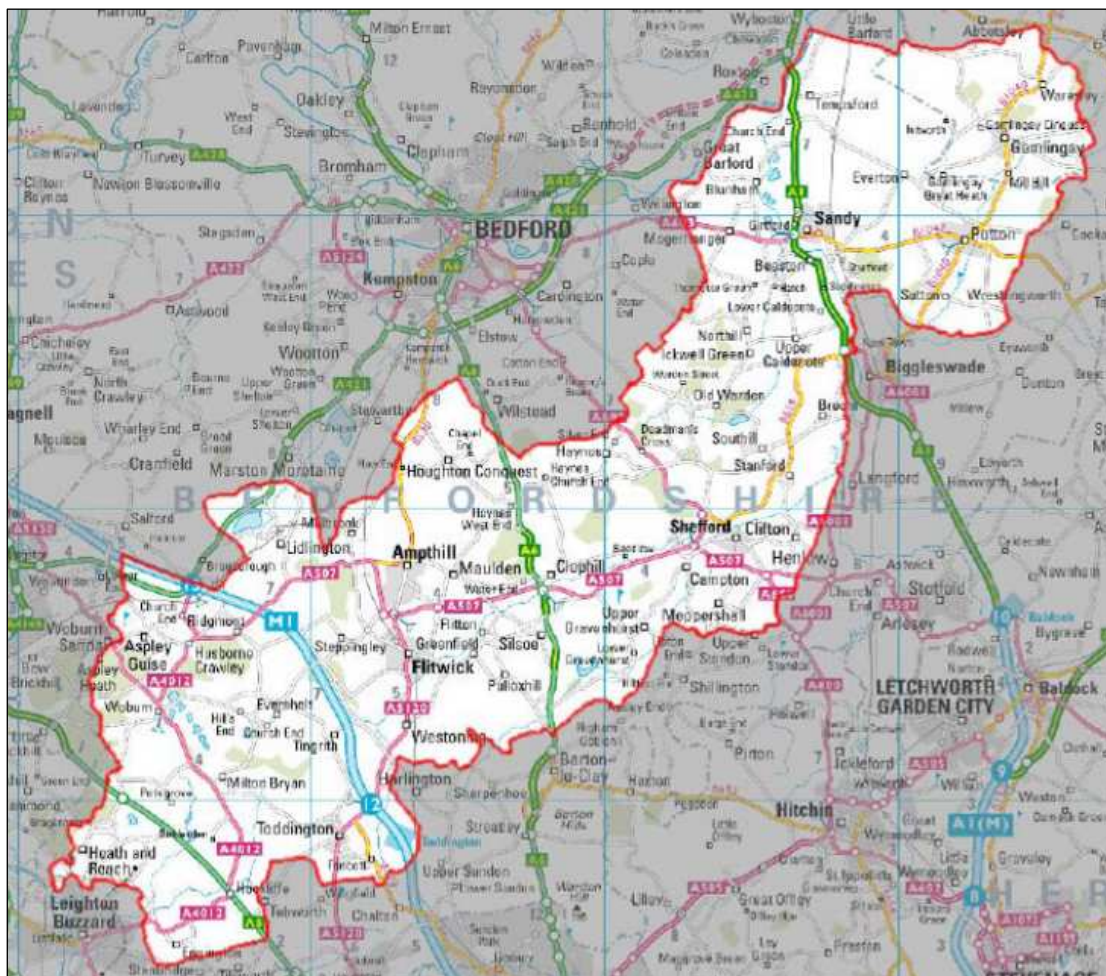
The strategy particularly focuses on economic growth, highlighting that the challenge manifests itself in a number of different ways.

A lack of local jobs and the attractiveness of the area to live in mean that there are high levels of out-commuting, particularly by car with declining access to services, and a leakage of service provision to urban areas and areas outside of the authority, making it harder to access those services for those who do not have a car.

In response to these challenges, the Strategy identifies four strategic objectives, which in turn have a number of actions associated with them.

- **“String of Pearls”** – Building upon links to much larger visitor attractions such as Center Parcs, this focuses on raising the game of smaller attractions. Promoting walking and cycling routes to, from, and between the attractions, networking, and effective marketing of local businesses are seen as particularly important means of achieving this.

Figure 3.1: Greensand Ridge Development Strategy Area



- **“Taste the View”** – Supporting the competitiveness and the quality of local produce so as to increase its market share locally. This includes improving access to local and strategic supply chains, better sales and marketing, and improving the quality of local foods. This work has implications for freight traffic in rural areas, which would require careful management.
- **“Swiss Army Knife Centres”** – Developing a network of local centres that cluster a number of services under a single roof to provide economies of scale. Whilst these centres may improve access to such services, such centres would need to be located in areas with good access by sustainable transport.
- **“Putting the Green back into Greensand”** – Focussing on increasing the resource efficiency of local communities and businesses. A particular focus in this area is on developing small-scale eco-businesses. This may require support in the development of Travel Plans for communities and local businesses.

3.6 Green Infrastructure Plans

A series of Green Infrastructure Plans have been produced across Central Bedfordshire detailing local residents’ aspirations for the local environment in terms of the maintenance and restoration of existing assets, and proposals for new provision. These aspirations focus on the availability and quality of open space, recreational parks and rights of way for example.

Such plans have been produced for Biggleswade and Sandy by the Town Councils, in conjunction with the Bedfordshire Rural Communities Charity.

The transport and access related priorities identified within the Plans, and which could potentially be funded by the LAMP, are set out in Table 3.2, and form part of a number of rights of way related aspirations included within the documents.

These priority schemes have been included in the “long list” of schemes for potential future delivery through the LAMP as listed in Appendix E.

Table 3.2: Green Infrastructure Plans Priorities

Plan Area	Priorities
Biggleswade (aspirations of the plan only)	<ul style="list-style-type: none"> • Create a single improved access under the A1 for FP23 and BW22 for pedestrians and cyclists • Create pedestrian / cycleway access over the A1 to provide “Green Wheel” link • Create and promote Great North Cycleway through the town, including the installation of a safe traffic-lit crossing near Stratton House • Create a cycleway alongside Langford Road to link Biggleswade and Langford, possibly by widening and managing vegetation • Create new safe crossing of railway at Holme Green / near Shortmead House • Create Great North Cycleway south from Biggleswade <p>(Many of these initiatives for improved access form part of the Biggleswade Green Wheel Masterplan, see Section 3.7).</p>
Sandy (actual priorities)	<ul style="list-style-type: none"> • Create cycleway along disused railway to link route of Great North Cycleway to Potton • Provide safe crossing of the A1 to filling station / supermarket and rights of way network to the west • Create cycleway along Potton Road to link Sandy to Potton, using paths through the Lodge as appropriate • Create new bridleway parallel to Everton Road linking Swaden and Stone Lodge including a safe crossing of Everton Road from Sand Lane • Enhance crossing footbridge over the A1 to enable use by cyclists, buggies, wheelchairs and mobility scooters

Source: <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/biggleswade.pdf>; <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/sandy.pdf>

3.7 Biggleswade Green Wheel Masterplan

A draft of the Biggleswade Green Wheel Masterplan was produced in August 2012 and sets out a long term vision for the development of publically accessible green spaces around the town, connected by “spokes” of linear paths and green corridors, easily accessible to pedestrians, cyclists and horse riders in places.

The Masterplan, developed by the Countryside Access Team at Central Bedfordshire Council and Bedfordshire Rural Communities Charity, details the standards which will be applied to these routes, the principles and characteristics of the links, and the works required for each section of the Wheel to be complete. Elements of this are to be included in the “long list” of schemes to be funded through this LAMP.

3.8 Blunham Traffic Survey

A traffic survey was undertaken by residents of Blunham in October 2011 to assess the number of different vehicle types travelling on the key routes through the village and the extent to which speeding may be considered a problem.

The survey focused on movements on High Street and Barford Road and examined flows in both directions during the morning and early evening peak periods over the course of a week in mid October 2011.

The results of the survey form part of the evidence base of this Plan and will subsequently help to inform future schemes in the area.



4. Modal Issues

4.1 Walking

Due to the size of the towns and their relatively flat topography, Biggleswade and Sandy are conducive to undertaking many different types of journey on foot. An average able-bodied person can walk around 2 miles and most services on offer in each of the centres are located within a 2 mile distance of the surrounding suburbs.

For less able bodied people however, this is not the case and walking will not be a realistic form of travel for all local people. Despite this most journeys include an element of travel on foot, reflecting the importance of pedestrian improvements locally.

Pedestrian Priority

There are a number of areas within Biggleswade town centre, predominantly around the Market Place, which give pedestrians priority over other forms of traffic.

However away from the Market Place the quality of footpaths and crossing points are of poor quality. Footways are narrow along Hitchin Street, between the Health Centre and the Market Place and on other routes into the town centre.

Raised platforms are provided on desire lines along the High Street through the town centre to reduce traffic speed, increase awareness of pedestrians and act as informal crossing points.

The crossings themselves are also responsive to pedestrians and this helps to reduce the waiting time to cross the road. Despite this the levels of traffic flow along this important gateway into the town centre form a degree of conflict with the needs of pedestrians in the area.



Raised and signalised crossing in Biggleswade

In Sandy, whilst the town centre itself has no fully-pedestrianised areas, recent improvements to the highway network in this area mean that the environment is generally conducive to walking. Raised crossings and junctions slow traffic speeds while increasing the awareness of pedestrians, and pedestrian priority crossings are provided on many of the key pedestrian routes, notably in and around the Market Place.

The footways in the centre are generally of a good width, although they can narrow in some places on routes heading out of the town centre such as Potton Road and parts of Station Road. The only guard-railing of note in the town centre is adjacent to the pelican crossing outside of Budgens.

Footways in Blunham are narrow in places and completely absent in others, notably on The Hill, Park Lane and to Great Barford bridge respectively. This dissuades pedestrians from walking into the village due to road safety concerns and lack of access for those in wheelchairs or with pushchairs for example.

Street Furniture

In and around Biggleswade Market Place there is a vast amount of guard railing. This reduces the permeability of the centre and the ability of pedestrians to cross the road in the most convenient places, on the pedestrian desire line, in a number of instances.

Seating and finger-post directional signs are provided in the town centre. The signing however is in need of review to ensure that all of the key trip generating uses within the town centre are appropriately signed.

Seating, planting pots, and litter bins are provided throughout Sandy town centre, much of which is generally of good quality. These are spread throughout the town centre so as to avoid clutter, although there are noticeable concentrations in the Market Place and outside Budgens.



Guard railing on desire line in Biggleswade

Footpath signage is not particularly prominent in Sandy, with finger-posts generally being limited to Public Footpaths and Bridleways.

There are a number of benches in place across Blunham, provided for the convenience of pedestrians. The Parish Council secured £2,500 of funding in 2012 from the 'Awards for All' scheme which was spent on 8 benches that have been strategically placed around the village.

Permeability

Whilst the centre of Biggleswade is generally accessible, the East Coast Mainline cuts through the town and creates issues in terms of the ability of pedestrians to easily cross from one side of the train line to the other.

In Sandy the town centre itself is generally permeable. Pedestrian priority crossings are provided on many of the desire lines, including crossing the busy High Street. Routes to and from the car parks are characterised by off-highway walking routes, with key pedestrian crossings where these routes cross busy roads.

Commuter parking in residential areas in both towns creates issues in terms of the safety and accessibility of pedestrians as a result of inconsiderate parking.

4.2 Cycling

Around 53% of respondents to the Householder Travel Survey in Biggleswade and Sandy stated that they owned a bike (some 188 of the 356 local respondents to the survey).

This figure is slightly higher than that for Central Bedfordshire as a whole with some 47% of the population (940 out of 2,000 respondents) owning a bike², and highlights the potential to increase the number of trips undertaken by bike in the towns.



Cycle parking at Sandy Station

² Central Bedfordshire Householder Travel Survey; April 2012



Network Hierarchy

A cycling network hierarchy has been identified in Biggleswade and Sandy as part of a process undertaken across the whole of Central Bedfordshire. This has established a series of routes of national and regional importance, urban links, inter-urban routes and others which enable access to leisure provision and which utilise quiet roads and country lanes.

Part of the National Cycle Network (NCN) passes through the LATP area. In places it provides a high quality, high profile link, connecting Biggleswade and Sandy to the rest of the strategic network, although further work is required to ensure that the whole network within the Plan area is brought up to a consistently high standard. Maps of the complete cycle network provision in Biggleswade and Sandy are contained within Appendix A and Appendix B respectively.

Infrastructure Provision

There are a number of cycle lanes in place across both towns, together with advanced stop lines, directional signing and cycle parking in the town centres and major trip generators such as the station and supermarkets. In general however, there is a lack of dedicated provision for cyclists and where provision is in place there is often a lack of whole route treatment.

The A1 trunk road and East Coast Mainline both form barriers to cycling within Biggleswade, Sandy and further afield. Heavy traffic can also marginalise cyclists particularly at busy junctions in the town centre and with the A1. There is a lack of a dedicated safe cycle link between the two towns, although there is scope for a new off road cycle link between Sandy and Potton.



Cycle parking in Biggleswade town centre

4.3 Public Transport

The provision of bus services in both Biggleswade and Sandy is limited. Stagecoach operates a commercial, branded service between the towns and Bedford although many of the other services are more marginal and are subsidised by Central Bedfordshire Council.

The LATP area is covered by Bus Plus which is an integrated bus and rail ticket, involving all operators and which allows users to buy one ticket to use on both the train and local bus services, allowing easier interchange between the two modes of transport.



Bus stop in Sandy

Despite this there is a lack of bus services which actually directly serve the train stations and this undermines the attraction of public transport based trips for journeys further afield.

A comprehensive review of bus service provision across the authority is due to take place in 2013. This aims to rationalise the services on offer to ensure that the needs of local residents are most appropriately met within the current socio-economic climate.

Bus Infrastructure

The terminus for buses in Biggleswade is located within the heart of the town on the edge of the Market Place. This provides a very convenient pick up and drop off point for passengers wishing to access the facilities within the town centre. It is also only around a 5 minute walk to the train station to the south.

Whilst the terminus is centrally located, the waiting facilities and information available to passengers is of poor quality. The information on services operating from the bus station is very poor with a limited number of timetables which are hard to follow. There is a lack of real time, or any other form of electronic information detailing potential delays to service provision.

The main bus stop, and terminus of some services in Sandy is located in the Market Square in the heart of the town. This provides a very convenient pick-up and drop-off point for passengers wishing to access the facilities within the town centre. At the railway station, the bus stop is located right outside the door to the ticket office, providing convenient bus-rail integration for those services that do operate to the station.

In the residential areas of both towns and Blunham the quality of the waiting facilities are of poor quality. In a number of cases raised kerbs are provided to enable easier access onto buses, although there is a lack of shelters, lighting and service information in the majority of cases.

Rail Services

Heavy rail services operate between Biggleswade and Sandy and London to the south and Peterborough in the north as part of the Capital Connect franchise. The services between Biggleswade and Sandy and London includes fast, limited stop services, which makes them particularly attractive to commuters and operates frequently (twice an hour) throughout the day.

Rail Infrastructure

Information on rail services is available at both Biggleswade and Sandy stations and this highlights the services operating from the station and the ability to interchange with routes further afield. Access to each platform at Biggleswade is via a set of staircases. There is no lift access to the platforms and this causes difficulties for those with limited mobility and parents with pushchairs.

Sandy station can be accessed on level ground on both sides, with the northbound platform being accessed via the car park and ticket office, and the southbound platform being accessed via a walking route off Potton Road.



Access to platforms at Biggleswade Station

When combined with the Potton Road railway bridge, there is level (if somewhat convoluted) access between both platforms for those with limited mobility. A pedestrian footbridge also directly links the two platforms, although this bridge is not disability access compliant.

There remain excellent opportunities to improve the ease of interchange between bus and rail services at both train stations in the Plan area, and it is a priority action area to develop a step change in the level of public transport usage across the authority.



4.4 Highways

Access to a car in Biggleswade and Sandy is similar to that across Central Bedfordshire but significantly higher than the country as a whole. Around 87% of respondents to a Householder Travel Survey undertaken in April 2012 across the whole of Central Bedfordshire indicated that they had access to a car, an increase from 85% recorded in the 2001 Census. This compares to 75%³ nationwide. The breakdown of car ownership is set out below:

Table 4.1: Biggleswade & Sandy Car Ownership Levels

Number of Cars	Biggleswade & Sandy		Central Bedfordshire	
	Responses	%	Responses	%
None	43	12%	260	13%
One	174	49%	960	48%
Two	117	33%	640	32%
Three or more	21	6%	160	8%
Total	356	100%	2000	100%

Source: Householder Travel Survey; April 2012

Strategic Road Network

Biggleswade is well served by the strategic road network with two junctions providing direct access onto the A1 to the north west and south of Biggleswade. The A1 provides good north-south links from the towns to the rest of the region and further afield.

The level of stress on the A1 in the LATP area is relatively low. Stress relates to the strategic capacity of the route in relation to the daily flow of vehicles, and does not take into account junction specific delays.

However, the Highways Agency anticipates that levels of stress on the network will increase in the period up until 2026 as a consequence of the increase in demand to travel along the corridor⁴. Despite this, no schemes are planned to increase the link capacity on the A1 in the LATP area.

The junctions of the A1 which serve Biggleswade are designed as 'at-grade' junctions, in the form of roundabouts known as Biggleswade North and Biggleswade South. This is as distinct from being designed as 'grade-separated' junctions where the link is accessed via a slip road. As a consequence of this arrangement significant delays have been observed at both junctions in peak periods.

A proposed junction improvement of the A1 South Roundabout has been developed and will be funded through developer contributions as part of growth within the town.

The primary access to the A1 in Sandy is via the roundabout between the A1, A603, and Bedford Road, an interchange which suffers from congestion at peak periods. To the south of Sandy is the junction with New Road, which is an at-grade crossing and to the north access is via St Neots Road and a slip road leading to Sunderland Road and the industrial estate to the east of the town.

There are various other access points onto the A1 from both Sandy and Beeston, a number of which raise safety concerns due to the speed of the traffic flow vehicles are joining.

³ Transport Statistics Bulletin; National Travel Survey 2008, Department for Transport.

⁴ East of England Regional Network Report 2006; Highway Agency.

Just to the north of the Plan area is the key A1/A421 interchange, known as The Black Cat Roundabout. This crossroads of strategic north/south and east/west routes has suffered from significant delays and congestions for a number of years, impacting upon the movements of residents within the Plan area, and leading to vehicles rat-running through Blunham to avoid the queues at peak periods.

The Department for Transport (DfT) announced in October 2012, however, that some £6.4 million will be spent on addressing these problems through widening the roundabout and approach roads. It is anticipated that works will commence in 2014⁵.

Local Road Network

The local network generally benefits from good north-south provision but lacks alternative east-west routes which avoid the town centres. This is partly as a consequence of the East Coast Mainline which runs north-south through Biggleswade and to the east of Sandy. The key links on the local road network include:

- **A6001, Biggleswade:** The A6001 (comprising London Road, High Street, Shortmead Street and Hill Lane) links Biggleswade to the A1 via roundabouts to the north and south of the town. It forms the main route through the town centre and is the key link in the local road network in the town.
- **B1040, Biggleswade:** The B1040 (comprising The Baulk and Potton Road) links Biggleswade to Potton. The proposed eastern relief road to be provided as part of the new residential development to the east of the town will have a junction on Potton Road to the north of the town.
- **B658, Biggleswade:** The B658 (known as Langford Road) links Biggleswade with Shefford to the south west, passing under the A1. It provides a link to the A507, the main east/west route across Central Bedfordshire.
- **A603, Sandy:** The A603 (Bedford Road) acts as the main link between Sandy and Bedford to the west, from its junction with the A1. The single carriageway route provides access to the A421 for longer distance east/west movements.
- **B1042, Sandy:** The B1041 (also know as Bedford Road, High Street and Potton Road) is the main east-west route through Sandy, running from the A1 roundabout, through the town centre, past the railway station and out towards Potton. There is a 20mph speed limit in place on the section through the town centre and forms the primary link within the town.
- **St Neot's Road, Sandy:** This is the main north-south route in Sandy itself, running from the A1 junction in the north to the junction with the B1041 in the south. The route benefits from a traffic calming scheme.
- **Sunderland Road, Sandy:** This road runs north-south parallel to the East Coast Mainline on the eastern edge of Sandy, providing access between the employment areas to the north east of the town, the town centre and the A1. There is a weight restriction on the southern stretch of the road to reduce HGV movements through a predominately residential area.
- **New Road, Sandy:** This road links Sandy to the A1 to the south of the town from the train station. The junction with the A1 allows right turning movements at present, across the dual carriageway, although residents have raised safety concerns associated with the current layout. A new Tesco development on the road will influence the use of the road within the town.

⁵ <http://www.highways.gov.uk/news/press-releases/22m-road-boost-for-east-of-england>



Road Safety

The number of people killed, seriously or slightly injured on roads in and around Biggleswade and Sandy between 2009 and 2012 is set out in Table 4.2, whilst the location of road traffic accidents in the area are highlighted in Figure 4.1.

The vast majority of accidents involved car users. Motorcyclists were the group second most likely to be injured in an accident, whilst pedestrians and cyclists were involved in 8 serious accidents between them within the three year period, a relatively small number when compared to other road users.

Table 4.2: People Killed, Seriously or Slightly Injured in Biggleswade and Sandy between 2009 and 2012

Casualties	Adults				Children				Total			
	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total
Pedestrians	0	5	11	16	0	2	4	6	0	7	15	22
Cyclists	0	1	10	11	0	0	6	6	0	1	16	17
Motor cyclists	1	8	10	19	0	0	0	0	1	8	10	19
Car users / passengers	0	4	122	126	0	0	12	12	0	4	136	138
Bus	0	0	3	3	0	0	0	0	0	0	3	3
HGVs / passengers	0	0	6	6	0	0	0	0	0	0	6	6
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	18	162	181	0	2	22	24	1	20	184	205

Source: Bedfordshire Highways (Police Stats 19 database)

4.5 Car Parking

The demand for parking in Biggleswade and Sandy comes from shoppers and visitors to the town centres, accessing the range of independent stores and large supermarkets, and also commuters travelling by train from Biggleswade and Sandy Stations, often to London, via the East Coast Mainline.

There is a considerable amount of on street parking in the Sunderland Road area of Sandy as a result of employees working on the industrial estate along the road.

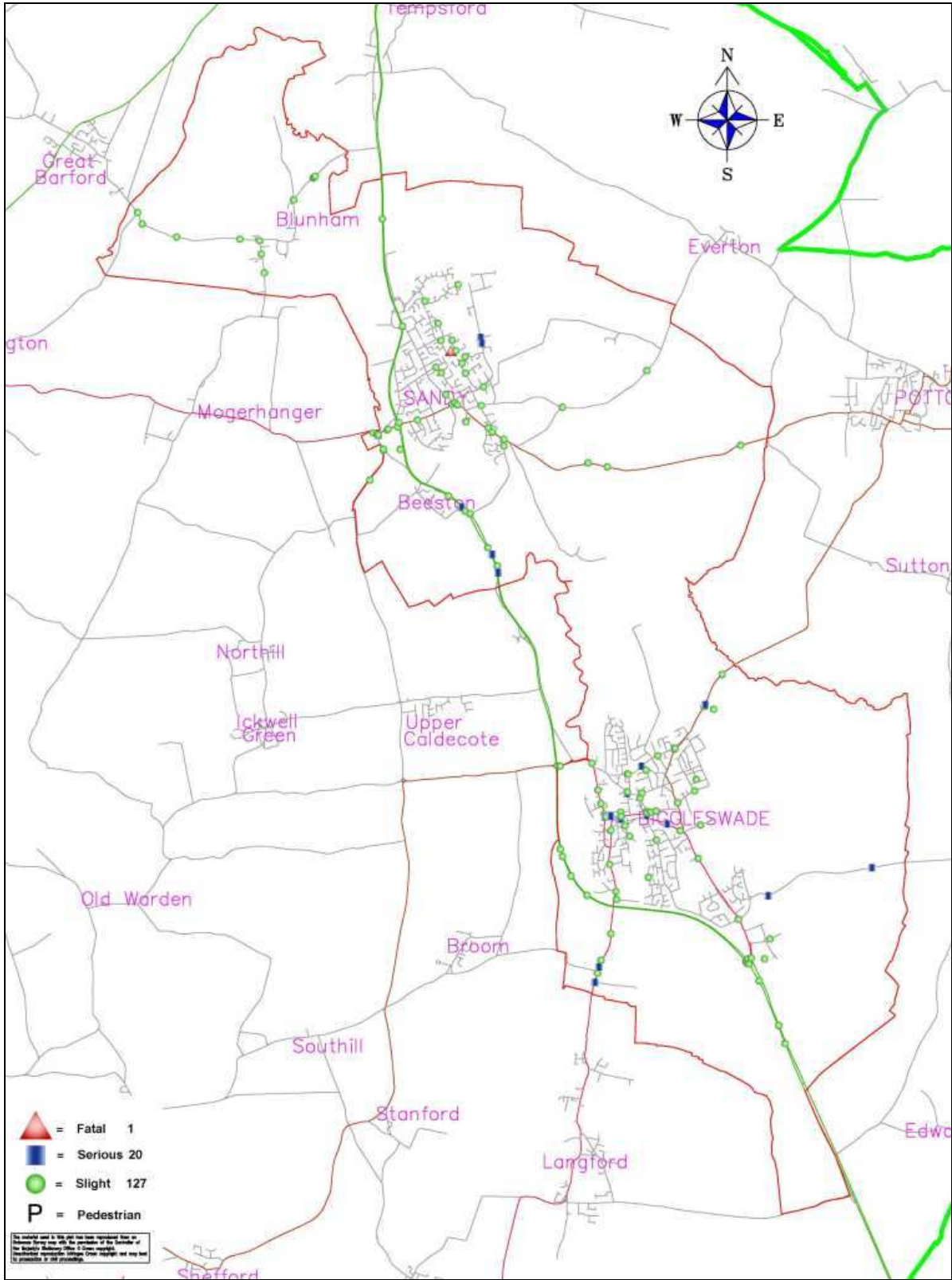


Sunderland Road, Sandy

Kings Road and St Swithun's Way are also subject to high levels of parking demand in the town. The nature of these parking demands differs however, with shoppers and visitors seeking short stay provision, whereas commuter parking tends to be for longer periods over the course of the day.

Blunham streets suffer from parking pressures associated with the school drop off and pick up times. These generate knock on effects associated with road safety concerns and detract children from walking or cycling to school.

Figure 4.1: Biggleswade and Sandy Road Traffic Accidents between 2009 and 2012



Source: Bedfordshire Highways (Police Stats 19 database)



Scale of Parking Provision

There is considerable on-street and off-street car parking provision in and around the LATP area. The off-street provision in Biggleswade is set out in Table 4.3, whilst that in Sandy is focused in a number of car parks including on the High Street, at Budgens, in the Market Square, and at the Station in the town.

Table 4.3: Existing Town Centre Car Parks in Biggleswade

Location	Number of Spaces	Charge	Time Limitation
Rose Lane	122 (approx)	Free	Unrestricted
Asda	348	Free	Up to 2 hours
St Andrews Street One	34	Free	Unrestricted
St Andrews Street Two	22	Free	Unrestricted
Market Place (west)	41	Free	Up to 2 hours
Market Place (east)	14	Free	Up to 2 hours
High Street (on-street)	11	Free	Up to 1 hour
Hitchin Street (on-street)	15	Free	Up to 1 hour
Aldi One	49	Free	Up to 1.5 hours
Aldi Two	79	Free	Up to 1.5 hours
Station Road (on-street)	34	Free	Up to 1 hour
Existing health centre	35	Free	Unrestricted (patients)
Station forecourt	45	Charged	Varied
Network Rail	179	Charged	Varied
Town Council (Station)	60 (approx)	Free	Unrestricted
Chestnut Avenue	35	Free	Unrestricted

In Biggleswade, whilst on-street parking in the town centre is limited stay provision only, there are opportunities to park on-street within a 5 minute walk of the town centre or station in most residential areas, often to the detriment of local residents' amenity.

There are a number of on-street and off-street car parking locations in and around Sandy town centre. On-street parking is generally limited in the town centre. There are a number of on-street bays in the Market Place area, whilst some short stay parking (a maximum of one hour) is provided in the town centre and along the High Street.

There are also opportunities to park on-street within a 5 minute walk of the town centre and the railway station, and therefore as with Biggleswade, there is parking provision available to shoppers and visitors at most times of the day.

Management of Provision

Responsibility for the management of the off-street parking, not owned by the large supermarkets, rests with the Town Council who have the powers to determine the nature of their operation, whilst Network Rail manage the car parks adjacent to the train station.

The diversity of ownership and control of the car parking provision requires the local authority to work in partnership with the car park operators to manage the nature of parking supply and to introduce measures to influence demand.

Cost of Provision

Most car parking in Biggleswade and Sandy, both on-street and off-street is free, although in a number of cases, there is a time limit as to how long you are able to park. The Network Rail managed car parks operate on a 'pay and display' basis. The tariffs are set out in Table 4.4.

Table 4.4: Biggleswade and Sandy Stations Car Parking Charges (as of January 2013)

Length of Stay	Biggleswade	Sandy
Daily	£4.60	£5.20
Weekly	£21.70	£23.70
Monthly	£80.50	£90.80
Quarterly	£211.00	£249.00
Annual	£698.00	£799.00

Source: http://www.firstcapitalconnect.co.uk/static/filemanager/Car_park_tariff_changes_Dec_12_090113_v5_LOW_RES_L_CS1279_1112.pdf

These charges result in parking being displaced to surrounding residential streets. This causes issues in terms of loss of business for local shops and residents being unable to park outside their homes.

There are also road safety and accessibility concerns with cars parked on verges and in other inappropriate locations.



Under utilised station car park, Biggleswade

Residents Parking Schemes

A residents' parking scheme is in place near Biggleswade train station in order to ensure that local residents are able to park outside their own home and that commuters using the station do not occupy this provision.

There are currently no residents' parking schemes in operation in Sandy, although parking restrictions do operate on some roads to aid traffic flow. There is a desire on the part of local residents to see a residents' parking scheme, or similar on-street parking restrictions, in place in the streets surrounding the railway station, notably St Swithun's Way. This is because many of these streets are subject to commuter parking for those wishing to access the railway station.

Commuter Parking

Parking generates concern amongst local residents from a variety of different sources, the general lack of provision in residential areas in relation to levels of car ownership, the demand generated by shoppers and visitors to local shops and attractions, parking outside of schools during the morning and early evening 'school run', but none more so than issues associated with commuter parking during the day.

These problems are often at their most acute in the roads surrounding major commercial areas (such as Sunderland Road in Sandy), close to both Biggleswade and Sandy town centres (such as Sun Street in Biggleswade) and in the vicinity of both train stations in the Plan area.

The Central Bedfordshire Parking Strategy produced in 2012 will seek to address these concerns by a wholesale review of on street and off street parking and putting management measures in place.



5. Journey Purpose Analysis

5.1 Overview

This chapter considers how the issues identified within the assessment of individual modes of transport translate to how people in Biggleswade and Sandy actually travel for different types of journey. It compares the modal split for different types of journeys in the LATP area with those for Central Bedfordshire as a whole where data is available.

Householder Travel Surveys were undertaken in 2010 and 2012 which looked at the travel patterns of Central Bedfordshire residents. These surveys form the basis to the identification of the modal split for different journey types across the authority as a whole, whilst the Census, school and workplace travel plans and results from the schools census have also been utilised to identify the specific travel patterns of residents in the Plan area.

5.2 Journeys to Work

Commuting is one of the six journey purpose themes which form the core focus of the Local Transport Plan. This section looks at commuting trips for local residents in terms of the length of trips and method of travel for their journey to work.

The distance travelled to work has a bearing on the ability to access employment by a variety of different modes of transport. It also provides an indication as to the relative self containment of a town in terms of the ability for people to find employment locally. The Census identifies the distances travelled by residents across the authority to get to their place of work and these figures are detailed in Table 5.1.

Table 5.1: Distances Travelled to Work

Distance	Biggleswade & Sandy		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Work at home	18	9%	100	9%
0 – 2 miles	43	22%	220	19%
2 – 5 miles	28	14%	180	15%
5 – 10 miles	25	13%	220	19%
10 – 20 miles	36	18%	220	19%
20 + miles	50	26%	220	19%
Total	196	100%	1,160	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

The table highlights that a higher proportion of local residents work within 2 miles of where they live compared to Central Bedfordshire as a whole, and this demonstrates the opportunity to provide alternatives to the car for these commuters.

Conversely, a higher proportion of Biggleswade and Sandy residents travel over 20 miles to work than across the authority as a whole. This is possibly a reflection of the areas excellent strategic transport links to areas further afield via the A1 and East Coast Mainline. The comparative modal split of journeys to work for residents in the Biggleswade and Sandy LATP area with those for the rest of Central Bedfordshire is set out in Table 5.2.

Table 5.2: Journey to Work Modal Split

Mode	Biggleswade & Sandy		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Walking	20	11%	117	11%
Bike	2	1%	11	1%
Bus	5	3%	64	6%
Train	13	7%	64	6%
Car	126	70%	752	71%
Car (as passenger)	13	7%	53	3%
Other	2	2%	0	0%
Total	180	100%	1,060	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

The figures indicate that on the whole Biggleswade and Sandy residents travel to work choices reflect those of the authority as a whole. The biggest difference is in terms of the proportion of residents who use the bus to get to work, with twice the proportion of commuters in the authority using the bus compared to those in the Plan area, a potential reflection of the distances local residents travel to work.

5.3 Access to Healthcare

Access to healthcare in the form of a local doctor is an important factor in residents' perceived quality of life. Tables 5.3 and 5.4 highlight the distances and modes by which Biggleswade and Sandy residents access healthcare provision, in terms of visiting their local doctor.

For hospital treatment, residents have to travel outside of the Plan area to Bedford, Addenbrookes in Cambridge or Lister Hospital in Stevenage. The nature of trips to these differs to those of accessing more local healthcare provision, with a much higher reliance on the car.

Table 5.3: Distance Travelled to the Doctors

Distance	Biggleswade & Sandy		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
0 – 2 miles	258	74%	1,284	66%
2 – 5 miles	84	24%	545	28%
5 – 10 miles	3	1%	97	5%
10 – 20 miles	3	1%	0	0%
20 + miles	0	0%	0	0%
Total	349	100%	1,945	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

Table 5.4: Access to Doctors Modal Split

Mode	Biggleswade & Sandy		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Walking	161	46%	681	35%
Bike	3	1%	19	1%
Bus	7	2%	97	5%
Train	0	0%	0	0%
Car	150	43%	953	49%
Car (as passenger)	24	7%	156	8%
Other	0	0%	0	0%
Total	349	100%	1,945	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)



The general picture highlights that Biggleswade and Sandy residents do not have to travel as far as their Central Bedfordshire counterparts when it comes to visiting their local doctors. Some three quarters travel under 2 miles to reach their local GP compared to around two thirds authority wide. This figure is even lower for some of the smaller towns in Central Bedfordshire with only a third of Arlesey and Stotfold residents within 2 miles of their local doctor for example.

As with journeys to other services, there is less reliance on the car and more people walking in Biggleswade and Sandy than across the rest of Central Bedfordshire. This is probably a reflection of the comparative distances residents travel to reach their doctors across the different areas. Conversely Blunham's local surgery in Great Barford cannot be reached on foot due to the lack of a footpath or via public transport due to the absence of a connecting service, placing heavy reliance on the car for such journeys.

The table also highlights the disparity between those who live within a relatively short walking distance of such provision in Biggleswade and Sandy (74%) compared to those who actually do walk (46%).

5.4 Access to Education

Annual surveys of the way pupils travel are undertaken in schools and colleges across Central Bedfordshire and this allows trends in changes in travel behaviour to be readily identified. There are eight lower schools, two middle schools and two upper schools in the Plan area. The break down in how pupils travel to these establishments is set out in Table 5.5.

Table 5.5: Comparison of Travel to School Mode Share

School		Car	Car (Share)	Cycle	Walk	School Bus	Bus	Other	All Pupils
Lower Schools									
John Donne	Total	39	1	0	44	0	0	0	85
	%	46%	1%	0%	52%	0%	0%	0%	100%
Laburnum	Total	11	5	0	129	0	0	0	147
	%	7%	3%	0%	88%	0%	0%	0%	100%
Lawnside	Total	9	0	0	240	0	0	0	249
	%	4%	0%	0%	96%	0%	0%	0%	100%
Maple Tree	Total	47	0	3	172	0	0	0	223
	%	21%	0%	1%	77%	0%	0%	0%	100%
Robert Peel	Total	30	0	7	255	0	0	3	296
	%	10%	0%	2%	86%	0%	0%	0%	100%
Southlands	Total	22	0	0	260	0	0	0	282
	%	8%	0%	0%	92%	0%	0%	0%	100%
St Andrews	Total	36	0	0	323	0	0	0	361
	%	10%	0%	0%	89%	0%	0%	0%	100%
St Swituns	Total	31	0	4	126	1	0	0	166
	%	19%	0%	2%	76%	1%	0%	0%	100%
Middle Schools									
Edward Peak	Total	21	3	2	273	44	0	0	347
	%	6%	1%	1%	79%	13%	0%	0%	100%
Holmemead	Total	28	2	1	445	6	0	0	484
	%	6%	0%	0%	92%	1%	0%	0%	100%
Sandy Place Academy	Total	84	14	20	281	57	5	2	463
	%	18%	3%	4%	61%	12%	1%	0%	100%
Upper Schools¹²									
Sandy	Total	44	0	3	420	318	40	0	833
	%	5%	0%	0%	50%	38%	5%	0%	100%
Stratton	Total	55	10	8	758	364	3	29	1,250
	%	4%	1%	1%	61%	29%	0%	2%	100%

Source: Central Bedfordshire School Census 2011 (Sandy Place Academy data from 2012 'Hands Up' survey)

There are significant differences in the way pupils travel to school within the LATP area. Reliance on the car ranges from 46% of pupils at John Donne to just 4% of pupils at Lawnside Lower, whilst conversely the number of children walking to school is highest at Lawnside Lower (96% of all pupils) compared to just 50% at Sandy Upper.

There is extremely limited use of scheduled public transport services to help children to get to school although a high proportion of pupils at Sandy and Stratton Upper Schools are provided with a dedicated school bus which is reflected in the figures.

All schools in Sandy now have either a 20mph speed limit or 20mph zone adjacent to them, although this is not the case in Biggleswade or Blunham. Nonetheless, School Travel Plans in place at each school help to identify specific issues which underpin the travel patterns and the authority take the proposals they contain into account in the delivery of transport initiatives in the vicinity of schools.

5.5 Access to Retail Provision

There are a number of large food stores in and around the Plan area, with another, a new Tesco development to the south of Sandy, set to open in the near future. The proximity of this provision ensures that residents do not have to travel further afield for their food shopping, as seen in Table 5.6.

The distance travelled by local residents to their nearest supermarkets is in line with the picture for the authority as a whole, with the vast majority (78%) travelling under 5 miles. It will be interesting to see how online grocery shopping levels change over the time period of this Plan, and through the roll out of superfast broadband across the authority, there is the potential that it may increase somewhat in the future.

In terms of non-food shopping, referred to as comparison shopping, there are a range of destinations local residents visit, although the main destinations outside of the Plan area are Bedford (53% of respondents to the Householder Travel Survey) and Milton Keynes (36% of respondents).

Due to these distances involved in these trips there is heavy reliance on the car as either a driver or a passenger (79% of trips), with 10% of residents using the bus.

Table 5.6: Distance Travelled to Supermarkets

Distance	Biggleswade & Sandy		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
0 – 2 miles	135	38%	800	40%
2 – 5 miles	142	40%	740	37%
5 – 10 miles	61	17%	340	17%
10 – 20 miles	11	3%	40	2%
20 + miles	0	0%	0	0%
Shop online	11	3%	80	4%
Total	356	100%	2,000	100%

Source: Central Bedfordshire Householder Travel Survey, April 2012 (Figures do not add up to 100% due to rounding)

5.6 Access to Leisure, Culture and Tourism

There are a number of locations which generate leisure, cultural or tourist trips in the Biggleswade and Sandy area including the Saxon Pool and Leisure Centre in Biggleswade, the RSPB Lodge, near Sandy and Jordan's Mill and Heritage Centre, south of Biggleswade. In Blunham, the playing fields off Bedford Road attract a large number of users with associated access and parking issues at peak times.



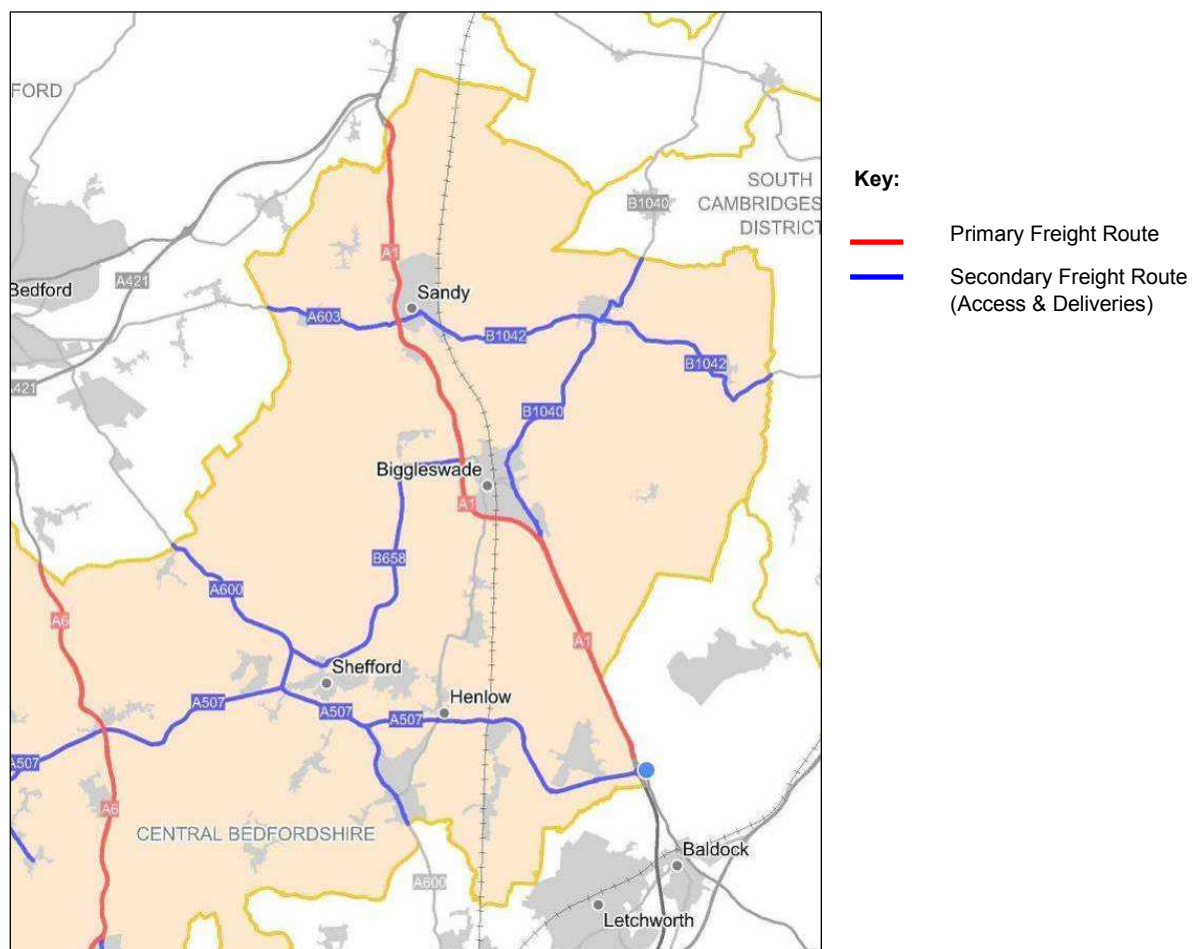
The authority will seek to work with these and other attractions in the area to develop a more detailed understanding of the movements they generate through encouraging the development of Travel Plans for each location, as a means of not just getting a more informed evidence base of the movements each site generates but in order to help promote alternatives to car based travel.

5.7 Movement of Freight

Freight forms the focus of the one of the six journey purpose themes which the LTP is structured around and as part of this a number of broad areas of intervention are identified within the Plan, including the signing and enforcement of a Designated Road Freight Network.

This network seeks to focus freight trips on specific routes through the authority so as to minimise the impact on local communities and town centres. The section in and around Biggleswade and Sandy is set out in Figure 5.1.

Figure 5.1: Designated Road Freight Network in Biggleswade and Sandy



There are concerns as to the prevalence of HGV vehicles within both town centres and the detrimental impact these movements have on the attractiveness of the town centres for visitors as well as the safety concerns they present. Addressing access issues and restrictions will help reduce the volume and impact of such flows.

Freight in Biggleswade

It is unlikely that freight movements will be able to be removed from Biggleswade town centre in the short term. This is due to the location of supermarket and employment sites close to the centre of the town. As a consequence, close working with the operators will be required to ensure that the impacts of HGVs movements are best managed and minimised.

This is important in trying to minimise the conflict between HGVs and pedestrians on the High Street and elsewhere in the centre of Biggleswade.

Freight Issues and Routing in Sandy

A report was commissioned in 2011/12 (Year 1 of the LAMP) to look into concerns associated with freight routing in Sandy. The study, published in August 2012 identified a number of main issues:

- Current freight routes through the town
- Overnight parking in the vicinity of Girtford Bridge
- Suitability of existing junctions to support freight traffic manoeuvres

A number of proposals were also put forward in the Report through which to address the above issues, broken into two phases to take into account the timescales through which they may be delivered, as set out in Table 5.7. A number of options were also considered in terms of securing improvements to the junction of the High Street and Station Road, although none of the options were deemed acceptable, in a number of cases due to the huge financial costs involved.

Phase 1 recommendations will be consulted on and implemented with funds identified in the 2011/12 to 2013/14 programme, whilst Phase 2 recommendations are outlined for further consideration and consultation, with implementation in future years subject to funding availability.

Table 5.7: Recommendations for Freight Routing in Sandy

Phase 1 Recommendations	Phase 2 Recommendations
<ul style="list-style-type: none"> • Improvements to existing signs in town. • Installation of parking restrictions in vicinity of Girtford Bridge. 	<ul style="list-style-type: none"> • Amendments to signage on approach to town, primarily from / on the A1. • Weight restriction on St. Neot's Road. • Further Investigations on the layout of High Street / Potton Road / Station Road junction. • Further Investigation on the layout of New Road / A1 junction. • Right turn restriction from New Road onto A1 Northbound.

Freight in Blunham

In terms of Blunham, whilst the village itself is protected from HGVs through weight limits in place on nearly all important links (see Appendix C), there is local concern that these restrictions are not always observed by lorry drivers. The authority will monitor the situation, and liaise with hauliers and the Police to ensure that the restrictions are adhered to in the future.



6. Consultation & Engagement

6.1 Overview of Process

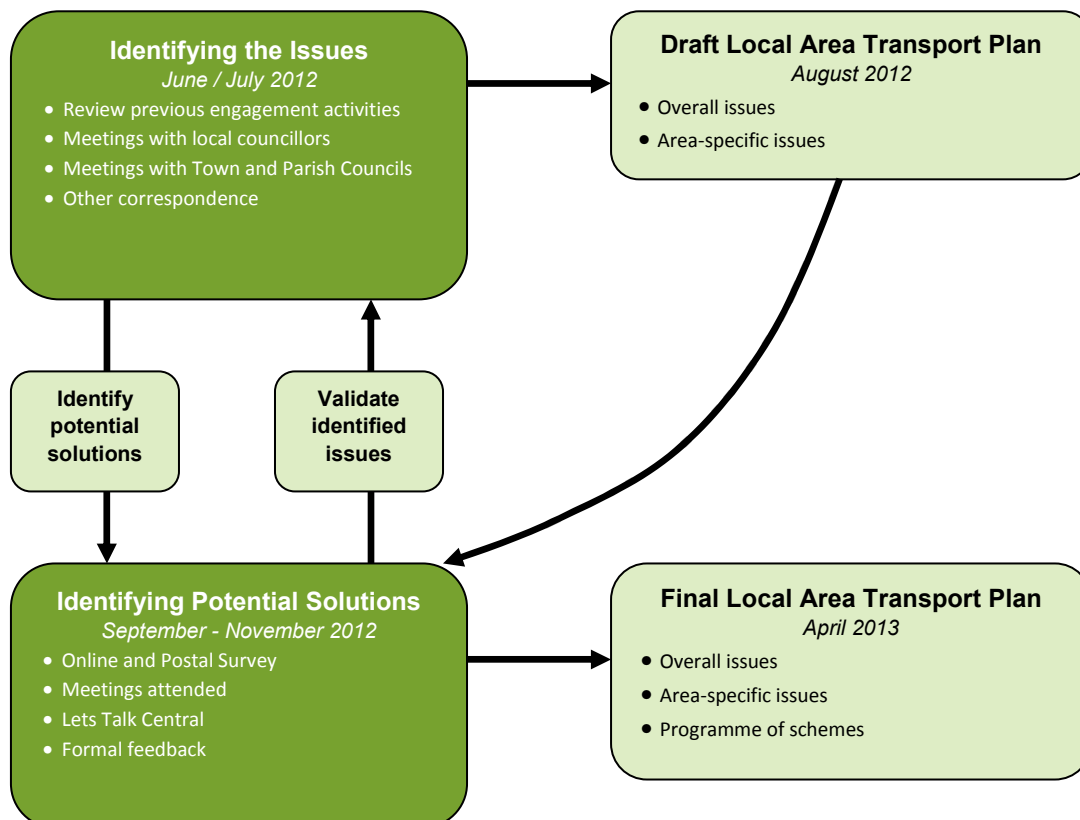
As part of the development of the Biggleswade, Sandy and Blunham Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public is being undertaken by Central Bedfordshire Council.

The outcomes of these activities will provide evidence to inform the development of the Plan. This chapter outlines the methods of engagement used, the outcomes and key messages of that consultation, and how these have been addressed in the development of the LATP. A comprehensive breakdown of how individual comments have been addressed in the Plan is contained within Appendix D.

Engagement on the LATP has been split into two key phases: 'Identifying the Issues' and 'Identifying Potential Solutions'. As Figure 6.1 shows, identifying the Issues influenced the development of the Draft Local Area Transport Plan, and Identifying Potential Solutions influenced the development of the Final Local Area Transport Plan.

In practice, issues and solutions will be identified at both stages by many stakeholders and members of the public, all of which will inform the development of the document.

Figure 6.1: Process of engagement in the Local Area Transport Plan



6.2 Identifying the Issues & Potential Solutions

The methods used through which to identify the main issues of importance and potential solutions to transport problems by local stakeholders are detailed below:

- **Review of Previous Engagement Activities:** A review was undertaken of responses to previous engagement activities to identify the local transport issues that had been raised historically in each LAMP area. This includes reviewing responses to the consultation on the Local Transport Plan, and Town and Parish Plans where they had been developed.
- **Meeting with Local Councillors:** A meeting with local Central Bedfordshire Councillors was held on 13 August 2012 to brief them on the LAMP and identify their key issues relating to all transport modes and journey purposes.
- **Meeting Town and Parish Councils:** A meeting was held with Biggleswade Town Council on 29 August 2012, Sandy Town Council on 15 October 2012 and with Blunham Parish Council on 14 August 2012 to brief each on the Plan, and provide an opportunity to discuss issues relating to all transport modes and journey purposes. In addition, a special public meeting was held with residents of Sandy on 30 October 2012, organised by the Town Council.
- **Other correspondence:** The Transport Strategy Team receives correspondence from local stakeholders and local people on transport issues in their area throughout the year which is taken into consideration in the development of the Plan and programme.

An analysis of these results revealed a number of key issues that were repeatedly identified and these have been reflected throughout the Plan. Particular areas of concern however focused on:

- The **prevalence of freight** on inappropriate routes, particularly through the centre of urban areas such as Biggleswade and Sandy.
- **Road safety** concerns associated with the speed of traffic approaching junctions and generally through urban areas.
- The **lack of connectivity** in terms of the pedestrian and cycle networks, and between public transport services.

6.3 Informing the Local Area Transport Plan

The engagement exercise identified a number of key issues and the solutions that local people and stakeholders would like to see implemented. Whilst the issues and potential solutions are often consistent across the LAMP area, there is variety in the nature, severity, and extent of these between individual areas of the LAMP. This variety will be reflected in the LAMP.

The feedback obtained on the issues will be an important process in developing and refining the Plan particularly in terms of modal specific issues, journey purpose analysis, and understanding the priority action areas.

All potential solutions identified have been considered, either individually or as part of a combined package of different schemes, in developing the LAMP Programme. More information on how the LAMP Programme will be developed is contained in the Programme chapter of this LAMP.

A number of issues and solutions likely to be identified as part of the engagement process are outside the scope of the LAMP. These issues and solutions will be communicated to the relevant Council departments or outside agencies where applicable and all comments submitted will be kept on file for consideration in future strategy work.



7. Priority Action Areas

7.1 Identifying Priorities

A series of priority locations for investment and problem areas which the LATP will seek to address have been identified within the Plan through:

- Considering future development and locations for growth (see Chapter 2),
- Reviewing the Town and Parish Plans in place (see Chapter 3),
- Analysis of travel by different modes across the Plan area (see Chapter 4),
- Assessing the modal split for different types of trips undertaken (see Chapter 5), and
- Consultation feedback on local issues and concerns (see Chapter 6).

As a consequence of this evidence base, the following sections and Figures 7.1 to 7.3 summarise the issues and highlight the key locations in each settlement as a priority for intervention.

7.2 Priorities in Biggleswade

The town centre, train station, expansion of the town to the east, routes to school and access onto the A1 are just some of the areas of importance when it comes to transport issues in Biggleswade. Reducing the dominance of traffic, improving access to the station, the creation of a 'Green Wheel' of walking and cycling routes, and accommodating the increasing numbers of trips in the local area as a result of future growth will be the key challenges to be addressed in the coming years in the town, as set out in Figure 7.1.

7.3 Priorities in Sandy

Sandy lies at a crossroads for north/south and east/west movements which generates a significant amount of traffic in the town. Whilst the existing 20mph limit and speed restrictions help to alleviate this problem to some extent, the prevalence of HGVs in, and on routes to the town centre is of concern to local residents.

New development, including the provision of a new supermarket to the south of the town will also generate additional traffic, with a requirement for this to be mitigated and alternatives to car based travel throughout the town provided.

Reducing the barrier formed by the A1, particularly for residents in Beeston is a further priority in the area. The lack of alternative routes between Beeston and Sandy for pedestrians and cyclists and the road safety concerns associated with traversing the dual carriageway are key areas to be addressed over the Plan period, as set out in Figure 7.2.

7.4 Priorities in Blunham

Through traffic and associated speeding, parking issues connected to the school and a lack of footpaths for leisure walks are among the key transport concerns in the village, and these are drawn out in Figure 7.3.

Figure 7.1: Priorities in Biggleswade

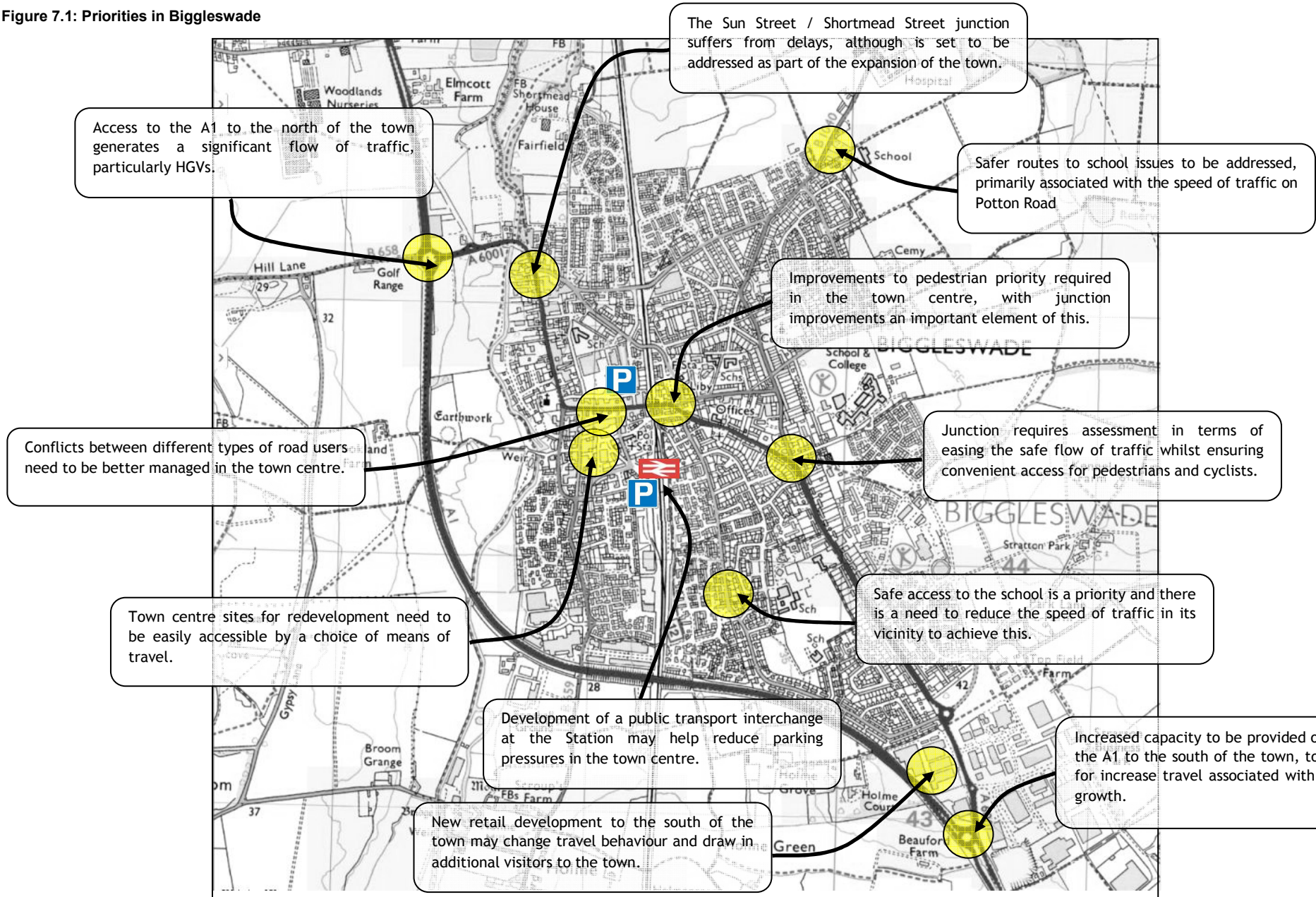


Figure 7.2: Priorities in Sandy

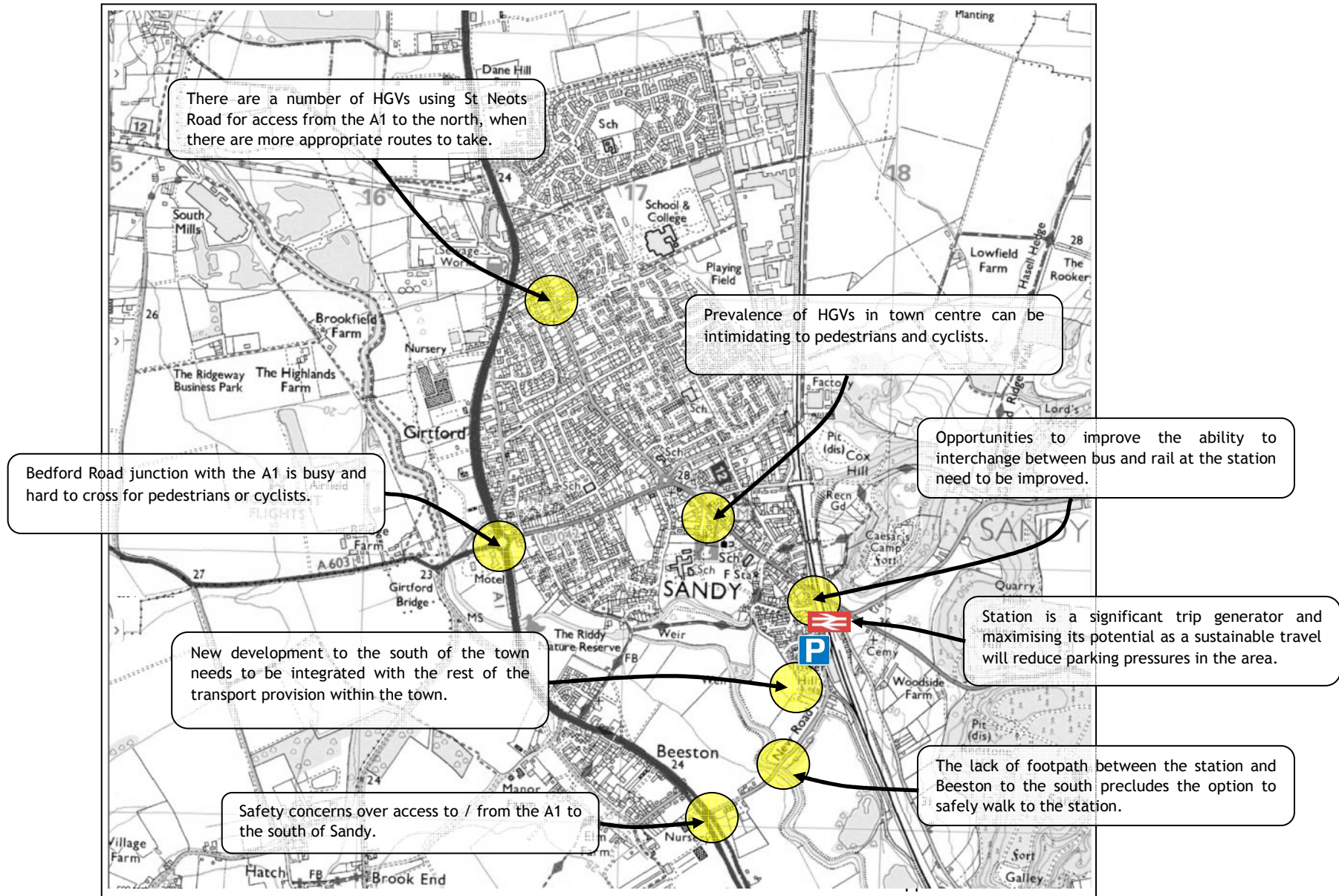
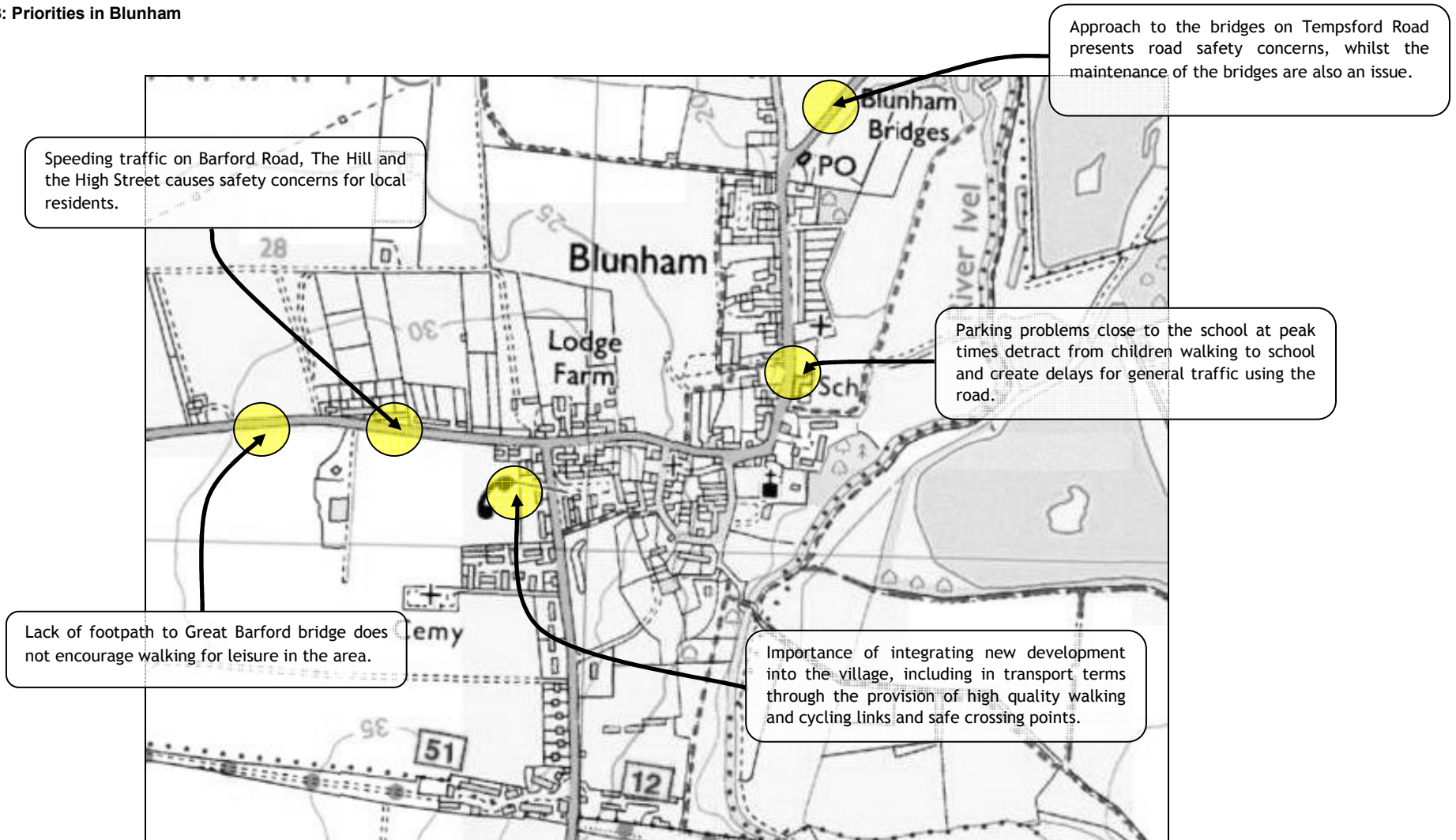


Figure 7.3: Priorities in Blunham



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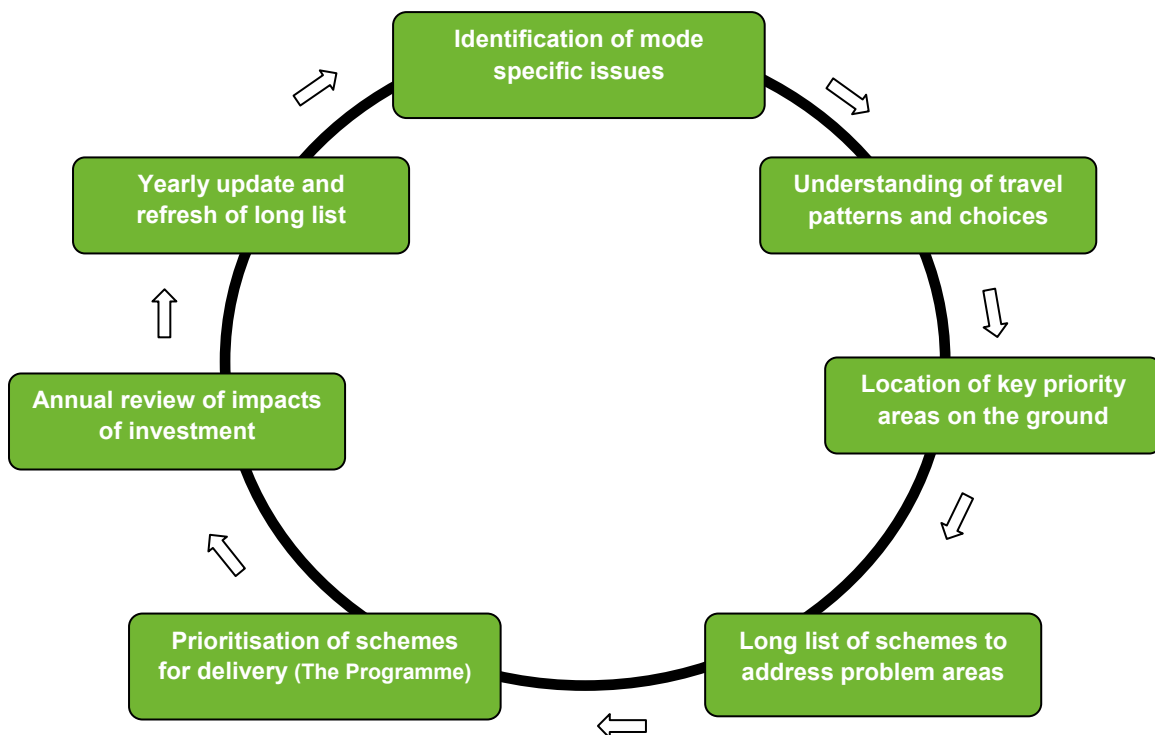
8. Programme

8.1 What is the programme?

The programme is the list of schemes which will be funded and constructed on the ground over the period of the Local Area Transport Plan. This chapter details the process through which the schemes have been prioritised, the level of funding available to implement them and other sources of funding available to deliver improvements to transport provision in Biggleswade and Sandy.

Figure 8.1 shows how the programme will be developed based upon the problems and issues associated with different types of travel in the LATP. Together with the assessment of the modes of travel used for different journey purposes in the area, the Plan provides a sound evidence base upon which to consider the interventions necessary to address these priority action areas.

Figure 8.1: Programme Development Process



8.2 How will the schemes be prioritised?

The schemes which will be identified to mitigate current and potential future problems on the transport network will form a “long list” of measures to be delivered over the period of the Local Area Transport Plan.

The list will include those schemes identified as necessary by officers and engineers responsible for different elements of transport provision, suggestions from local representatives and members of the public drawn out in consultation on the Plan, and through the assessment of best practice from elsewhere.

Owing to the financial constraints on the authority not all of the schemes required will be able to be delivered, particularly in the short term, and so a framework has been developed to prioritise the long list of schemes based upon their conformity with the objectives of the Local Transport Plan, their actual deliverability on the ground, and the value for money they provide for local residents.

The criteria contained within the Scheme Prioritisation Framework are set out in Table 8.1. Each scheme in the “long list” will be scored against these criteria, and those which score highest will be included within the programme for the Plan area.

Table 8.1: Scheme Prioritisation Criteria

Area of Assessment	Sub-Area of Assessment	Criteria
Policy Compliance	Local Transport Plan Objectives	<ul style="list-style-type: none"> Increase the ease of access to employment by sustainable modes
		<ul style="list-style-type: none"> Reduce the impact of commuting trips on local communities
		<ul style="list-style-type: none"> Increase the number of children travelling to school by sustainable modes of transport
		<ul style="list-style-type: none"> Improve access to healthcare provision by the core health service
		<ul style="list-style-type: none"> Ensure access to food stores and other local services particularly in local and district centres
		<ul style="list-style-type: none"> Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport
	Adopted Plans	<ul style="list-style-type: none"> Minimise the negative impact of freight trips on local communities Reduce the risk of people being killed or seriously injured Is the scheme included within any adopted plans, including the Town or Parish Plans?
Deliverability	Affordability	<ul style="list-style-type: none"> Can the scheme be delivered within the LAMP budget? Can other sources of funding be levered in as contributions?
	Risk	<ul style="list-style-type: none"> What is the level of risk associated with delivery?
	Support	<ul style="list-style-type: none"> Is there public support for the scheme? Does the scheme have Member backing?
		<ul style="list-style-type: none"> Do stakeholders support the scheme?
		<ul style="list-style-type: none"> Are there partners on board who support the scheme financially?
Value for Money	Integration	<ul style="list-style-type: none"> Does the scheme contribute towards improving the integration of different modes of transport? Will the scheme help to maximise the benefit of other schemes in the local area?
	Coverage	<ul style="list-style-type: none"> What size of area would benefit from the scheme?
	Revenue	<ul style="list-style-type: none"> Would the scheme generate new funds or result in increased revenue costs for the authority?



In the cases where schemes do not score highly enough to warrant being funded directly through the LAMP, the “long list” provides a basis upon which to identify future priorities to be delivered when additional funding becomes available through some of the other funding channels detailed in Section 8.3.

Precise details of the schemes to be delivered will be drawn up prior to their implementation at which point local representatives, members of the public and other stakeholders can have the opportunity to comment on the more specific implications of the investment.

8.3 How much funding is available?

The allocation of integrated transport funding for the authority as a whole is set out in Table 8.2. The Biggleswade and Sandy LAMP formed part of the first tranche of Plans and was awarded a total of £552,000 for the first three years of the Plan which has been allocated to schemes that are in the process of being delivered.

An additional £200,300 has now been made available for Year 4 of the Plan, the 2014/5 financial year. The breakdown of funding across the first tranche of LAMPs, including this allocation, is highlighted in Table 8.3.

Table 8.2: Integrated Transport Funding Allocation

Area	2011/12	2012/13	2013/14	2014/15	Total
Tranche 1 (Growth Areas, including Arlesey and Stotfold)	£940,000	£913,500	£913,500	£534,200	£3,301,200
Tranche 2 (Amphill and Flitwick, Marston Vale, Heath and Reach, Toddington and Barton le Clay, Shefford, Silsoe and Shillington)	-	£304,500	£224,300	£597,800	£1,126,600
Tranche 3 (Chiltern, Haynes and Old Warden and Pottton)	-	-	£80,200	£203,500	£283,700
Local Safety Schemes (authority wide)	£320,000	£120,000	£120,000	£120,000	£680,000
“Rural Match Fund”	-	-	-	£376,000	£376,000
Development Fund	-	-	-	£50,000	£50,000
Total	£1,260,000	£1,340,000	£1,340,000	£1,882,000	£5,822,000

A “rural match fund” has been designated for the fourth year of the Plan, the 2014/15 financial year. This provides the opportunity for town and parish councils outside of the main urban areas (of Dunstable and Houghton Regis, Leighton Linlade and Biggleswade) to put forward suggestions for schemes they wish to see delivered within their areas and which they are prepared to contribute financially towards the scheme costs.

The “rural match fund” will then be allocated to those schemes which demonstrate the greatest compatibility with the criteria within the Scheme Prioritisation Framework.

Table 8.3: First Tranche of LAMP Areas Funding Split

Area	2011/12	2012/13	2013/14	2014/15	Total
Arlesey & Stotfold	£93,000	£121,800	£121,800	£133,500	£470,100
Biggleswade & Sandy	£187,000	£182,700	£182,700	£200,300	£752,700
Dunstable & Houghton Regis	£473,000	£426,300	£426,300	£0	£1,325,600
Leighton Linlade	£187,000	£182,700	£182,700	£200,300	£752,700
Total	£940,000	£913,500	£913,500	£534,200	£3,301,200

It can be seen from the above that the funding available for Biggleswade and Sandy is limited and so the authority will investigate a number of additional sources of funding which may also be available as set out in Chapter 9.

8.4 What schemes are in the programme?

The programme consists of schemes which can be funded through the integrated transport budget. This means that they must be capital schemes relating to the provision of actual infrastructure, as opposed to revenue schemes which involve ongoing costs and relate to maintenance and the operation of services for example.

Specific road safety improvements are also omitted as these are funded separately, whilst works will be undertaken by Bedfordshire Highways who are the authority's contractors for such schemes.

The package will seek to strike a balance between different types of intervention and coverage of the Plan area, within the context of the relative rankings of schemes as generated by the Scheme Prioritisation Framework. The scheme costs will be shown as current best estimates which may vary depending upon site conditions and any other specific costs which may arise during the development of the scheme.

8.5 What schemes are in the long list?

The schemes included in the Biggleswade and Sandy "long list" is set out in Appendix E. Where additional schemes come to light in future years, they will be assessed against the same criteria as these schemes, and the list reviewed on an annual basis to reflect the revised list of priorities for future funding.



Table 8.4: Biggleswade and Sandy LAMP Programme of Schemes - 2011/12 to 2013/14

Ref	Scheme	Town	Funding Profile			Notes
			2011/12	2012/13	2013/14	
Public Transport Improvements			£40,000	£40,000	£20,000	
	Biggleswade and Sandy wide: Implement route and information improvements	Biggleswade & Sandy				
	Engayne Avenue, Sandy: Improvements to provide bus turning circle	Sandy				
	Biggleswade Station Interchange: Bus turning area on land south of the station to facilitate new station bus stops	Biggleswade				Relates to the delivery of Key Area 6 of the Biggleswade Town Centre Master Plan
Biggleswade General Walking and Cycling Improvements			£30,000	-	£31,000	
	New cycle routes to extend and link into the existing network	Biggleswade				Based upon the Biggleswade pedestrian and cycling priority networks.
	Cycle parking: New cycle parking in the vicinity of local services	Biggleswade & Sandy				
	Pedestrian crossings at Potton Road and Drove Road, Biggleswade	Biggleswade				Relates to the delivery of Key Area 2 of the Biggleswade Town Centre Master Plan
Biggleswade Master Plan Junction Improvements			-	£60,000	£76,000	
	Shortmead Street / St Andrews Street / High Street	Biggleswade				
	Station Road/High Street	Biggleswade				
Biggleswade Public Realm Improvements			£40,000	£63,000	£36,000	
	Shared Space provision on Hitchin Street, Biggleswade	Biggleswade				Relates to the delivery of Key Areas 1 & 3 of the Biggleswade Town Centre Master Plan
	Remove guard railing / de-clutter in Town Centre	Biggleswade				
Sandy General Walking and Cycling Improvements			£35,000	£20,000	£20,000	
	New cycle routes to extend and link into the existing network	Sandy				
Sandy Freight Issues			£20,000			
	Look at freight re-routeing options in Sandy and possible weight limits	Sandy				
Sandy Highway Improvements			£22,000			
	Look at design of station junction with Potton Road	Sandy				To facilitate the right turn and improve junction
Total			£187,000	£182,700	£182,700	

Table 8.5: Biggleswade and Sandy LATP Programme of Schemes – 2014/15

Ref	Scheme	Town	Funding Profile			Notes
			2014/15	-	-	
Cycling						
CY/02	Biggleswade to Langford cycle route	Biggleswade	£100,000	-	-	Contribution towards the development of a XX km cycleway, partly funded by a contribution from the Arlesey and Stotfold LATP.
CY/03	Potton to Sandy cycle route, via the RSPB	Sandy	£25,000	-	-	Total cost of scheme is £640,000 and includes further contributions from the Potton LATP, the Potton Combined Charities and the RSPB.
Public Transport						
PT/05	Real time information provision at 10 bus stops in Biggleswade, Sandy and Blunham	Plan area wide	£50,000	-	-	To be provided on stops serving the following bus routes: no.73, no.188, no.190 and no.191.
Freight						
FR/01	Implementation of the recommendations of the Sandy Freight Report	Sandy	£25,000	-	-	Includes implementing a freight ban on St Neots Road and other measures as detailed in the report published in August 2012.
Total			£200,300	-	-	

Note: The provision of the Potton to Sandy cycle route is subject to the success of a bid submitted to the Department for Transport for cycle safety funding. If this is not forthcoming, the £25,000 allocation in the Plan will be redirected towards the development of Station Travel Plans at Biggleswade and Sandy Stations, scheme reference number PT/04 in the Long List.



9. Other Schemes & Funding

9.1 Schemes to be funded by S106 Agreements

There are a number of sources of funding on top of that available to the area directly from the LATP which are used to deliver transport schemes in the Plan area which will help deliver the objectives of the Local Transport Plan,. The first of these is money secured through the planning process from schemes which have been granted planning permission.

Section 106 Agreements (S106), involve developers providing a financial contribution to mitigate the impact of their development on the local area. As such there are often a number of clauses attached to the funding in terms of how, where and on what the authority can allocate the funding to particular schemes.

Notwithstanding this, S106 funding is a vital source of investment in the local transport network to complement that provided by the Local Transport Plan itself. The level of funding which has been secured from developers, but has not yet been received by the authority or allocated to specific schemes, is set out in Table 9.1. Table 9.2 shows where funding has already been spent in the same period

It relates to all developments which have been granted planning permission between 1 January 2001 and 31 October 2012.

In total the authority currently still has around £1.8 million of funding to undertake mitigating works to the transport network from these developments. The funding has to be spent on specific areas of transport investment notably:

- **Sustainable transport:** Including cycleways, safer routes to school, new footpaths and footpath improvements and travel packs.
- **Highways and road safety:** Incorporates car parking, street lighting, travel plans, pedestrian crossings, traffic regulation orders, highway works, road improvements, traffic calming, and controlled parking zones.
- **Public transport:** Incorporates bus improvements, rail station improvements and contributions towards school bus services.
- **Rights of Way:** Including rights of way, bridleways and circular walks contributions.
- **Town centre improvements.**

Table 9.1: Unallocated Section 106 Funding

Area	Sustainable Transport	Highways / Road Safety	Public Transport	Rights of Way	Town Centre Improvements	Total
Biggleswade	£97,000	£763,000	£272,000	-	£552,000	£1,684,000
Sandy	£19,000	£12,000	£50,000	-	-	£81,000
Blunham	£21,000	£30,000	-	-	-	£51,000
Total	£137,000	£805,000	£323,000	-	£552,000	£1,817,000

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

Within each of these broad areas for which the S106 funding has been received, there are additional requirements in terms of the actual types of schemes, such as improvement to the cycle network for example, and in terms of the location, as in each case the scheme must be deemed to be related to the development for which the contribution was received.

Within this remit however, the scope exists to use these monies to supplement the funding which the Biggleswade and Sandy area has been allocated directly through the LAMP in seeking to address local priorities.

In addition to this funding, over £400,000 has already been received and spent on schemes over the same period across the five areas of investment detailed above, in the following areas:

Table 9.2: Section 106 Funding Spent – 1/1/2001 to 31/10/2012

Area	Sustainable Transport	Highways / Road Safety	Public Transport	Rights of Way	Town Centre Improvements	Total
Biggleswade	£54,237	£236,568	-	£3,148	£70,277	£364,230
Sandy	£33,818	-	-	-	£27,206	£61,024
Blunham	£1,129	-	-	-	-	£1,129
Total	£89,184	£236,568	-	£3,148	£97,483	£426,383

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

Land East of Biggleswade

There are a number of schemes which are set to be funded by the development of land to the east of Biggleswade, as highlighted in section 2.4. The transport measures to be funded by the developer to mitigate the impact of the new housing include the provision of:

- A 2.3km eastern relief road to link Potton Road to the junction of Saxon Drive, Sorrell Drive and Chambers Way,
- A mini roundabout at the junction of Sun Street / Shortmead Street,
- Traffic calming measures on St John's Street, and
- Other general footpath and cycleway improvements.

Tesco, Sandy

In terms of the Tesco superstore on New Road, Sandy, which was granted planning permission in September 2011, mitigating measures secured by the authority to be funded by the retailer include the provision of:

- A bus turning area off New Road to facility safe bus access to the site,
- A speed reduction scheme and an on-carriageway cycle lane from Willow Rise to the High Street,
- A shared use footway / cycleway on west side of Station Road / New Road, and
- Other pedestrian and cycle safety improvements in the vicinity of the site.



9.2 Smarter Choices Measures

In addition to addressing site specific infrastructure issues, the authority will seek to maximise the awareness of improvements to the transport networks locally, and encourage greater take up of the alternatives to the car provided in Biggleswade and Sandy through the delivery of 'Smarter Choices' measures as part of a package based approach to scheme delivery. This will include:

Information provision:

- Cycle maps to accompany the development of new routes
- Timetable information at bus stops and via the Internet and mobile phones
- Travel hub information website addressing all journey types
- Targeted promotion events to raise awareness of schemes

Ticketing:

- Develop integrated ticketing options to support the better interchange between buses and other bus and rail services.
- Pre-paid ticketing to enable a faster transfer from one service to another.

Car Sharing:

- Develop car sharing schemes associated with a revision of car parking provision to prioritise spaces for those car sharing.

Travel Plans:

- Encourage employers to develop Workplace Travel Plans alongside access improvements to industrial areas.
- Work with schools in delivering their Travel Plan targets as part of wider initiatives to reduce the dominance of traffic in and around schools.
- Develop a Station Travel Plan for Biggleswade and Sandy Stations

Promotion:

- Roll out cycle training through the 'Bikeability' initiative at Levels 1-3 for all school children.
- Encourage / deliver 'Scootability' training for all children who use their scooters to get to school.
- Undertake a programme of road safety education alongside national campaigns.
- Highlight national sustainable travel promotions including Walk to School Week, Bike Week and Car Share Week.

9.3 Future Funding Sources

The LATP will form the evidence base for the authority in seeking to secure additional funding in the future from other sources of potential investment as and when it becomes available. The two principal channels through which such funding may arise are:

- **National, Sub-National and European Funding:** The authority will seek to apply for further funding from capital and revenue streams which become available at European, national and sub-national levels. The Growth Area Fund for example has helped to fund the improvement scheme in Stotfold town centre.
- **Community Infrastructure Levy:** A levy on new development will help to fund new transport infrastructure across the authority where it is required to facilitate growth and mitigate the increase in demand to travel.

10. Annual Progress Update

10.1 Background

This chapter details the progress which has been made in terms of delivering the LATP programme and other associated transport works in Biggleswade and Sandy in the first year of the Plan, between April 2011 and March 2012.

It also details overall progress towards targets and indicators across the authority as a whole and will be updated on an annual basis to demonstrate the extent to which the Plan has delivered what it stated it would deliver.

10.2 Delivery of Schemes – April 2011 to March 2012

The Biggleswade and Sandy LATP had a budget of £187,000 for the 2011/12 financial year. The schemes listed for delivery and the actual outputs are detailed in Table 10.1 below.

Table 10.1: Schemes Delivered in Biggleswade and Sandy

Scheme	Budget / Spent	Notes
Public Transport Improvements	£40,000	
Implement route and information improvements	Biggleswade: £14,874 Sandy: £14,346	<ul style="list-style-type: none"> Timetables, flags and minor associated works across Biggleswade and Sandy.
Engayne Avenue, Sandy: Junction & Network improvements to provide bus turning circle	Not delivered	<ul style="list-style-type: none"> Turning circle not required following site visit and discussions. Money to go toward bus stop improvements instead.
Biggleswade Station Interchange: Bus turning area on land south of the station to facilitate new station bus stops	Not delivered	<ul style="list-style-type: none"> Relates to the delivery of Key Area 6 of the Biggleswade Town Centre Master Plan and issues associated with the re-use of the existing bus station need to be addressed before can proceed.
Biggleswade General Walking and Cycling Improvements	£30,000	
New cycle routes to extend and link into the existing network. Cycle parking in Biggleswade and Sandy: New cycle parking in the vicinity of local services.	£11,884	<ul style="list-style-type: none"> Revised cycle destination signage in Biggleswade. Removed & reset pedestrian guardrails in locations to facilitate cycle use (Holme Court Avenue, Southfield School). Installed mini-ensign bollards (Southfield School, Station Road). Carried out landscape works (various sites). Converted footpath by Churchill Court (for shared use un-segregated facilities) to link onto Pottton Road. Removed cycle signs along Holme Court Avenue and install new cycle symbols & green patches of HFS along the road.
Pedestrian crossings at Pottton Road and Drove Road, Biggleswade	Not funded	<ul style="list-style-type: none"> Relates to the delivery of Key Area 2 of the Biggleswade Town Centre Master Plan



Scheme	Budget / Spent	Notes
Biggleswade Public Realm Improvements	£40,000	
Shared Space provision on Hitchin Street, Biggleswade	£21,884	Relates to the delivery of Key Area 3 of the Biggleswade Town Centre Master Plan Design only and consultation in accordance with member wishes. Remainder carried forward to 2012/13 Additional funding required from S106 to reach required budget for implementation.
Remove guard railing / de-clutter in Town Centre		Relates to the delivery of Key Area 1 of the Biggleswade Town Centre Master Plan
Sandy General Walking and Cycling Improvements	£35,000	
New cycle routes to extend and link into the existing network	£22,471	<ul style="list-style-type: none"> Removed clap gates at the rail line footbridge. Installed staggered barriers within the structure at either end. Cut back overgrown vegetation. Converted the footpath in Church Path to shared use (un-segregated), removed concrete bollards and installed new bollards at each end. Cycle crossing (uncontrolled) on Sunderland Road near Newton Way/ Brickhill Road provided. Refreshed road markings at High Street junction with Station Road. Installed cycle symbols by the Pegasus crossing. Widened the footway between Ivel View and Woolfield to provide shared use (un-segregated). Removed tree stump, cut back overgrown vegetation, provided new surfacing, mini-ensign bollards and signs, together with log edging along the embankment. Delivered 20mph limits outside schools across Sandy.
Sandy Freight Issues	£20,000	
Look at freight re-routing options in and around Sandy and possible weight limits	£12,087	<ul style="list-style-type: none"> Schemes combined into single study and report. Recommendations to be funded from carry forward in 2012/13.
Sandy Highway Improvements	£22,000	
Look at design of station junction with Potton Road to facilitate the right turn and improve junction		
Total Spend	£97,549	£89,451 carried forward to the 2012/13 financial year.
Budget	£187,000	

10.3 Progress towards Targets and Objectives

There are a series of performance indicators and associated targets and trajectories which are in place to monitor the impact of the schemes which have been delivered across Central Bedfordshire as a whole. The progress towards these targets is set out in Table 10.2.

It should be noted however that in a number of instances 2011/12 was the first year of monitoring the authority's progress in some areas. This means that in some instances the impacts of schemes still have to bed in. Furthermore, whilst every effort has been taken to ensure the accuracy of the figures there can be a tendency for somewhat erratic changes in perceived performance on a year by year basis.

As such it will only be over a longer time period, that actual trends in changes in performance will be able to be identified and the true impact of the schemes delivered highlighted.

Table 10.2: Progress against LTP Performance Indicators

No.	Indicator	Units		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
1	Condition of Principal Road Network	Quartile	Actual Performance	Top quartile	Top quartile	Top quartile	Top quartile	Second Quartile	Top quartile				Quartile highlights performance against other authorities nationwide.
			LTP Trajectory				Top quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	
2	Condition of Non-Principal Road Network	Quartile	Actual Performance	Top quartile	Top quartile	Top quartile	Top quartile	Top quartile	Top quartile				Quartile highlights performance against other authorities nationwide.
			LTP Trajectory				Top quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	
3	Condition of Unclassified Roads	Quartile	Actual Performance	Top quartile	Top quartile	Top quartile	Top quartile	Data required	Data required				Quartile highlights performance against other authorities nationwide.
			LTP Trajectory				Top quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	
4	Total Killed and Seriously Injured	Casualties	Actual Performance	2007	2008	2009	2010	2004-08 ave	2011	2013	2014	2015	LTP target equates to a 6% reduction in the period up until 2020.
			LTP Trajectory	no data	no data	no data	no data	136	94				
5	Children Killed or Seriously Injured	Casualties	Actual Performance	no data	no data	no data	no data	13	6				LTP target equates to a 6% reduction in the period up until 2020.
			LTP Trajectory					13	12	12	11	10	
6	Total slight casualties	Casualties	Actual Performance	no data	no data	no data	no data	979	814				LTP target equates to a 6% reduction in the period up until 2020.
			LTP Trajectory					979	970	965	960	953	
7	Bus passenger journeys	Thousand Passenger Journeys	Actual Performance	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	LTP target equates to a 3% increase following opening of Luton/Dunstable Bus Way
			LTP Trajectory	8,988	9,211	9,364	3,237	Data required	Data required				
8	Number of fully accessible bus services	Percentage	Actual Performance	2007	2008	2009	2010	2011	2012	2013	2014	2015	Statutory requirement for all routes to be compliant by 2015.
			LTP Trajectory	no data	no data	no data	no data	54%	74.6%				
9	Households within 30 minutes travel time of a supermarket by public transport	Percentage	Actual Performance	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	Measured using Accession software.
			LTP Trajectory	no data	no data	no data	no data	18%	26%				
10	Households within 30 minutes travel time of a supermarket by public transport	Percentage	Actual Performance	2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	Measured using Accession software.
			LTP Trajectory	no data	no data	no data	no data	94%	97%				



No.	Indicator	Units		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
11	Households within 30 minutes travel time of a town centre by public transport	Percentage	Actual Performance	no data	no data	no data	no data	80%	83%				Measured using Accession software.
			LTP Trajectory	Baseline established, 2011				80%	80%	80%	80%	80%	
12	Perceived impact of freight movements	Percentage of residents which rate freight movements as "not a problem"	Actual Performance	no data	no data	no data	no data	no data	58%				Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2012				58%	59%	60%	61%		
13	Perceived ease of transportation of goods	Percentage of businesses which rate ease of movement as good	Actual Performance	no data	no data	no data	no data	no data	48%				Measured through the annual Central Bedfordshire Business Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2012				48%	49%	50%	51%		
14	Change in area wide road traffic mileage	Annual Average Daily Traffic (Indexed)	Actual Performance	no data	102	100	100	79					New baseline to be established in 2012 due to review of counter sites. LTP target is based upon 15% growth in pop by 2021.
			LTP Trajectory					100	101	102	103	104	
15	Cycling trips on the network	Annual Average Cycle Trips (Indexed)	Actual Performance	no data	no data	no data	100	Data required					LTP target equates to a 2% annual increase
			LTP Trajectory					100	102	104	106	108	
16	Share of journeys to school by sustainable modes	Percentage	Actual Performance	72.0%	73.0%	74.4%	76.6%	Data required					Source: Annual School Census
			LTP Trajectory	Baseline established, 2010				76.6%	76.6%	77.1%	77.6%	78.1%	
17	Share of journeys to work by sustainable modes in urban areas	Percentage	Actual Performance	no data	no data	no data	28.3%	n/a	23.2%				Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2010				28.3%	28.3%	29.0%	29.0%	30.0%	
18	Share of journeys to work by sustainable modes in rural areas	Percentage	Actual Performance	no data	no data	no data	18.2%	n/a	25.1%				Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2010				18.2%	18.2%	18.2%	18.2%	18.2%	
19	Share of journeys to doctors surgeries by sustainable modes in urban areas	Percentage	Actual Performance	no data	no data	no data	51.6%	n/a	45.9%				Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2010				51.6%	52.0%	53.0%	54.0%	54.0%	
20	Share of journeys to doctors surgeries by sustainable modes in rural areas	Percentage	Actual Performance	no data	no data	no data	30.3%	n/a	37.7%				Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012.
			LTP Trajectory	Baseline established, 2010				30.3%	30.3%	30.3%	30.3%	31.0%	

Appendix B: Sandy Cycle Network



Appendix C: HGV Restrictions

The table below contains a list of all Heavy Goods Vehicle restrictions in place across the Plan area. A comprehensive map of all restrictions across Central Bedfordshire is contained within the Freight Strategy of the Local Transport Plan.

Town	Coverage	Restriction	Date of Order
Biggleswade	Hitchin Street: - between Saffron Road and the junction with Market Square.	7.5t weight limit	4 December 1989
	Rose Lane: - applies to vehicles entering Rose Lane from the High Street.	Width restriction: no vehicles over 6 foot 6 inches	7 November 2005
Sandy	Sunderland Road area 550m from Bedford Road junction including: - Faynes Close - Rutlands Gardens - Newton Way - Friars Walk - Sandon Close - Dapifer Drive - Abbey Grove - Wynnesfield Walk - any other road which is built in the area.	7.5t weight limit	21 June 1999
Blunham	All roads contained within the area bounded by the A1, A603, New Road (C56) and the River Ouse with the exception of the UC60 (South Mills) and the C5 (Tempsford Road, Blunham) between the A1 and the entrance to Zwetsloots.	7.5t weight limit	24 April 1990

The weight limit on Girtford Bridge in Sandy was revoked on 22 December 2000.



Appendix D: Consultation Summary

Table D1: LAMP Formal Consultation Responses

Consultee	Comment	Response
Biggleswade Town Council (meeting of 29 August 2012)	Would like to see the relocation of some of the street furniture in the town centre.	This is something which should be delivered by the Town Centre Masterplan and developer contributions funding received from sites brought forward in the local area.
	Need for more cycle parking particularly in the Hitchin Street area.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	The Town Council are not in favour of a contra-flow cycle lane on Hitchin Street. Would rather see a reversal in the flow of general traffic.	Comments have been noted.
	Development of a public transport interchange at Biggleswade Station is a key scheme. Can a temporary scheme be delivered to see how it would work?	The scheme is included in the current programme and so will be subject to investment to provide an improved interchange.
	Concern over the impact of the LXB development on the town centre. A shuttle bus between the two will be provided and need to ensure that the area does not operate as an informal park and ride through restrictions on the length of parking.	Central Bedfordshire Council will monitor the situation and take appropriate action if necessary.
	Key road schemes to be delivered are: <ul style="list-style-type: none"> • Biggleswade eastern relief road • - A1 roundabout improvements to the south of the town • Sun Street / Shortmead Street roundabout Can the latter be funded by CBC and then clawed back from the developer?	These schemes are set to be funded by developer contributions. It is not possible to fund the Sun Street / Shortmead Street scheme and claw the funding back due to the nature of the S106 Agreement the developer has with the authority.
	Problems at Eagle Farm Road / Drove Road / London Road which need addressing.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Do not want speed humps on London Road.	Comments noted. No such schemes have been included in the long list.
	Keen to see a raised table at the junction of Holme Court Avenue and Kitelands Avenue. It is close to a school although not supportive of a 20mph associated with this as it would lead to drivers speeding up elsewhere.	Scheme included as part of a more encompassing School Safety Zone scheme within the long list, and assessed through the Scheme Prioritisation Framework.

Consultee	Comment	Response
	Station Road / Back Street / Bonds Lane junction needs improving with the provision of a roundabout maybe.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Double yellow lines on Sun Street close to the junction with Shortmead Street are required as parking is compounding other problems.	Parking restrictions will be considered through the Parking Strategy for Central Bedfordshire which is to take an overarching approach to revising parking restrictions within the Plan area.
	Extend existing bollards on Shortmead Street / High Street junction to stop inappropriate parking.	
	Parking restrictions on Tennison Avenue to stop commuter parking.	
	Movement of freight should be restricted along the High Street, between Station Road and Shortmead Street.	It is recognised that freight within the town centre is an issue. However there is not a workable solution at present. The authority will continue to monitor the situation as developments and committed transport schemes come forward to determine if the need to take action becomes even more pressing.
Sandy Town Council (meeting of 15 October 2012)	Desire to see a footpath provided along the length of New Road as it is an important link for residents of Beeston into Sandy.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Explore the potential for a roundabout at the junction of New Road and the A1. Banning right turns from New Road will place more traffic on Bedford Road and accentuate the problems already experienced by residents.	Works on the A1 are the responsibility of the Highways Agency. The authority will continue to engage with the HA and keep track on the operation of the current junction in terms of its capacity and safety record.
	It is not felt that the solution put forward for the New Road / Station Road junction will resolve the current problems.	Considerable research has been undertaken into the operation of the junction, including through the Sandy Freight Study (published in August 2012). Prior to any detailed scheme coming forward, and the funding being available, local residents will have more opportunities to determine the exact nature of the arrangements and how the junction may function.
Blunham Parish Council (email of 27 September 2012)	Ensure that money for transport schemes secured through S106 Agreements is spent in the village.	This is something that is ensured through the drafting of the S106 Agreements themselves and which have to be acceptable in planning terms, which includes any works funded being closely related to the development itself.
	Proposed redevelopment of The Salutation Public House will result in a loss of parking for people accessing the school.	Additional development opportunities reflected in Planning Context chapter.
	Any plans to redevelop Cows Yard at the rear of the school which will also impact on	



Consultee	Comment	Response
	access to the school and transport issues locally.	
	Blunham is looking to develop a Green Infrastructure Plan. There are a number of schemes the Parish would wish to see delivered relating to this including: - improving the bridge over the weir and the establishment of a bridleway to Sandy - establish a cycleway from Blunham to Great Barford - new footpath linking Station Road to the National Cycle Network	Scheme aspirations included within long list and assessed through the Scheme Prioritisation Framework
	Reflect the lack of a pavement in Park Lane, Blunham. Footways where provided though are generally reasonably wide.	Text updated accordingly.
	Recent grant has seen the provision of 8 new benches for pedestrians across the village.	Text updated accordingly.
	Aspiration to replace the bus shelters outside the church and in Station Road with new shelters as these are most frequently used.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Aspiration to have a cycle route to Great Barford linking Station Road to the National Cycle Network.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	No highways data for Blunham.	The data detailed relates to the whole plan area.
	Problems at the Black Cat roundabout result in the village being used as a rat run. No mention of how this problem could be alleviated.	Reference made to the scheme to be funded by the Department for Transport to address problems at the Black Cat roundabout, as announced in October 2012.
	Blunham not included in the journey purpose analysis.	The data detailed relates to the whole plan area.
	Access to healthcare – Great Barford surgery is the main destination for local residents but there is no footpath or bus service so people have to rely on the car.	Reference included within text.
	Access to education – need for better vehicle access to the school at peak times.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Access to leisure – Blunham has a playing field which attracts a large number of users but parking is likely to becoming an increasing problem. The same applies to the village hall.	Reflected in text.
	Lack of parking and congestion at peak times associated with the school.	Reflected on map.
	Need to keep a clear area outside of the school for safety reasons and this is the priority in the school travel plan, hence the request for an extension to the zig-zag lines and	Scheme included within long list and assessed through the Scheme Prioritisation Framework.

Consultee	Comment	Response
	railings.	
	Narrowness of footpaths on The Hill is a problem.	Reflected on map.
	Blunham has a blanket 7.5t weight limit but this is not always respected by lorry drivers.	Reflected in text.
Highways Agency (email of 6 November 2012)	<p>The HA is supportive of the general transport principles of the LATP and the positive stance being taken towards recognising the importance of sustainable transport modes and infrastructure.</p> <p>A number of important junctions [on the A1] are located at Biggleswade including Biggleswade North and Biggleswade South. The Agency recognises that a new eastern relief road is to be provided as part of an urban extension to the town. The LATP makes reference to a proposed junction improvement to the A1 South roundabout in relation to this development. It is apparent that this has been developed and funded through developer contributions as part of growth within the town. For clarity it would be useful if the LATP briefly clarifies the nature of these improvements.</p> <p>The junctions of the A1 at Sandy include the roundabout at the A603 and Bedford Road, and a number of at grade priority junctions north and south of Sandy, including the junction with New Road. The LATP makes reference to safety concerns at the New Road junction and at junctions around Tempsford. These junctions may experience an increase in traffic flows in future years attributed to planned development. The HA is therefore happy to provide any assistance in better understanding the nature of these concerns and if required, exploring potential measures to address any issues occurring or predicted to occur.</p>	Comments noted.
Mr D Skidmore, Sandy resident (request to Bedfordshire Highways, October 2012)	Traffic calming on Longfield Road in Sandy	The scheme is not considered to offer a measureable improvement in road safety issues, as highlighted by Bedfordshire Highways in their response to the request on 2 November 2012, and therefore the scheme has not been taken forward as part of the long list of schemes for the plan.
Mrs L Cook, Biggleswade resident (request to Bedfordshire Highways, October 2012)	Additional parking restrictions on Dells Lane, Biggleswade	Parking restrictions will be considered through the Parking Strategy for Central Bedfordshire which is to take an overarching approach to revising parking restrictions within the Plan area.
Mr A Reynolds (response to consultation of	Welcome plans to reduce commuter and long stay parking on residential streets particularly on Tennyson Avenue, Chaucer Drive and Dickens Court in Biggleswade	Parking restrictions will be considered through the Parking Strategy for Central Bedfordshire which is to take an overarching approach to revising



Consultee	Comment	Response
19 October 2012)	<p>through the introduction of a Restrictive Parking Scheme for 1 -2 hours from 10.00am Monday to Friday on our estate roads. We also believe this model could be rolled out to other roads near the station blighted by commuter parking, Dells Lane, London Road for example..</p> <p>The level of commuter parking is now intolerable and happens five days a week. Tennyson Avenue is the only access into/out of the estate for around 160 dwellings. The estate roads were never built or designed to take this level of on road parking and we have had several instances where refuse collection vehicles and other delivery vehicles have failed to gain access into Chaucer Drive. School Children and Residents safety is put at risk due to the inconsiderate and high level of commuter parking, who park on corners, up on the footpaths and block designated footpaths.</p> <p>I have presented proposals to alleviate this problem both to a Central Beds Traffic Management Meeting in February 2010 and to the Biggleswade Town Council.</p> <p>With the continuing housing development in Biggleswade, 2000 additional houses schedule to be built we have got to achieve a solution without just passing the problem on. For this reason we believe Central Beds should seriously consider the introduction of a Park and Ride Scheme for Commuters in Biggleswade, between the hours of 0630 - 0830, & 1700 1930 Monday – Friday.</p> <p>Of course it depends on land being available, close to A1, Saxon and other new developments would obviously be preferable but we believe all options are worth considering in order to improve access and safety on our estate roads</p>	<p>parking restrictions within the Plan area.</p> <p>A scheme to provide a park and ride site and service has been included within long list and assessed through the Scheme Prioritisation Framework. However due to the sheer cost of such a project and the likelihood that it would require a subsidised bus service, it is unlikely to be a scheme which is delivered in the near future.</p>
Bedfordshire Rural Communities Charity (email of 21 November 2012)	<p>Table 3.2 – Is it possible to include in the Biggleswade section a note stating that many of the aspirations in the plan for improved access, both including those listed and other actions identified as priorities; all form part of or links to the Biggleswade Green Wheel.</p> <p>3.7 – Would be good to state who is involved / drafted the Green Wheel Masterplan – ie CBC’s CAT Team in partnership with BRCC.</p> <p>4.2 - Network Hierarchy – would have to disagree that the NCN through Biggleswade; and even between Biggleswade and Sandy is of high quality and high profile. It should be, but it isn’t.</p> <p>4.2 – Infrastructure Provision – although BRCC supports the desire for a cycle route between Sandy and Potton on the dismantled railway, it seems there is greater likelihood of a link alongside Potton Rd</p>	<p>Reference has been included.</p> <p>Reference has been included.</p> <p>The wording ‘in places’ implies that elsewhere the route is not as high quality or high profile as it should be and schemes have been included within the long list to address this issue.</p> <p>The reference has been amended.</p>

Consultee	Comment	Response
	4.3 – Rail Infrastructure – the problems caused by lack of lifts/ ramps at Biggleswade station are for parents with buggies and young children as well as those with limited mobility	Reference has been included.
	4.4 Highways – clarification would be useful – the A1 is to the west and south and Biggleswade	Reference has been included.
	7.3 – Would like priorities in Biggleswade to also include implementation of the Green Wheel and outstanding elements of the Great North Cycleway (NCN R12)	Reference has been included.
	Table 8.4 – would be interested to see a more detailed breakdown of how the sub totals have been/ are being/ will be spent	Details on the delivery of the programme are contained in Chapter 10 – Annual Progress Update.
	Langford Road, (between the Sheep Walk and Southill Road) -140m -To widen existing pavement to standard roadside cycleway width/ surfacing (works will require significant vegetation clearance; landowner has given in-principle consent) -To provide a key link in the Biggleswade Green Wheel which will be safe for all users -To provide a link to the Jordans Heritage./ Visitor Centre -To provide a link from northern Langford and Broom to the Great North Cycleway -To also increase safety and ease of use for Biggleswade Rugby Club (This scheme would be of great merit if part of a larger scheme to improve roadside pedestrian/ cycle access between Biggleswade and Langford; but it is a coherent component in its own right).	This scheme was considered against the Scheme Prioritisation Framework as part of a more all encompassing Biggleswade to Langford cycle way scheme, and subsequently included within the programme of schemes to be delivered in 2014/15.
	Great North Cycleway, Furzenhall Road - Stratford Road -To provide safe, off-road pedestrian and cycle link between Biggleswade and Sandy -To be used for recreation by both local and visiting cyclists -To be used for commuting between the 2 towns -To be used for staff and visitors to the RSPB -To form a key link in the national Cycle Network -To surface approx 900m of currently compacted earth path across Biggleswade Common and through trees to north -To enhance approx 700m of existing gravel/ hardcore track (northern end of Furzenhall Rd and eastern end of Stratford Rd) -To incl refurbishment of bridge across stream on northern boundary of Common.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
Bedford Area Bus Users Society	The creation of a transport interchange should also embrace the concept of bus-rail connectivity. There is little point in having an interchange without integration? This long-	The Biggleswade Town Centre Masterplan will address the re-use of the existing bus station prior to its relocation to the train station and



Consultee	Comment	Response
(letter of 19 November 2012)	term objective should not be at the expense of the present neglected town centre bus station where improved timetable and real-time passenger information displays are urgently needed. The proposal to re-site bus stops in the congested town centre streets must be a matter for concern.	development of a public transport interchange. All operational issues will be addressed as part of this process to ensure that congestion levels are minimised, whilst accessibility and the efficiency of services are improved.
	BABUS would like to see some attempt made to provide commuter bus services to the railway station to cover morning and evening peak flows in order to reduce pressures from parked cars.	The LATP focuses on the delivery of capital schemes. Bus services are funded by revenue and so are outside of the scope of this document. However a review of public transport services is taking place in 2013 and these concerns will be considered as part of that process.
	Station Travel Plans (page 48) for Biggleswade and Sandy should be given priority.	Scheme to develop travel plans at the stations have been included within long list and assessed through the Scheme Prioritisation Framework. They will be delivered if the funding bid to the DfT for the Pottton – Sandy cycle way is unsuccessful.
	Adequate roadside timetable displays - generally poor, or non-existent, standard of such provision	Schemes for new bus stop flags and real time information displays have been included within long list and assessed through the Scheme Prioritisation Framework. Real time information displays have subsequently been included within the programme for 2014/15.
	There is scope for improved marketing of bus services, including the new service from the town centre/railway station to the RSPB site at The Lodge. The new bus timetable displays provided at Sandy railway station are generally inaccessible and illegible.	
	Town centre congestion has a negative impact on bus service reliability.	This is recognised by the authority and measures have been included within the long list to reduce the reliability on cars for people making short trips within the town.
	Table 5.2, It is suggested that the proportion of commuters in the Plan area using bus services is lower (3% compared to 6%) than those across the Authority area. It is dangerous to draw such a conclusion on the basis of five respondents to a survey undertaken by an authority with a population of quarter-of-a-million. More so if, by implication, this is allowed to influence future planning decisions	The number of responses to the question was 180. Whilst not the most statically robust sample size, in excess of 1,000 residents responded to the authority wide survey, which is. The purpose of the table however is to merely give a flavour of the differences in travel patterns across the authority from which to determine reasons why this might be the case, and interventions in areas which may be deemed to be 'under performing' in any given area.
	Appendix A: Public Transport Service Provision – the information is out of date.	The appendix has been removed due to the constantly changing nature of service provision.
Richard Barlow, local resident, via Cllr Caroline	Doing something about the very dangerous exit from Sandy Railway Station car park onto New Road, Sandy, where it is impossible to see traffic on New Road without pulling	Safety concerns are not reflected in the figures of actual accidents in recent years. However works are set to be undertaken in the area related

Consultee	Comment	Response
Mauldin (email of 22 November 2012)	out into that traffic.	to the proposed Tesco superstore. The authority will monitor the situation and if it does become apparent that there is a concentration of accidents in the locality, a scheme may be taken forward through the road safety specific budget available to the authority.
	Providing lots more car parking at Sandy Railway Station and making it preferably free or at least much cheaper. It is highly unsatisfactory that so much road parking is currently used by commuters and that the Sandy town centre car park has to be shut at some times of day to stop commuters using it.	Scheme included within long list and assessed through the Scheme Prioritisation Framework. However due to the considerable costs involved it is unlikely to be considered for delivery in the short term.
	A1 between Biggleswade North Roundabout and Black Cat Roundabout - This seems to be the only stretch of the A1 which has not been upgraded. There are a host of dangerous access points, and speed restrictions. This stretch of the A1 needs ideally to be replaced, but if funds for this are not available it should at least be upgraded. It needs to be properly cared for and maintained so that it no longer has a scruffy and unkempt appearance.	The A1 is the responsibility of the Highways Agency. The authority will continue to engage with the HA to ensure that they are aware of local concern. In addition, 'Pinch point' funding has been awarded by Central Government to improve the black cat roundabout and a scheme will be delivered to this end in the next few years.
	New Road between Sandy and the A1 - The Tesco development will significantly increase road traffic in New Road, and in particular significantly increase traffic moving between the A1 and New Road (and vice versa). This is already a dangerous junction, and major road improvements will be required.	Transport assessments were undertaken as part of the application for the superstore and appropriate mitigating measures were secured on the basis of this evidence.
	A proper analysis needs to be made of likely traffic movements caused by the new Tesco store, and consequential improvements made to New Road and in particular the New Road/A1 junction. If funds are not available for this, the Tesco development should be cancelled.	Additional schemes for improvements to pedestrian provision along New Road have been included within the long list of this Plan whilst the Sandy Freight Study proposes amendments to the New Road / A1 junction to facilitate the movement of HGVs, schemes which will be delivered when funding permits.
Anonymous correspondence from Sandy resident #1 (via consultation feedback form)	Potholes along the length of New Road, Sandy, forcing lorries to use the middle of the carriageway.	This is a maintenance issue and as such is funded separately to the integrated transport schemes delivered through this Plan, based upon a prioritisation process.
	Pinch points along New Road, Sandy making lorries use both sides of the carriageway.	The Sandy Freight Study (published in August 2012) proposes amendments to the New Road / A1 junction to facilitate the movement of HGVs, which will be delivered when funding permits.
	Turn off from A1 Southbound, left into New Road is too narrow for lorries.	
	No sign prohibiting u-turns which are exceedingly dangerous for traffic turning right out of New Road.	
	Need to properly investigate the suitability of New Road, Sandy for heavy traffic	



Consultee	Comment	Response
	especially with the various developments planned for this road.	
Anonymous correspondence from Sandy resident #2 (via consultation feedback form)	Speeding traffic on Sunderland Road in Sandy. Calming measures are required.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Parking on Sunderland Road in Sandy. More yellow lines on the bends are required.	Parking restrictions will be considered through the Parking Strategy for Central Bedfordshire which is to take an overarching approach to revising parking restrictions within the Plan area.
	Need buses direct to the industrial estate.	The LAMP focuses on the delivery of capital schemes. Bus services are funded by revenue and so are outside of the scope of this document. However a review of public transport services is taking place in 2013 and these concerns will be considered as part of that process.
	Would also like to see good street lighting that works for pedestrians, cycle lanes in busy areas, clear and accurate bus timetable information.	Schemes for new bus stop flags and real time information displays have been included within long list and assessed through the Scheme Prioritisation Framework. Real time information displays have subsequently been included within the programme for 2014/15.
Sandy Town Council (email of 26 November 2012)	HGVs and Traffic in the High Street Concerned about the increasing numbers of HGVs using the High Street and Market Square to travel through Sandy. These vehicles add to congestion in the High Street, are intimidating to pedestrians and other road users and affect the quality of life of residents in the town in a range of ways including noise, vibrations, air pollution etc. There have been recent incidents where HGVs have mounted the pavement in the High Street and the safe negotiation of the junction between the High Street and Station Road is a further concern. The 20 mph speed limit in the High Street, although signed, is not observed or strongly enforced.	The authority share and recognise the town council's concerns relating to freight movements within the town and it is felt that the freight study published in August 2012 will go a long way towards addressing these concerns once the recommendations have been implemented. Whilst funding is not available at present to deliver all of these measures, additional funding is to be made available in 2014/15 through the programme to assist in this regard, following the assessment of these initiatives through the Scheme Prioritisation Framework.
	The Town Council welcomes the proposed weight restriction on St Neots Road outlined in the Phase 1 and Phase 2 recommendations of the Freight Issues and Routing in Sandy study report because this will restrict the impact of HGVs on St Neots Road although it could increase the impact elsewhere i.e. Bedford Road.	
	It is disappointing that the freight issues study indicates that reconfiguring the junction from the High Street to Station Road is so difficult as the Town Council believes an improvement to this junction is important to encourage HGVs out of the Town Centre and promote overall safety.	
	The junctions between the High Street, Station Road, Potton Road, Swaden and	Scheme at Swaden included within long list and assessed through the

Consultee	Comment	Response
	Stratford Road cause concern. There are two mini roundabouts to assist traffic but no mini roundabout at the bottom of Swaden (presumably because of the width of the road) but Council believes that vehicles should be encouraged to slow down as they approach and improvements to vision are necessary at this junction with Swaden.	Scheme Prioritisation Framework.
	Previously a pedestrian crossing in the High Street outside St Swithuns School was considered and the Council still believes that this is justifiable based on the frequent difficulties reported by pedestrians in this location. There are also concerns about pedestrians using the railway station at busy times. Traffic movements around the junction of Station Road and in the High Street make it particularly difficult to cross safely during the hours of darkness, pedestrian crossings in New Road and/or the High Street would ease this problem.	Scheme included as part of a more encompassing School Safety Zone scheme within the long list, and assessed through the Scheme Prioritisation Framework.
	Town Council recognizes the problems created for residents by increased overnight parking by HGVs at Girtford Bridge and believes that the lay-by by the Riddy should remain a designated overnight stay location.	A scheme to address the parking at Girtford Bridge is to be delivered as part of the 2011/12 to 2013/14 programme, following the findings of the Sandy freight study.
	Finally the Town Council would support proposals to provide increased signage to direct the HGVs which do come through the town.	Welcome the support for the scheme.
	<p>Junction of New Road with the A1</p> <p>The junction between New Road and the A1 has been the focus of local concern particularly since the grant of planning permission for a food store on New Road. Councillors have previously asked for a roundabout or longabout to be considered in this location but have been advised that, leaving aside the capital investment necessary, this would slow down traffic and lead to more rear end shunts. The Council continues to be concerned about the safety of this junction.</p> <p>Food-store lorries will be instructed to turn left only out of New Road when accessing the A1 but Council supports consideration of a mandatory no right turn for all traffic wishing to travel north as is recommended in the Freight Issues study report. Either this or a weight restricted no right turn could be considered. This has been suggested by elected members and residents on previous occasions.</p> <p>Residents and councillors have observed HGVs and others executing dangerous U-turn manoeuvres at the cross-over on the A1 at the end of New Road and the Council requests that a no U-turn sign is implemented as a matter of urgency. (Anecdotally, both residents and councillors have been advised by officers that this is an acceptable course of action to the Highways Agency and CBC.)</p>	The implementation of the recommendations of the freight study will help to address concerns with the A1/ New Road junction. What works do take place however will need to be agreed with the Highways Agency and the authority will continue to work closely with the HA to ensure that the schemes delivery is feasible when funding becomes available.
	<p>New Road</p> <p>The proposed draft LAMP makes reference to the planned developments on New Road (p12) and potential additional traffic. The potential new Tesco is referred to in the plan as a superstore which may give a false impression of the size of the proposed retail</p>	The authority will monitor the situation and if it does become apparent that there is a concentration of accidents in the locality or a reliability on access by car, a scheme may be taken forward through the road safety specific budget available to the authority.



Consultee	Comment	Response
	<p>development. The Town Council is mindful of the planned arrangements for a footpath along part of New Road and provision of a bus stop etc but remains concerned that once the proposed developments are built and operational there may still be need for additional improvements to the travelling infrastructure.</p>	
	<p>Parking The Council is aware of parking problems which hamper safe traffic and pedestrian movements at the following locations:</p> <ul style="list-style-type: none"> • St Neots Road • St Swithuns Way (station parking) • Albion Court especially the junction with Bedford Road which restricts vision and safe exit and entry • Laburnam Road and Bedford Road • Faynes Court 	<p>Parking restrictions will be considered through the Parking Strategy for Central Bedfordshire which is to take an overarching approach to revising parking restrictions within the Plan area.</p>
	<p>Footpaths and Cycleways The Town Council is keen to promote walking and cycling as alternatives to car use and welcomes any initiatives to maximize transport by bike or on foot.</p>	<p>A series of schemes have been included within the long list and assessed through the scheme prioritisation framework. Following this procedure, the Potton to Sandy cycle way has been allocated funding and will be delivered in 2014/15 subject to the success of a funding bid to the Department for Transport.</p>
	<p>Increasing numbers of pedestrians and cyclists are using the footpath from Beeston to the Station and the Town Council proposes the installation of low level lighting on the footpath from Beeston to the Baulk in order to promote further the safe use of this path. Use of this path is an essential link encouraging pedestrian and cycle traffic between Beeston and Sandy and many users report concerns about using it during darkness.</p>	
	<p>Specific improvements to the surface of Bridleway 8 have recently been discussed with Central Bedfordshire Council officers and the Council would wish to see these taken forward.</p>	
	<p>The maintenance of pavements in the town is also a matter of local concern. Pavements in St Neots Road and Pym's Way have been regularly been reported but there are also pavement problems around the Winchester Road area. Elderly pedestrians report that they walk in the road rather than on uneven and unsafe pavements.</p>	<p>Maintenance is funded separately to the integrated transport schemes delivered through this Plan, based upon a prioritisation process.</p>
	<p>Buses The Town Council recommends the introduction of a shelter over the stop/bench that is currently on the northbound side of St Neots Road, the first one past West Road.</p> <p>We share local concern about the use of request stops on the A1 as we are aware that</p>	<p>Schemes for bus stops on the A603 and St Neots Road included within long list and assessed through the Scheme Prioritisation Framework.</p>

Consultee	Comment	Response
	bus users are then attempting to cross this road on foot. However there is some local opinion that a request stop on the slip road from A603 to A1 actually would ease the problem of people crossing the A1 on foot as they do now, some just to get to home from work from the food store/garage and Holiday Inn off the roundabout and other places of work. It might also help those going to work if a bus stop could be sited on the side of the farm shop on the A603 again to aid those that work across the other side of the A1.	

In addition to the formal consultation responses, Central Bedfordshire Council received a petition submitted by a group of residents from Sandy in March 2012, relating to requests for a series of schemes to be delivered in the town following approval of a number of planning applications. The points raised in the petition, the response of the authority at the time and how these comments have been addressed in this LATP are detailed below.

Table D2: Response to Sandy Residents Petition of March 2012

Issue	Initial Response to Petition	How have the issues been addressed in the Plan?
1 - The junction with the High Street needs improving to cope with the volume of traffic and its safe negotiation by HGVs	This junction is being currently studied by Central Bedfordshire Council as part of the Local Area Transport Plan. Once it is complete they will then make recommendations for on how to improve it to make it easier for larger vehicles. This will be reported back to the public Traffic Management Meeting	The authority share and recognise the concerns relating to freight movements within the town and it is felt that the freight study published in August 2012 will go a long way towards addressing these concerns once the recommendations have been implemented. Whilst funding is not available at present to deliver all of these measures, additional funding is to be made available in 2014/15 through the programme to assist in this regard, following the assessment of these initiatives through the Scheme Prioritisation Framework.
2 - Installation of a pelican crossing for the safety of pedestrians going to the station	This item did not justify funding from either of the developments on Station Road. Central Bedfordshire Council has secured some funding for other improvements on this section of road. A pedestrian crossing can be considered in the next Local Area Transport Plan for Sandy, if it is a priority locally.	The scheme has been incorporated into a more all encompassing scheme for parking and access at the station, included within long list and assessed through the Scheme Prioritisation Framework.
3 - Upgrading of the road surface currently breaking up including improved kerbs and drainage along its full length	This stretch of road is scheduled to be surfaced in approx 4 yrs time, but if the road deteriorates more quickly than anticipated, it will be brought forward. Earlier maintenance can be considered in the next Local Area Transport Plan for Sandy, if it is a priority locally.	Maintenance is funded separately to the integrated transport schemes delivered through this Plan. However a scheme to provide a footpath along the length of New Road has been included within long list and assessed through the Scheme Prioritisation Framework.
4 - Widening the road for HGVs to pass each other safely, without	Central Bedfordshire Council's highway engineers do not agree that the existing carriageway needs to be widened to accommodate the	The Sandy Freight Study produced in August 2012 sets out the recommendations and actions required to improve the movement of freight throughout the town and



Issue	Initial Response to Petition	How have the issues been addressed in the Plan?
pulling over, and allow for the installation of a proper cycle lane	traffic that use it now and in the next few years. Widening of the road can be considered in the next Local Area Transport Plan for Sandy, if it is a priority locally	the LATP will work towards delivering these as and when funding becomes available. Additional funding is to be made available in 2014/15 through the programme to assist in this regard, following the assessment of these initiatives through the Scheme Prioritisation Framework.
5a - Installation of a new pavement along the station side of the road from the current station artwork to the existing 30 mph sign	The land is owned by National Rail who did have a planning application approved last year. The plan included a path but National Rail have withdrawn the application. A new footpath can be considered in the next Local Area Transport Plan for Sandy, if it is a priority locally and subject to land ownership being resolved.	The scheme has been incorporated into a more all encompassing scheme for parking and access at the station, included within long list and assessed through the Scheme Prioritisation Framework.
5b - Upgrading of the existing pavement to include widening and resurfacing so that mobility scooters, prams and so forth can use it and pass each other safely. Necessary drops to kerb throughout	These improvements will be part of the developers' responsibilities. On one stretch, the Council do not own enough land, to be able to widen the road. On this stretch, the cycle path is likely to have to go onto the road. Highway engineers are working on the plans for the best solution.	Not an issue for the LATP.
6 - Provision of upgraded lighting.	These improvements will be part of the developers' responsibilities. The existing footway and lighting will be brought up to modern standards. A new footway and lights will be provided where there aren't any. This will ensure that there is a good standard footway, with lighting, from the High street to the new Tesco's store	Not an issue for the LATP.
7 - Construction of new mini roundabout at Willow Rise for the entrance/exit to the station car park overflow.	Central Bedfordshire Council's highway engineers do not agree that a roundabout is currently needed at this point. If National Rail plan to develop the station car park, their new access could include a new junction and the proposal for a roundabout will be reconsidered then.	No scheme has been taken forward for inclusion within the Long List due to the lack of need for such as a measure on the basis of the highway engineers' recommendation.
8 - At the entrance to Tesco, construction of a mini roundabout or a central lane where traffic from the High Street can wait, safely and without obstructing other traffic, to turn right.	Central Bedfordshire Council's highway engineers do not agree that a mini roundabout or right turn lane is safe or necessary. Changes to this junction can be considered in the next Local Area Transport Plan for Sandy, if it is a priority locally.	No scheme has been taken forward for inclusion within the Long List due to the lack of need for such as a measure on the basis of the highway engineers' recommendation.
9 - Improve the approach to the A1 including re-alignment for a level, not uphill, junction	The A1 is a trunk road and all trunk roads are the responsibility of Central Government's Highways Agency. Alistair Burt MP, Local Councillors and Central Bedfordshire Council have asked for improvements to be done but they say that there are other schemes	The A1 is the responsibility of the Highways Agency. The authority will continue to engage with the HA to ensure that they are aware of local concern. Sandy Town Council will be notified of this correspondence in due course.



Issue	Initial Response to Petition	How have the issues been addressed in the Plan?
	<p>with much higher priority. Central Bedfordshire Council will write to the Highways Agency again, including the outcomes of the recent study asking for the junction to be given a higher priority.</p>	
<p>10 - Widen the splay of the junction with the A1 so the slip roads can perform their function of allowing HGVs to enter and exit New Road/Station Road without affecting other traffic using the road</p>	<p>The A1 is a trunk road and all trunk roads are the responsibility of Central Government's Highways Agency. We have received the following statement from the Highways Agency:</p> <p>'There are circumstances whereby maximum length large goods vehicles may not be able to enter New Road from the southbound carriageway deceleration lane (slip road) of the A1 if there are vehicles waiting to turn right out of New Road who are positioned with their offside close to the centre white line in New Road. This is because the tracked path of these vehicles requires them to use part of the carriageway where such right turning vehicles are positioned. In this situation the goods vehicle would have to wait until the vehicle(s) had turned right.</p> <p>We considered this situation when assessing the Tesco store application and concluded that the junction is currently used by a variety of large goods vehicles, some of which are likely to be of maximum length and it would be unreasonable to impose a condition prohibiting similar vehicles by Tesco.'</p> <p>In addition, Sandy Town Council have been in contact with the Highways Agency for over 12 years asking for a roundabout at this junction but their request has consistently been refused on the grounds that it will restrict the flow of traffic on the A1.</p>	<p>The A1 is the responsibility of the Highways Agency. The authority will continue to engage with the HA to ensure that they are aware of local concern. Sandy Town Council will be notified of this correspondence in due course.</p>
<p>11 - Improvements to be done 'in one' and not piecemeal</p>	<p>The Council cannot dictate the pace at which the developers will undertake their work. It is a condition of the Planning Permission that Tesco cannot open its store until the works are complete.</p>	<p>Not an issue for the LAMP.</p>

Appendix E: Programme of Schemes “Long List”

Rank	Ref	Scheme Name	Location	Town
1	PT/01	Public transport interchange at Biggleswade Station	Biggleswade station	Biggleswade
2	CY/03	Cycle route from Sandy to Potton [NOTE: ALSO IN POTTON LATP]	Either alongside the Potton – Sandy road or via the dismantled railway track	Sandy
3	CY/02	Cycle route alongside Langford Road to link Biggleswade and Langford, including widening a section between the Sheep Walk and Southill Road for improved pedestrian access, with further links to High Street and the Railway Station.	A6001, Langford Road and others	Biggleswade
4	PT/05	Real time information signs at bus stops in Biggleswade, Sandy and Blunham	Sites include: - stops serving the routes of the no.73, no.188, no.190 and the no. 191	Plan wide
5	PT/04	Development of Station Travel Plans	Biggleswade & Sandy Stations	Biggleswade & Sandy
6	WK/01	Improved lighting, signage and information in pedestrian areas of the town centre	High Street and surrounding roads	Biggleswade
7	WK/09	Raised zebra crossings on the Bedford Road, St Neots Road, High Street roundabout	Bedford Road, St Neots Road, High Street roundabout	Sandy
8	PT/06	Replace 50 bus stop flags and timetable cases across the Plan area	Plan area wide	Plan area wide
9	FR/01	Implement the recommendations of the Sandy Freight Study	Town wide	Sandy
10	CY/15	Provide a shared use path along London Road between the junction with Dunton Lane and Eagle Farm Road, and Eagle Farm Road and the High Street.	London Road	Biggleswade
11	GT/03	20mph limit on St Swithuns Way and the remainder of Cambridge Road and Brickhill Road	St Swithuns Way, Cambridge Road and Brickhill Road	Sandy
12	WK/05	Shared use signalised crossing of the High Street and links to Crab Lane and Back Street	High Street, Crab Lane, Back Street	Biggleswade
13	CY/01	Extended and improved cycle parking and signage	Hitchin Street and other locations	Biggleswade
14	CY/29	Implement measures to improve the safety of cyclists using Potton Road between the junctions with Rose Lane in Biggleswade and Station Road in Potton	Potton Road	Biggleswade

Rank	Ref	Scheme Name	Location	Town
15	CY/23	Upgrade the footway in front of Sandy Baptist Church to shared use, providing a cycle link between the High Street and King's Road	High Street, Kings Road	Sandy
16	CY/33	Secure a right of way and provide a multi-user path between Ivel Lane and the entrance of the proposed Tesco Store on New Road	Ivel Road, New Road	Sandy
17	CY/14	Shared use path alongside Sunderland Road including between: - Georgetown (A1 Bridge), Woodpecker Way and Kestral Drive. Works to include constructing new section of footway, crossing of Sunderland Road at approach to roundabout, provision of signing - north/west side of the carriageway between the link to Friars Walk and BW22	Sunderland Road	Sandy
18	GT/04	Traffic calming measures on Sunderland Road	Sunderland Road	Sandy
19	WK/11	Zebra pedestrian crossing on Shortmead Street, near Brunt's Lane	Shortmead Street	Biggleswade
20	CY/20	Upgrade the footpath between NCN 12 and Berwick Way to allow shared use and provide spur link to Winchester Road	Berwick Way	Sandy
21	CY/24	Upgrade Chapel Fields to provide a cycle route linking Church Street and Brunt's Lane, together with the upgrade of existing footpath between Brunt's Lane and Sun Street to allow shared use	Chapel Fields and Brunt Lane	Biggleswade
22	SSZ/05	20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway/cycleway enhancements (Level 4 intervention)	Edward Peake Middle School, Potton Road, Biggleswade	Biggleswade
23	SSZ/06	20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway/cycleway enhancements (Level 4 intervention)	Stratton Upper School, Eagle Farm Road	Biggleswade
24	SSZ/03	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments (Level 3 intervention).	Southlands Lower School, Biggleswade	Biggleswade
25	CY/08	Introduce measures to improve the safety of cyclists using Dunton Lane on the route between Biggleswade and Dunton	Dunton Lane	Biggleswade
26	CY/16	Implement measures and order to allow contraflow cycling on Longfield Road	Longfield Road	Sandy
27	WK/10	Pedestrian crossing on London Road	London Road	Sandy
28	CY/25	Upgrade existing rights of way to provide an off road route between Biggleswade (Bells Brook) and Upper Caldicote via FP7 and FP9	Biggleswade - Upper Caldecote	Biggleswade
29	CY/11	Secure a right of way and provide a multi-user path between the northern approach to the A1 Beeston	Bedford Road	Sandy



Rank	Ref	Scheme Name	Location	Town
		Bridge and The Baulk, following the desire link path across the open space		
30	PR/02	Additional parking at Sandy Station with associated improvements to pedestrian and vehicle access.	Sandy Station	Sandy
31	SSZ/01	Development of a School Safety Zone incorporating: 20 mph signage (Level 1 intervention)	St Andrews Lower School, Brunts Lane	Biggleswade
32	SSZ/02	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Lawnside Lower School, Biggleswade	Biggleswade
33	SSZ/04	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	John Donne Lower School, High Street, Blunham	Blunham
34	WK/03	Upgrade surface quality of the bridleway on Biggleswade Common to tarmac with associated structure improvements at points of access	Biggleswade Common	Biggleswade
35	CY/21	Upgrade BW20 between Sunderland Road and Medusa Way to allow shared use	Medusa Way	Sandy
36	CY/31	Provide safe, off-road pedestrian and cycle link between Biggleswade and Sandy	Great North Cycleway, Furzenhall Road - Stratford Road	Biggleswade & Sandy
37	WK/12	Upgrade the existing narrow footway on Potton Road (north side) between the Furzenhall Post Office (opposite Havelock Road) and the railway bridge, and improve the junction of Potton Road and Havelock Road to include: - a safe crossing of Potton Road accessible to both cyclists and pedestrians - surfacing the desire line path trodden into the verge	Potton Road	Biggleswade
38	CY/09	Make improvements to each of the crossings along NCN51 between Sandy and Danish Camp	Various	Sandy - Blunham - Danish Camp
39	PT/02	New bus stops in Blunham	Various locations	Blunham
40	PT/03	New bus shelter and raised kerb on St Neots Road	St Neots Road	Sandy
41	CY/07	Improve the safety of cyclists using Tempsford Road including a feasibility study to assess the options to reduce accidents in the vicinity of the bridge / road narrowing	Tempsford Road	Blunham
42	GT/02	Junction improvements at Station Road, Back Street, Bonds Lane interchange	Station Road, Back Street, Bonds Lane	Biggleswade
43	WK/04	Create 900m public footpath from Barford Road along farm tracks to promote access to Great Barford in west. Upgrade footpaths between Blunham and Great Barford to bridleways	Barford Road	Blunham
44	WK/08	Provide a formal crossing of London Road close to the junction with Eagle Farm Road	London Road	Biggleswade

Rank	Ref	Scheme Name	Location	Town
45	WK/07	Footpath along the length of New Road to the A1, including uniform carriage width, kerbing and drainage.	New Road	Sandy
46	CY/30	Rose Lane cycle improvements incorporating: - crossing of Sun Street for cyclists using Rose Lane including installation of ASLs with lead-in lanes on each approach - Sign a cycle route between Rose Lane and Church Street through the Asda car park for cyclists travelling south	Rose Lane	Biggleswade
47	CY/17	Cycle route through the grounds of Sandye Place School to connect Swanholme Gardens and Park Road	Swanholme Gardens	Sandy
48	CY/27	Install measures to permit contraflow cycling on Church Street including alterations to the pelican crossing serving the Asda store	Church Street	Biggleswade
49	CY/05	Safety improvements for cyclists using Station Road / Blunham Road to travel between Blunham and Moggerhanger, together with improved crossing of Station Road for cyclists using NCN 51	Station Road	Blunham
50	GT/01	Improve the junction of Eagle Farm Road, Drove Road and London Road	Eagle Farm Road, Drove Road and London Road	Biggleswade
51	WK/02	Connect Park Lane/Blunham weir east of river by upgrading Sandy Footpath 1 to cycleway/bridleway.	Park Lane	Sandy & Blunham
52	CY/26	Upgrade existing footpaths between Mulberry Close and Birch Road to allow shared use	Mulberry Close	Biggleswade
53	CY/06	Secure the necessary permissions to provide a multi-user route from Hitchmead Road to Baden Powell Way - routing through land that is part of Stratton Upper School	Hitchmead Road	Biggleswade
54	CY/22	Secure the necessary permissions to provide a multi-user route from Dunton Lane to Pegasus Drive, Stratton Business via Stratton Farm utilising existing farm road and access tracks	Stratton Business Park	Biggleswade
55	GT/05	Safety improvements at the junction of High Street /Potton Road with Swaden	Swaden	Sandy
56	PT/07	New bus shelter on the northbound side of St Neots Road	St Neots Road	Sandy
57	CY/13	Upgrade existing rights of way (BW14, FP16) to provide a multi-user surfaced path between the Pegasus crossing on Potton Road and Stonecroft utilising the bridge across the rail line	Stonecroft	Sandy
58	CY/19	Upgrade the footpath between Western Way and St Neots Road to allow shared use	Western Way	Sandy
59	WK/06	Removal of town centre guard railing	High Street, Shortmead Street	Biggleswade
60	CY/28	Provide a link between Potton Road and NCN12 north of Biggleswade by upgrading existing rights of way, specifically FP12 and FP13	Potton Road	Biggleswade



Rank	Ref	Scheme Name	Location	Town
61	PT/08	New bus stop on the A603, west of the A1, close to the farm shop	A603	Sandy
62	CY/10	Shared use path running the length of Bedford Road on the northern side, together with a cycle crossing to link Church Path and Mill Lane	Bedford Road	Sandy
63	CY/12	Upgrade BW7 and BW8 to allow shared use, providing a connection between The Baulk and Mill Lane	The Baulk	Sandy
64	CY/18	Upgrade the footpath between South Road and Laburnum Road to allow shared use	South Road	Sandy
65	PR/01	Park and ride scheme	Land close to A1	Biggleswade
66	CY/04	Cycle route from Sandy to Gamlingay, including a new bridleway parallel to Everton Road linking Swaden and Stone Lodge including a safe crossing of Everton Road from Sand Lane	Everton Road	Sandy
67	CY/32	Upgrade existing rights of way and secure the necessary permissions to provide an off-road cycle route between Stratton Way, Biggleswade and Wrestlingworth	BW28, BW2, BW10, BW7, FPW4	Biggleswade

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