



Engagement Report

Draft

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1. Introduction

Central Bedfordshire Council takes consultation very seriously and this report summarises responses from our varied engagement activities and how we have responded in terms of the development of the LTP and the supporting strategies.

We began the process of developing the Local Transport Plan (LTP) with the specific objective of building a plan that truly reflected the requirements and aspirations of the local community within Central Bedfordshire. As such the engagement of stakeholders, the community and locally elected Councillors has been an integral element in the creation of the LTP for Central Bedfordshire.

The guidance provided by the Department for Transport requires the local authority to develop and use their LTP in a way that works best for them and their community. The guidance states; "Authorities are accountable to their communities rather than to the Department (for Transport) for both the quality of the transport strategies prepared and for ensuring effective delivery" (Guidance on Local Transport Plans, July 2009). The guidance also states that authorities should take a fresh look at their policies and the implementation proposals; furthermore the guidance strongly recommends exploring more innovative ways of obtaining public views such as councillor led review panels and including the use of web resources.

To enable the local community to be actively involved in the development of their Local Transport Plan and to help to facilitate localism, we have used to our advantage the greater flexibility available for how the LTP could be structured, specifically with regards to implementation. With this in mind we made the decision to develop Local Area Transport Plans (LATP's) as a way of targeting resources and implementing programmes of work that would be wholly community led. We have also developed a web based programme and profile aimed at establishing methods of communicating with a larger segment of the community and in particular sections of society that would not traditionally be involved in local authority consultation.

The outcome of our approach has enabled us to ensure that the community is at the heart of the development of schemes in their local area and through a comprehensive programme of local engagement and partnership working we have produced targeted and specific programmes of work that accurately reflect the needs and issues of local people and deliver added value by enabling our citizens greater involvement in the decision making process.

This method of ensuring that local plans are locally led will not cease with the adoption of the LTP3 and we will continue to engage with local communities both during the implementation of local schemes and with the development of new Local Area Transport Plans.



1.1 Myjourney

In consulting on the LTP, we developed a programme of activity based on the use of a range of techniques for not only communicating a message to people but for building relationships, raising awareness, engaging and consulting with as wide a range of target groups as possible. In order to achieve this we sought to engender the feeling that partners, stakeholders and the public are involved in the preparation of the plan because of its relevance to them. We branded this approach **myjourney**, which is designed to encourage people to help shape Central Bedfordshire by taking an active part in making or influencing decisions that affect their local area.

The **myjourney** brand will continue to be the public face of transport with the aim of helping people to identify with the consultation of their ideas, thoughts and aspirations for transport and the physical implementation of subsequent schemes in their locality. This approach is also reflective of the governments programme for the 'Big Society', which includes proposals to give communities more powers and encourage people to take a more active role in their communities.

The continuation of the **myjourney** engagement strategy will support Government's plans to enable citizens, communities and local government to come together to help solve local issues and to engender the feeling that partners, stakeholders and the public are involved in the preparation of the plan and that it is in fact, very relevant to them.

Rationale

The approach to the LTP engagement and communications reflects government guidance to provide Central Bedfordshire Councillors, partners, stakeholders, wider sector organisations and the public with genuine opportunities to get involved with and influence the development of the LTP and the LATP's.

The LTP Engagement approach is closely aligned to that of The Local Strategic Partnerships (LSP) and the key statutory partners of the LSP including Health, Police Authority, Fire and Rescue Service all have visions that place the citizen at the heart of everything they do. The LTP Engagement approach is designed to help enable this and enhance the community engagement activities and as such the key target audiences of our communications are:

- Central Bedfordshire Council Councillors
- The Local Strategic Partnership
- Local Town and parish councils, especially in the preparation of the Local Area Transport Plans
- Internal & External stakeholders
- Neighbouring local councils
- Wider sector organisations e.g. Healthcare, education, environment, business, 3rd sector organisations, disability, elderly, youth religious, ethnic groups etc
- General public

The approach employs two strands which have been running simultaneously:

1. Central Bedfordshire Councillors, partner and key stakeholder collaboration programme – involving ongoing relationship building and liaison with all partners and their wider networks to facilitate a collaborative approach to the preparation of LTP3



2. Wider sector and public involvement campaign – focussed on using a combination of the traditional communication & consultation mechanisms such as workshops and roadshows but also making best use of Social Media and the internet.

The Central Bedfordshire Councillors, partners & key stakeholder collaboration programme included activities to initiate understanding and forge relationships, including workshops and meetings. Ongoing collaboration and maintenance of relationships will include tailored newsletters and project working groups.

A suite of communications channels for reaching out to wider sector organisations and the public has been established so that consistent information is easily accessible for all. Furthermore because we have targeted our engagement methods to specific groups and utilised the most effective method of communicating with them we have been able to optimise the availability for people to respond in the most effective manner. For example we advised the Town and Parish Councils of the engagement process, attended events to inform and sent communication to advise on how they can be involved in the development of the broad strategic LTP, however we have specifically sought them out when developing the Local Area Transport Plans, where their input is optimised due to the specific local knowledge they hold and the ability of those local councillors to help promote the localism agenda.



2. Feedback & outcome

This Chapter details feedback from councillors, partners, stakeholders, the public and internal or any other external interested parties. The tables also reflect what action we took with regards to these comments.

2.1 Central Bedfordshire Councillors

Engaging with Central Bedfordshire Councillors has been critical in the development of the LTP3 in particular the Local Area Transport Plans, including local councillors in the process from the beginning has been integral to ensuring that we can best optimise the range of interest that they represent. In order to engage Councillors effectively a series of meetings were held which firstly allowed Councillors to detail all the issues within their areas where they would like us to provide a focus. The second set of meetings was used to talk through the proposed programme for their areas. The table below shows the issues which emerged from discussions with local councillors in relation to the Local Area Transport Plans.

<p>Dunstable & Houghton Regis</p> <p>Issues –</p> <ul style="list-style-type: none"> “Rat running through residential estates” “The negative impact of HGV’s within residential estates” “Access for people with buggies and wheelchairs on buses” “Congestion” “Access to employment, education and health” <p>Options –</p> <ul style="list-style-type: none"> “Using shared space to make places more accessible for all road users” “20MPH zones” “Lorry bans” “Improvements to public transport” “Improved pedestrian & cycling access to employment and health sites” 	<p>Leighton Linlade</p> <p>Issues –</p> <ul style="list-style-type: none"> “Access to the train station for buses” “impact for local residents caused by commuter parking at the train station” “Improvements to the town centre for pedestrians” “Ensuring that standards are kept up with regards to improvements for cyclists” “Bus services ‘tie in’ with train times” <p>Options –</p> <ul style="list-style-type: none"> “Complete review of access and residents car parking facilities in and around the train station” “Introduction of shared space designs to improve access for all road users” “Better co-ordination with bus companies”
<p>Arlesey & Stotfold</p> <p>Issues –</p> <ul style="list-style-type: none"> “Public Transport Links to North Herts” “Access to Station” “Access to schools” “Car parking impacts from school and commuter traffic” <p>Options –</p> <ul style="list-style-type: none"> “Bus stop enhancements including information provision” “New crossing point near Etonbury School” “Development of cycling network” 	<p>Sandy & Biggleswade</p> <p>Issues –</p> <ul style="list-style-type: none"> “Car parking throughout both town centres” “Impacts of HGV movements” “Barriers to pedestrian movement” “Incomplete cycle network” <p>Options –</p> <ul style="list-style-type: none"> “Shared space to improve access in Biggleswade” “Removal of guard railing” “Preliminary works to develop bus – rail interchange” “Improved pedestrian / cycle crossing points on approach to town centres”



2.2 Partners & Stakeholders

The commitment of the LTP to be integrated with LSP vision and objectives is demonstrated by the our shared vision, we have therefore made it a central role in our consultation to involve our LSP partners in the LTP development process.

It has been integral to the development of deliverable schemes for us to work closely with organisations such as the police, ambulance service, NHS and the Highways Agency as well as neighbouring authorities and other local organisations.

We have had a long standing series of meetings, workshops, telephone and email correspondence with our partners and stakeholders which we have used to assess each others requirements and roles. Continual communication will be the key to delivery of many of the LTP objectives.

For the purposes of the LTP engagement processes the partners and stakeholders identified are as follows:

- Neighbouring authorities
- Members of the Local Strategic Partnership
- Highways Agency
- Government representative (E.E.D.A)

Engagement activities have taken place with the above organisations intermittently during various stages of the development of the Local Transport Plan and supporting strategies between October 2009 and January 2011. The following table summarises the most relevant topics for discussion and details our response.



Partners & stakeholders discussion and response summary

Organisation /Date	Issue/Discussion	CBC LTP Response
Luton Borough Council – Oct 2009 - Jan 2011	<ul style="list-style-type: none"> Continue to have joint working meetings. Overall wish to improve access to employment and health and improve safety. Particular joint funding projects with Dunstable. The LTP for CBC does not include the programme for Dunstable Within the Major Schemes chapter of the LTP there is a section on the Luton Northern Bypass, could this reflect what is written in LBC's LTP. 	<ul style="list-style-type: none"> Continued meetings throughout process Agreed. this also forms part of CBC LTP. Agreed. Intent inserted into the LATP for Dunstable/Houghton Regis. This is included in the LATP document for Dunstable & Houghton Regis – Appendix L with a summary of the schemes in the LTP. Although the agreed schemes will not change the programme will continue to be modified to reflect elements such as; detailed design outcomes and potential to progress with more schemes following external funding and it was agreed that it would be more appropriate to have a changeable element of the LTP separate. We have amended CBC LTP to reflect the joint requirements for this scheme.
NHS Bedfordshire – June 2010 – Jan 2011	<ul style="list-style-type: none"> Improve the opportunities for joint working particularly with regards to healthier lifestyle travel choices. There will be a number of changes within the NHS, one change will be to NHS Direct which will be re-branded but continue other departments relating to lifestyle may also be re-structured which could impact on how 'we' deliver. 	Included in the LTP on both counts and access to health is an objective of the LTP with reference made to healthier travel for other journeys. Until further instruction about changes is clear we cannot be more specific.
Ambulance Services Jan 2010 – Jan 2011	<ul style="list-style-type: none"> Notification and co-ordination of communication with regards to congestion or issues caused by accidents. 	Agreed. Included within the LTP under network management interventions.
Bedford Borough Council - Oct 09 - Sept 2010	<ul style="list-style-type: none"> Joint working to be reflected in the plan particularly in reference to freight and Major Developments such as Wixams. 	Agreed, partnership working will continue and is noted in the LTP and in particular when the LATP is created for Marston Vale area
Highways Agency – April 2010 - October 2010	<ul style="list-style-type: none"> Partnership working and joint opportunities agreed include; A1 near Biggleswade, major schemes such as A5-M1 link, Dunstable specific LATP i.e. change of freight route, de-trunking an in general any 	Very positive opportunities available for co-operative working on current and forthcoming projects and LATP's.



Organisation /Date	Issue/Discussion	CBC LTP Response
	issues related to freight and future LATP's.	
Network Rail - February 2010 - Jan 2011	<ul style="list-style-type: none"> Awaiting reply (contacted at intermittent stages between Feb. 2010 – Jan 2011) 	Await response (31/01/11)
Train operating companies – Feb 2010– January 2011	<ul style="list-style-type: none"> Public transport and walking and cycling links to train stations Good facilities at stations for cyclists 	Agreed. In general is reflected in the LTP, the LATP's also detail specific schemes to satisfy this.
Milton Keynes Council – Oct 09 – Jan 11	<ul style="list-style-type: none"> No particular specifications but require email contact specifically with regards to any relevant cross border issues. 	Agreed. Contact will continue with the development of the Marston Vale LATP.
Buckinghamshire Council - Nov 09 – Jan 11	<ul style="list-style-type: none"> Joint working where boundaries cross in particular Leighton Linlade and travel to train station. 	Commuter travel reflected in LATP and need for partnership working. CBC also requested that BCC made comment in their LTP with reference to citizens accessing Leighton Linlade train Station.
Cambridgeshire County Council – Nov 09 – Jan 11	<ul style="list-style-type: none"> Partnership working required for anything impacting the A421, growth, neighbouring LATP and specifically rail access issues relating to St Neots and CBC stations such as Sandy. 	Agreed. Local rail issues identified within the local LATP's. Partnership working will continue with the development of the East Beds Rural area transport plans.
Hertfordshire County Council – Oct 09 – Jan 11	<ul style="list-style-type: none"> Partnership working with relevant LATP development. Inter urban route development where appropriate. 	Agreed. Partnership working will continue. LTP does show a requirement for Inter-urban improvements however given current economic constraints this is linked to growth and external funding such as developer contributions.
Police authority – Feb 10 – Jan 11	<ul style="list-style-type: none"> In general the most related topics focus around controlling speed and rat running through residential areas 	Agreed. The Intervention section of the LTP details a number of measures that will help to reduce speed and improve the highway for all road users in a safe manner. We will continue to work with the police when designing specific local schemes.
East of England Development Agency – Oct 2010 – Jan 11	<ul style="list-style-type: none"> Engage with surrounding authorities to ensure schemes integrate within the region as much as possible. Within Central Bedfordshire measures should include improvement to public transport information and promotional activities. 	Agreed. CBC has engaged with neighbouring authorities when developing the LTP and in more local detail within the LATP's where joint initiatives have been identified. The LTP details within the Intervention section how we will implement a programme to improve public transport

Organisation /Date	Issue/Discussion	CBC LTP Response
		information and also details Smarter Choices initiatives for promotion.

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2.3 The Wider Sector and the Local Community

Engaging with the local community and those that represent people's individual needs has taken place through a series of workshops, meetings, exhibitions and road-shows. Additionally, we have placed great importance in engaging as many different segments of the community as possible and also making sure that we are able to keep people constantly updated with our progress we have therefore used a number of social media facilities such as a 'tweets', a blog and a web page on lets talk central which also offered people the opportunity to leave comment and be interactive with the myjourney campaign.

The following demonstrates the opportunities taken to engage and involve the wider sector and the local communities:

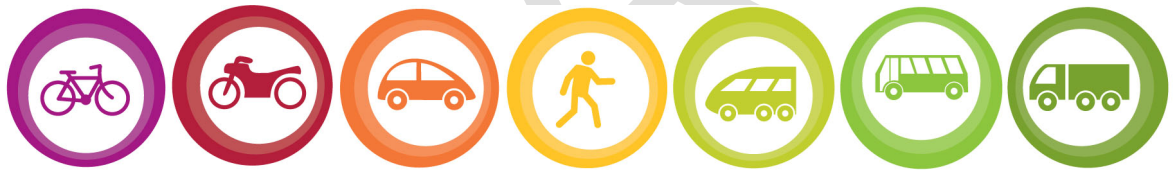
- **Individual meetings and telephone/email discussions** - upon request with many local organisations to discuss LTP content.
- **Independent householder survey** – 2,100 local residents were surveyed to help establish a benchmark in which to base indicators and also to establish travel patterns, issues and preferences for change.
- **Interactive electronic development & Myjourney** - Introduction of the Myjourney brand and transport/myjourney page on Lets Talk Central, an important tool in reaching a new audience and offered the ability to have a continual interactive method of communication with our citizens, partners and other interested parties.
- **Advertising and marketing** – so as to avoid 'consultation overload' we have targeted who and how we communicate with people. To this aim we have linked to other central Bedfordshire campaigns for example; Lets Talk Central where we have benefited from the large number of promotional and advertising activities which have taken place. In addition to this we have issued press releases advertising; Myjourney and how to get involved, LTP events such as the road shows and draft LTP opportunity for comment.
- **Stakeholder workshops** – an opportunity for the wider sector and other interested parties to get involved with the development of the LTP and discuss issues pertinent to their organisation or interest.
- **Roadshows** – opportunity for the public and any other interested parties to 'visit' the stand in their local area and discuss their concerns, ambitions and requirements for transport in their locality.
- **Stalls at relevant events** – Where possible we have utilised other events for creating opportunities to discuss, involve and advertise the LTP. Examples of events attended include; Town and Parish Council conference, Dunstable Masterplan Exhibition, Shared Space event and the Youth Parliament seminar. Integrating with other relevant projects also demonstrates the importance of transport strategy in helping deliver wider issues.
- **Officer attendance at community meetings** – We have attended relevant meetings in order to engage with the public and interested groups examples of meetings attended include; Downside Community forum, Dunstable Town Centre Management Committee, Biggleswade Masterplan meetings and local interest groups such as for cycling.

Because of the large number of responses received from the various engagement activities that were undertaken the following tables are split into two sections:

- Section 1: LTP & LATP Development activities (March 2010 – December 2010)
- Section 2: Draft LTP responses (January 2011 – February 2011)



Section 1 – LTP & LATP Development



Section 1: LTP development activities – Myjourney campaign. Correspondence received through interactive web page on lets talk central, emails and tele-communications

Name/Date	Summary of Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
Leslie 6 th January 2011 False economy to remove school crossing patrols, strongly object on grounds of safety and encouraging walking and cycling.	School Crossing Patrols: Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within the LTP and is reflected in the main document and in local schemes identified through the Local Area Transport Plans
Flitwick resident 5 th January 2011School crossing patrols, strongly object worried about impact on safety and sustainability, false economy.	School Crossing Patrols: Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within the LTP and is reflected in the main document and in local schemes identified through the LATP's.
Resident & CBC employee 5 th January 2011 Inaccessibility, other than by car for people trying to access the Chicksands office, also confusing for residents having two main office, could the main office be moved to a more accessible location such as Dunstable.	The location of the main CBC office is outside of the scope of the LTP. However the LTP does have a priority to try and improve the accessibility of council services and will work with other departments within CBC to achieve this.
Joanne - Flitwick 3 rd January 2011	School crossing patrols – Flitwick area. Strong concerns over safety of children and the sustainability.	School Crossing Patrols: Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within the LTP and is reflected in the main document and in local schemes identified through the LATP's.
Resident 2 nd January 2011	Why are CBC providing hundreds of free parking spaces at Priory House for their staff? Why not introduce a "Pay & Display". Hospital staff have to pay for parking at their place of work and hospitals seem to make a profit on it.	The LTP is supportive of smarter choices measures and in particular travel plans and any subsequent recommendations relating to staff parking facilities would be included within the Staff Travel Plan for Central Bedfordshire Council

Name/Date	Summary of Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
Dorothy 29 th December 2010	Object to removal of School Crossing Patrols – safety of children.	School Crossing Patrols: Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within the LTP and is reflected in the main document and in local schemes identified through the LATP's.
Andy 22 nd December 2010	School crossing patrols – Flitwick area. Strong concerns over safety of children and the sustainability.	School Crossing Patrols: Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within the LTP and is reflected in the main document and in local schemes identified through the LATP's.
Julia 18 th December 2010	The school crossing patrols are essential as many children walk to school without adult support from the age of 8. Savings should be made elsewhere. In terms of the benefit this cost is definitely one worth incurring.	School Crossing Patrols: Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within the LTP and is reflected in the main document and in local schemes identified through the LATP's.
Gemma 17 th December 2010	Object to removal of School Crossing Patrols – safety of children.	School Crossing Patrols: Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within the LTP and is reflected in the main document and in local schemes identified through the LATP's.
Mickey 17 th December 2010	School crossing patrols – Flitwick area. Strong concerns over safety of children and the sustainability.	School Crossing Patrols: Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within



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Lorna 16 th December 2010	Object to removal of School Crossing Patrols – safety of children	School Crossing Patrols: Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within the LTP and is reflected in the main document and in local schemes identified through the LATP's.
Clive 16 th December 2010	Has anybody ever commented on the appalling state of the pavements in Ampthill town centre? There are holes, cracks, sunken manholes as well as a significant sideways slope, all of which pose a risk to anyone on foot.	The LTP recognises the importance of enabling suitable and safe pedestrian access. Unsafe footpaths would be repaired through the annual maintenance programme however specific local issues will be assessed through the development of the Local Area Transport Plan for the Ampthill and Flitwick area.
Andy 15 th December 2010	I'm an 'outside observer' on this one and don't know all the details, but looking at announcements elsewhere on this site, would it not be possible to add the new Shefford Health Centre onto the recent 90 Link service (Stotfold to Chicksands Priory House via Clifton and Shefford) operated by J&D Travel?	Public Transport Services: Specific services are being reviewed as part of the Passenger Transport Review. However the LTP does have a priority of improving access to council services so would be a consideration of the LATP for that area.
Resident 14 th December 2010	Living as I do on the very edge of the county, I wonder if anyone has noticed the huge demand for car parking at Arlesy Station. At one time this station was also ran but now this is a heavily used facility where car parking spaces have not kept up with demand. Large numbers of people now park in the only available space in the feeder lane opposite the station. I have no complaints about them being there, or that they do not have to pay (so far) but I do anticipate a time coming when a clamp down may take place and that no alternative will be available for parking. It is excellent that people are using the train and not driving on the roads but if we want this to continue, some official backing would be good, even if it only acknowledges that the present parking has a "P" sign so that we all feel confident that our cars will not be moved away.	<i>Response from James Gleave on 16th December 2010</i> Hi Alan, Thank you very much for your comments, and apologies for the slight delay in getting back to you. Like you say, we love to see more and more people using trains, but like many of our commuter stations there are problems with on street car parking around Arlesey station. As part of our work on the new Local Transport Plan we are going to set out how we want to enforce and manage both on and off street car parking across the authority (through a new Car Parking Strategy). But that of course is only part of the solution. We are also looking to invest in the walking,

Name/Date	Summary of Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
		<p>cycling, car sharing, and a value-for-money public transport network to help encourage those who can travel by other means to the station to do so.</p> <p>I'm sorry that i can't go down into the nitty-gritty of what this means on the ground quite yet, but we are working on it.</p> <p>If you want to know what our Local Transport Plan says, it will be up on our website (www.centralbedfordshire.gov.uk/myjourney) soon. And if you have any questions, please feel free to email us on myjourney@centralbedfordshire.gov.uk.</p>
James 14 th December 2010	Typical of the 'Council' penny pinch to protect themselves.... surely crossing patrols are a statutory requirement ?	<p>Karen Aspinall (14th December 2010)</p> <p>We completely understand that the school crossing patrol is a valued service but please be assured that we will not stop delivering our statutory responsibilities.</p>
Resident 7 th December 2010	<ol style="list-style-type: none"> 1. Continued support for cycling in Leighton Linslade very supportive of the measures that have been put in place. 2. Objection to removal of school crossing patrols on grounds of safety and potential to discourage walking and cycling. 	<ol style="list-style-type: none"> 1. This LTP is committed to improving the local cycle network, and encouraging more people to cycle to work, school, and for leisure. The supportive comments on this are greatly appreciated. 2. Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within the LTP and is reflected in the main document and in local schemes identified through the LATP's.
Valerie 7 th December 2010	Objection to the removal of school crossing patrols	Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within



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		the LTP and is reflected in the main document and in local schemes identified through the LATP's.
Biggleswade resident 3 rd December 2010	Joined up thinking and priorities. Concerns with regards to the use of speed humps as speed reduction measures.	Reducing speed and making an environment more conducive to walking and cycling is an important element of the LTP and the subsequent LATP's. There are many measures that can be used to help reduce speed and schemes identified as part of the LTP will be developed in consultation with the local community.
David – Chicksands 1 st December 2010	Removal of/cuts to mobile library service – Chicksands.	Unfortunately any decision to remove services is outside of the remit of the LTP, however we appreciate the importance of the library service to local communities and as part of the LTP priorities we have made a commitment to try and aid access to council services where possible.
Leighton resident 21 st November 2010	Personal and road safety concerns regarding proposals to turn off street lights.	Street lighting policy does look at removing unnecessary lighting to reduce energy costs and carbon emissions, before any proposals are implemented road, and community safety issues would be fully considered on a scheme by scheme basis including full consultation with local communities before any proposals are implemented.
Jeff 19 th November 2010	Objection to the removal of school crossing patrols	Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within the LTP and is reflected in the main document and in local schemes identified through the LATP's.
Jill - Ampthill 18 th November 2010	Objection to the removal of school crossing patrols	Policy relating to School Crossing Patrols is outside the remit of the LTP, however encouraging and enabling children to travel to school in a sustainable and safe manner, particularly walking and cycling is a priority within the LTP and is reflected in the main document and in local schemes identified through the LATP's.
Gill -Leighton 18 th November	Personal and road safety concerns regarding proposals to turn off street	Street lighting policy does look at removing unnecessary lighting to reduce energy costs and carbon emissions,

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2010	lights.	before any proposals are implemented road, and community safety issues would be fully considered on a scheme by scheme basis including full consultation with local communities before any proposals are implemented.
Peter 16 th November 2010	Bus users in villages north of Bedford are now seeing new flags and accurate timetable information appearing on some rural bus stops. This results from an audit of rural bus stops undertaken by BABUS earlier this year which has produced a positive response from Bedford Borough Council. Central Bedfordshire Council have yet to respond to the parallel audit undertaken in the eastern part of their territory.	CBC are aware of the BABUS report and as such are extremely grateful for access to such detailed and specific information. The requirement for better infrastructure and in particular information provision has been highlighted a number of times during the LTP engagement process and is therefore a priority within the LTP with more detailed programmes of works within the LAMP.
Chris 12 th November 2010	Encouraging more people to Dunstable town centre is a simple process. Make parking free. Free parking would give the town an immediate advantage over other areas and people would start to come back.	The management of parking is an integral element of managing the demand for travel, particularly within town and district centres. It is important to manage and balance the need to ease congestion against the need to ensure measures do not discourage people from coming into the town. Parking policy in Dunstable will be an issue that emerges with the development of the Masterplan.
Richard 12 th November 2010	Maintain current public transport provision and do more promotion – Biggleswade.	A review of public transport is underway and as such I have forwarded your comments onto the relevant team.
Alan 11 th November 2010	<ol style="list-style-type: none"> 1. proposals to turn off street lights. 2. reduce the number of managers & heads, improve procurement processes, close down un-used buildings to reduce costs 3. Re-use road signs 	<ol style="list-style-type: none"> 1. Street lighting policy does look at removing unnecessary lighting to reduce energy costs and carbon emissions, before any proposals are implemented road, and community safety issues would be fully considered on a scheme by scheme basis including full consultation with local communities before any proposals are implemented. 2. noted 3. noted this idea has been forwarded
John 10 th November	Public transport access to Priory House from Western Bedfordshire.	The LTP has made it a priority to improve access where possible to local council services, this must however be



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2010		done in a cost effective way and will form part of the Passenger Transport Review which is currently under consultation.
Richard 3 rd November 2010	Last year. Thousands of pounds must have been spent on cycle signage in and around Leighton Buzzard both on polls and multicoloured foot path stencils. These are not a legal requirement.	Noted. We will make sure that any future schemes are as refined as possible in terms of what how they are delivered.
Matt 22 nd October 2010	It was with great concern that I heard the mobile library service is under threat. Living in a village it is the only opportunity that many get to visit the library. I hear there is a meeting on the 2nd Nov to present this plant to the budget committee – can you provide information as to who we should lobby against it's withdrawal. Having lost our post office and had our "local" police station moved to LB as well as there being no practical bus services I feel this is the last remaining link for the village to the out side world!	<i>Response from Karen Aspinall on October 25th 2010</i> Hi Matt, the Council's draft buget strategy is going to our Executive on 2nd November for approval, you are correct. The Executive will approve this as our DRAFT plan to meet the funding gap announced earlier this week. Once Excutive have approved this we will inform residents about the draft strategy and how to comment on it. The FINAL budget strategy then goes back to Executive in February for final approval.
James 18 th October 2010	I think the traffic in Leighton Buzzard is a disgrace..... 45 Minutes on a saturday to get from Hockliffe Street to Homebase... There is a fundamental problem and that is poor planning... building, building, building without infrastructure is destined to fail. I think one of the key problems is Morrisons Traffic Lights these she be replaced with something else and South Street should be closed to through traffic and those pathetic traffic calming measures reduced.	The LTP recommends a number of measures that help to enable more sustainable modes of travel and there are particular priorities relating to new developments to help reduce a potential negative impact.
Nick – Cambridgeshire resident 28 th September 2010	<ol style="list-style-type: none"> 1. Better public transport information provision particularly at interchanges. 2. correlating bus and train times 3. Dedicated off-road cycle routes have to be part of the answer too(Sandy area) 	<ol style="list-style-type: none"> 1. Noted. Provision is allocated within the LATP programme. 2. Noted. A Smarter choices programme is within the LATP programme and will include examining the potential of how services can better integrate. 3. A number of cycling infrastructure improvements are within the LATP for Sandy.

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Mike 14 th September 2010	Bus timetables that better connect with train times	Noted. A Smarter choices programme is within the LATP programme and will include examining the potential of how services can better integrate.
Robyn 23 rd August 2010	<p>2 main points for me.</p> <p>When will Leighton Buzzard train station be made wheelchair friendly by installing a lift to the platforms. Currently wheelchair users reaching Leighton Buzzard from London need to go to Milton Keynes to use the lifts and then reach Leighton on one of the trains heading back to London.</p> <p>Also, can bus stops be marked or it be made clearer how users are meant to know where a bus will stop. Currently I have no idea where I can get on or off buses in my area and so don't use them. I can't be the only person put off by this – increased signage or publicity can only increase bus use.</p>	<p>James Gleave (25th August 2010)</p> <p>Hi Robyn,</p> <p>In response to your questions, the date for the new lifts at Leighton Buzzard hasn't officially been confirmed yet, but we understand that the new lifts are likely to be in service sometime in 2013/14. They are being installed as part of the Government's Access for All Programme of works at railway stations. But there is a health warning with this, in that this scheme along with many others may be subject to cuts in the Government's October spending review. We certainly hope not, as this is something that Leighton Buzzard has campaigned for many years about!</p> <p>As for the bus stops, in what area of Leighton Buzzard are you referring to? And is it a case of the bus stop flags missing, a lack of timetable casing or both? If you let us know, we will see if we can do something about it. As for some general advice on finding out where your local bus stop is, try Google Maps. If you zoom in on a main road near you and follow its length, it will show the bus stops, and the times of the next buses to depart from these stops. Best of all, you can then look at these stops in Streetview! Also, if you want a general idea of what buses run in your area, I highly recommend that you look at our bus maps. We even have an area map for Leighton Buzzard.</p> <p>I hope that the above is of help. If you have any further questions, please feel free to contact us again.</p> <p>James</p>



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		<p>Robyn (27th August 2010)</p> <p>Hi James,</p> <p>I live in the Brooklands area of Leighton Buzzard. The stops have no flags or timetables at all. The paper timetables showing route maps and timetables show which roads are used but give no indication of the bus stops once you leave the main road. Google maps indicates where some 'hail and ride' stops can be found although I would be more willing to trust this if there were some physical sign on the ground. Using Google maps to find out about bus stops is ok for me – I'm lucky enough to have internet access – but many bus users, particularly the elderly, do not have internet access.</p> <p>Good news about the station lifts, but I will wait to see building work start before I really get my hopes up.</p> <p>Thank you for responding,</p> <p>Robyn</p>
Claire 26 th August 2010	Local villages in question- Upper Caldecote, Ickwell, Northill & Old Warden. Many of our local villages now share community services for the young and old – recreation grounds, playgrounds, pubs, playgroups, pre schools, lower schools, post offices to name a few. Improving the potential for better walking and cycling routes in rural areas	Noted. The LTP has a priority to help enable walking and cycling as healthier lifestyle choices and will work with partners in undertaking this. Specific detail for local improvements will be within the LATP's.
Steve 12 th August 2010	Cost of using public transport.	The LTP itself cannot directly reduce the amount paid for public transport. However the LTP does have a commitment to work with operators.
Del 11 th August 2010	<ol style="list-style-type: none"> 1. Introduce congestion charges in Dunstable. 2. I travel from South West Dunstable to Vauxhall in Luton each day using the Caddington road. Walking and cycling along this road is extremely 	<ol style="list-style-type: none"> 1. There are a number of proposed measures to better manage congestion in Dunstable such as the A5-M1 link, there are no current proposals to introduce congestion charging.

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	dangerous; there is no pathway for most of the route, and where there is a pathway, it is overgrown. A proper pathway/cycleway would make walking and cycling much safer, and that goes for motorists as well.	2. Noted. There is no funding available within the current LTP budget, however it will be added to the programme should related external funding become available.
Peter 10 th August 2010	The present Health Centre in Shefford is located just off bus routes M1, M2, 200, 79 and, as from 9 Aug, 90. The new health centre is being relocated to an edge-of-town site with no bus access. It will, no doubt, have an extensive car park? Not all patients drive or have exclusive use of a car. Walking or cycling may not be an option for the frail or elderly. Is this a practical demonstration of the policies of the unitary authority designed to encourage greater use of public transport?	The access to services element of the LTP in this particular instance relating to health has priorities that would help address these issues in the planning process.
James 10 th August 2010	The Baulk in Biggleswade is *CRYING OUT* for a residents parking zone.	Noted. Parking issues are to be addressed as part of the LATP and the masterplan for Biggleswade.
N ALI 9 th August 2010	There needs to be more evening buses directly from Dunstable in the evening e.g. to cities such as Hemel Hempstead, Watford and Milton Keynes, and St. Albans.	The LTP does have a priority to work with operators and neighbouring authorities with an aim of helping to improve services. This must be done in line with the Passenger Transport Review and any budget implications.
Vic 7 th August 2010	We have both moved to cycling from access to Biggleswade station. We MUST be more serious about cycling with more and improved safe routes away from heavy traffic. A lot can be done at small cost adapting existing sufficiently wide footpaths to shared pedestrian/cycle ways and adding signing to existing routes.	Noted: the LATP for Biggleswade details schemes that would help improve pedestrian and cycle access particularly to the train station.
Clive 6 th August 2010	I would like the Lorry route through Luton properly signposted throughout. Specifically the minor connecting roads 'off of' the official lorry route (i.e London Road, etc) should be signposted as the Daventry Lorry Route,	This comment has been forwarded to our colleagues in Luton Borough Council, however we are working with LBC on joint initiatives including better management of freight traffic.
Pat 6 th August 2010	Yes, a bypass would be nice but don't we already have one: the M1. Why not stop lorries entering Dunstable during daytimes and have deliveries only at night when the road is less congested.	Noted. As part of the proposals for the A5-M1 link the current A5 running through Dunstable would be de-trunked which would in essence allow us implement restricted access for lorries if appropriate.



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	I'm 69 and have a bus pass. This is the one thing that makes me use public transport otherwise the cost is too high.	
Steve 6 th August 2010	Dunstable guided bus way – should be a train rather than a bus with a new station at Dunstable and connections also to Leighton.	The busway was deemed the most appropriate and economically viable option. Improvements will include new interchange facilities with fast services in operation.
Barry 6 th August 2010	I am medicaly unfit to drive so, I cycle everywhere, no problem except Keep Left Bollards	Noted.
Peter 6 th August 2010	Implement, without further delay, RTPI (bus) at key nodes eg Biggleswade Bus Station, Shefford Southbridge Street, Flitwick PO/Rail Station.	Consideration will be given for improving information provision within the LTP and in specific detail within the LATP's
Christian 6 th August 2010	As a keen cyclist I do enjoy the space that the people of Houghton Regis and Dunstable give me when I am on the road.	
Sandra 26 th July 2010	<p>Reduce the cost of cost of bus tickets and Please improve the bus stop in Flitwick opposite the post office which is disgusting. PLease cut grass properly and remove overhanging branches from footpaths</p> <p>There needs to be less emphasis on cars and more on public transport. Flitwick has a train station which is dangerous to access because of cars on the bridge, there are no slowing down measures at all in the racetrack known as Flitwick. The buses all arrive at once instead of being spaced out during the day; Stagecoach and Grant Palmer compete for the same routes into Bedford, meaning that 3 buses arrive at once. The pedestrian traffic lights take forever to change, meaning that by the time the traffic has finally cleared, they eventually turn green; very annoying</p> <p>Id like to cycle to my allotment in Stepingley Road, Flitwick but the journey is far too dangerous thanks to car drivers and lack of safe cycle paths. The area between the high street and stepingley road is particularly dangerous</p>	<p>The LTP has a priority to work with operators to help improve services, however this must be done in context of budget restraints.</p> <p>For immediate maintenance issues these can be reported to the Highways Helpdesk and this message has been forwarded onto them.</p> <p>Your local detailed knowledge of Flitwick is most welcome and we will be consulting in more detail the resident in FLitwick when we begin to develop the LATP in 2011.</p>

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	and unpleasant	
Judi 3 rd July 2010	Sort out the mini roundabout just off the railway bridge in Flitwick. That roundabout serves 4 roads and the turning traffic from King's Road and it's a bottleneck at rush hour and both inadequate and dangerous for the remainder of the time. You need a better method of traffic control there.	Noted. There are plans to improve this roundabout.
Carolyn 29 th June 2010	<p>Having lived previously in Berks and near Manchester it is great to be able to get to work without many traffic problems.....although the roadworks at M1 junction 13 could be better managed at them moment with a load of unnecessary cones causing rush hour queues.</p> <p>Some of the footpaths could be improved, we can all see the money that was spent on the area around the Chicksands offices where very few people live and are likely to walk, whereas the footpath along Church Street, Ampthill (and in fact all the way to Maulden) is a mess and is full of holes, and covered in mud. In wet weather it is always very puddly, and I can't imagine what it is like pushing a push chair along there.</p>	<p><i>Response from Alan Ferguson on 30th June 2010</i></p> <p>Hi Carolyn</p> <p>Having also worked around the Liverpool/Manchester areas I can appreciate where you are coming from on the time to commute in and around these areas, so yes it is easier around Bedfordshire.</p> <p>As far as I know, the M1 work is dealt with by the Highways Agency. I have had a look on their website and found this information http://www.highways.gov.uk/roads/projects/4584.aspx – quite heavy traffic figures quoted at 25,000 vehicles a day in the area. I hope this is of some use, even if it doesn't solve the issue of travelling at peak times in the coned area.</p> <p>Regards Alan</p> <p><i>Follow up response from Carolyn on June 30th 2010</i></p> <p>Thank you, I already subscribe to the updates so that I know if there is anything major happening. I just find it frustrating to have lanes closed during the day, for no apparent reason – in the evenings it is chaos. Only a few</p>



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		more months and it should be open – then we can see if the new road layout works....I have my doubts for the roundabout from the motorway.
Tom 28 th June 2010	<p>Toddington is a great place. The village has a good range of shops, two good schools, eight pubs/clubs and a great community. But the accesible public footpath network is an absolutly great way of quickly getting into the countryside.</p> <p>Follow the approach in Toddington of removing stiles and other unneccesary barriers on footpaths – it really does get people out and walking.</p> <p>Provision of a cycleway between Toddington & Harlington. The new J12 bridge will include a cyclepath, but it needs to continue all the way between Harlington and Toddington. It would provide a safe route for teenagers to meet friends in either village, and for Toddington commuters to get to the station.</p>	Noted. Thank you.
Carolyn 27 th June 2010	<p>Ampthill is facing challenges – like many other towns – the shops struggle to keep going, as peoples shopping habits change, but a town without any shops will not be the same.</p> <p>We used to have a busy Farmers Market – but that is gradually running in decline it was moved out of the main car park a few years ago and has never been the same – Central Beds do not give any initiatives like that any support, even by offering advice/expertise, rather than financial help. I understand there was a request to move it and the man in ‘Highways’ was dealing with the necessary paperwork to approve the move – but nothing happened.</p> <p>It also has a problem with parking, the only car park in town is run by Waitrose and has 2 hours restriction, there are plans to build one on the edge of town...but I am not holding my breath. I do feel that there appears to be a lack of interest in the town centre by the Council, particularly since</p>	<p>Response from Alan Ferguson on June 30th 2010</p> <p>Hi Carolyn</p> <p>This is just in from Central Bedfordshire Council's transport team. They have had a study undertaken to quantify what the extent of the problems are and look at viable options (both on and off street). The report identified that another off street car park of approximately 100 spaces offering stays longer than 2 hours would be appropriate.</p> <p>Whilst the council does not have the budget to undertake work to facilitate a new car park of this size, planning consent has been given for a new residential development on the old Gas Works site in Ampthill just outside the town centre and the developer has agreed to provide a car park</p>

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	the officers have left town to go to Chicksands and beyond.	<p>of this size. The provision of the car park is dependant on the development and therefore we do not know at this point when it will be built and brought into use.</p> <p>Thanks</p> <p>Alan</p> <p><i>Follow up from Carolyn on July 2nd 2010</i></p> <p>They have started digging in the orchard, 2 years after the planning consent – but I am sure it will be a year or so yet before any parking spaces are available.</p> <p>Incidently the site is already flooding from the stream/spring on the land, one digger sunk and had to be dug out by another...I hope they know what they are doing and that the water doesn't effect the land around it, or my proprty which is near and has a culvert running beneath the garden for the stream.</p>
Phil 23 rd June 2010	<p>It is a very dangerous thing today riding a bike crazy car drivers and pot holes and lorries that brush up against you scary and why do we have drains in the side of the road,,,,other countries have them in the kerb stones so much safer</p> <p>Safer bike routes , I think everyone should try riding a bike on the roads today , see how scary it can be</p>	<p>The LTP will promoted the requirement to assess schemes for use for all road users including cyclists.</p> <p>Thank you</p>
Kevin 21 st June 2010	<p>it always seems to me that Central Bedfordshire loses out in the government funding...</p> <p>i would hope that after 80 years, Dunstable finally gets a bypass, and i would also be happy if Dunstable managed to get it's railway line back...</p>	<p><i>Response from James Gleave on 21st June 2010</i></p> <p>Hi Kevin,</p> <p>You may want to see my response to Bev Whayman</p>



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	<p>Making it cheaper, more convenient and giving more options The prices are too expensive for people to afford regularly, the services are not very useful and are bad, and there is little service available – especially in Dunstable....on this side of town the bus comes once per hour, takes half an hour to get into town, and costs around £2 i believe, for what would be a 10 minute walk...and getting to other places by rail is a nightmare, as the buses to the stations are too expensive and incovenient in the first place.</p> <p>Rail link to Luton and/or Leighton Buzzard</p>	<p>regarding the Dunstable Northern Bypass on the transport pages. I hope that you find it informative.</p> <p>James</p>
Kevin 21 st June 2010	<p>There are three main problems: Firstly, the Bypass that Dunstable needs that has again been put on hold and secondly, the busway that no-one wants here, but is being forced on us instead of the bypass and thirdly, the cost and inconvenience of public transport – it is ridiculously extortionate.</p>	<p>The LTP along with the passenger transport review will seek to ensure that we are working in partnership with operators.</p>
Bev 21 st June 2010	<p>Hi, This is a great idea, Let's Talk Central. Communicating with the communities in Central Bedfordshire. As regards 'Transport' Dunstable's main concern is the A5 M1 Link road. The public enquiry has been suspended, however the busway is to go ahead. Many would say why has the busway been given the go ahead when the A5 M1 link road has been needed for '50 years' has been suspended? As we all know there are Government spending cuts, can not some funding come from CBC to at least start the bypass? There will be obvious continual outlays for the busway but the A5 M1 link will benefit, industry, business and most of all the health of the people in and around Dunstable who have to breath in the fumes continuously.</p>	<p>Thank you. Central Bedfordshire Council fully supports the A5 M1 link and is doing all it can to ensure it will be a government priority.</p>
Fred 18 th June 2010	<p>I'm more concerned that if I had a bike, it would stolen by some estate creep</p>	<p>Noted.</p>
Sharon 18 th June 2010	<p>Not everyone works the same horus therefore it would be difficult to introduce car sharing. I work in Kempston, buses from Flitwick do not stop where I work. I would have to get 2 buses and if I as required to travel during working hours for business purposes then this would also cause a</p>	<p>Noted. The LTP will help to ensure that we work better with bus operators in particular to investigate better methods of ticketing etc.</p>

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	<p>problem.</p> <p>Public transport is fairly expensive in Bedfordshire. In the north of England, Yorkshire in particular, they charge £30 per month for a pass. – you can travel anywhere within the South & West Yorkshire areas on any train, bus or tram at any time. Why not trial it in Bedfordshire?</p>	
Kelly 14 th June 2010	I live in Shefford and work in Bedford and the times of buses are not satisfactory.	Part of the development of the LTP will be to establish mechanism of working with neighbouring authorities and bus operators to establish whether any cost effective improvements could be made to services.
Paula 14 th June	I would car share to Dunstable from Flitwick but because of the road parking restrictions that have been introduced, I cant. We have to move our car from one side of the road to the other half way through the day and the safe laybys we have cannot be parked in for two hours.	Noted. Car parking restrictions will be assessed as part of the development of the Local Area Transport Plan for Dunstable.
Jerry 14 th June 2010	I would cycle or run to work which is three miles away instead of driving, but you have put ridiculous parking restrictions on our road, since we have lived there.	Noted all areas in central Bedfordshire will have their areas assessed in terms of parking provision and restrictions as part of the Local Area Transport Plan Development.
Chris 10 th June 2010	<p>More cycle training for school children (and adults too!). Gives people the confidence they need to use two wheels for those short journeys around town</p> <p>More public transport options please, and more encouragement for walking and cycling. Driving is obviously necessary for many people in many cases, but, equally, many people could use their cars less thereby reducing congestion and pollution. Most journeys are under 5 miles – ideal for a bike (which are free, fast, keep you fit, give you freedom, and are much more fun than sitting in a traffic jam!)</p>	Noted. It is the intention of the LTP to encourage walking, cycling and in general healthier lifestyle travel choices.
Andy 9 th June 2010	<p>I support the idea of cycle lanes where it's possible to provide them</p> <p>In Biggleswade, cyclists also have to cope with a one-way traffic system that is not at all cycle-friendly once you get into it – all routes seem to head out toward Langford and not back into Biggleswade – at least not easily.</p>	Noted. It is the intention of the Ltp to produce Local Area Transport Plans which will look at the issues in our local towns. Biggleswade is currently being developed and your comments being assessed in terms of potential improvements to walking, cycling and interchange



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	<p>To help this some contra-flow cycle lanes where existing one-way streets are wide enough would be of great benefit, say in Foundry Lane from the Health Centre back to the Market Square, or even in Hitchin Street.</p> <p>For example if one starts in Dells Lane and cycles to the Doctor's surgery in Saffron Road via the railway station bridge, the only 'legal' way of cycling back (approx 200 yards via Saffron Rd and the station bridge as the crow cycles) is to cycle all the way around the one-system via Teal Road, St Andrew's Street and the Market Square etc – probably 8 times the journey distance and not the safest of routes for cyclists at any time.</p> <p>There was a time when trains had secure storage areas (for the now defunct parcels service) usually next to the Guard's compartment. Sadly, those are no more and cyclists, where allowed, have to bring their bikes into the passenger compartment, usually blocking the doorways. It should be possible to incorporate bike areas into carriages (if that's where they must be) by having seats that fold up perhaps? I suspect that with current overcrowding and seating at a premium this would not be a priority for the train operating companies.</p> <p>An alternative could be a system where cyclists could 'garage' their bikes at the home station – possibly having a second bike at their destination so that they don't need to take their bike on the train at all, but know that the bike is safely stored and will be there when they get to their destination...and when they get back</p>	<p>facilities.</p>
Andy 9 th June 2010	<p>Road humps – take them all away – As a bus driver I do my best to cause serious discomfort to my passengers – but no two road humps are the same and it's difficult to judge in advance how severe a road hump might be. Those in Sandy High Street are a case in point – the hump outside of St Swithun's Church is seriously severe and yet the preceding one is hardly noticed. Mead End, Biggleswade must be the worst street in Bedfordshire – the raised ramp on the junction outside of Holmead School is the worst I've ever come across</p>	<p>Speed reduction measures are an integral element of encouraging walking and cycling and making a safer environment for all road users and the most appropriate measure would be developed on a scheme by scheme area by area basis. With consultation with the surrounding community.</p>

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	My experience is that as a traffic calming exercise road humps are much more of a nuisance than a benefit – if aimed at curbing streetracers then those folk are only going to see road humps as part of the ‘fun’ – especially if the vehicle is stolen...	
Cllr Alan Winter 9 th June 2010	<p>Road humps – take them all away – As a bus driver I do my best to cause serious discomfort to my passengers – but no two road humps are the same and it's difficult to judge in advance how severe a road hump might be. Those in Sandy High Street are a case in point – the hump outside of St Swithun's Church is seriously severe and yet the preceding one is hardly noticed. Mead End, Biggleswade must be the worst street in Bedfordshire – the raised ramp on the junction outside of Holmead School is the worst I've ever come across</p> <p>My experience is that as a traffic calming exercise road humps are much more of a nuisance than a benefit – if aimed at curbing streetracers then those folk are only going to see road humps as part of the ‘fun’ – especially if the vehicle is stolen...</p>	Speed reduction measures are an integral element of encouraging walking and cycling and making a safer environment for all road users and the most appropriate measure would be developed on a scheme by scheme area by area basis. With consultation with the surrounding community.
Miriam 8 th June 2010	<p>Cycle lanes. Street lighting for safe walking. Efficient & reasonably priced public transport</p> <p>Congestion on the A5 and Dunstable town centre – too many traffic lights through Dunstable!</p>	Noted. These comments will be fed into the process for the development of the LATP for Dunstable. Thank you.
Mike 8 th June 2010	Try repairing the damage and repainting on road traffic markings	Immediate maintenance issues can be reported to the Highways Helpdesk. For
Clive C 8 th June 2010	<p>Amphill is a nice place to live but the condition of the pavements from Oliver Street to the town centre are terrible. They have a significant camber to them and are very poorly repaired.</p> <p>An additional issue is the lack of pavements and/or cycle lanes on certain roads. There is no pavement at all from the Tidy Tip in Oliver Street down to the Maulden/ Flitwick Road. There are no pavements at all from the</p>	<p>Noted. Immediate maintenance issues can be reported to the Highways Helpdesk.</p> <p>Your other suggestions would be of great benefit when creating the Amphill Local Area Transport Plan which will begin development in 2011, this will enable the creation of more localised improvements.</p>



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	<p>outskirts of Flitwick to the outskirts of Maulden. These should be provided in order to make walking safer.</p> <p>The road from Ampthill to Bedford could easily be provided with a combined pavement/cycle path to encourage cycling. This road is extremely dangerous to walk or cycle along.</p>	
Chris 8 th June 2010	<p>A co-ordinate bus and rail timetable – Dunstable is served by THREE different bus companies and none of their timetables are co-ordinated to work together</p> <p>Rail link to Luton and Leighton Buzzard</p> <p>No proper bypass for Dunstable and no rail link to the main lines. Every day I try to drive through the town to the rail station in Luton – madness!</p> <p>I live in Dunstable and our challenge is fighting against the incursion that Luton makes in to our lives. The town is rapidly becoming a ghost town – it needs a by-pass, it needs the high street, pedestrianising, it needs the car park charges removed for short stay (2 hours should do it!), it needs the rents on shops reduced so that people can open new shops and it needs Central Beds to be man enough to stand up to Luton and say NO to the proposed guided bus-way</p>	<p>Noted. Pubic transport information improvements will be a priority of the LTP.</p> <p>The LATP for Dunstable will also support the masterplan in terms of transport and regeneration.</p>
Barbara 8 th June 2010	<p>Footpaths need to be easier to walk along with a buggy particularlry near the town centre</p> <p>Easier to access buses if you have a buggy</p> <p>Cost of using a bus</p>	<p>Noted. Access issues are an integral element of the LTP and local plans. We will also work with operator to help achieve improvements where economically possible.</p>
Jenny 8 th June 2010	<p>more frequent services</p> <p>more frequent services i work shifts and cannot get to work on time using public transport</p> <p>Congestion & infreqesnt public transport</p>	<p>Noted. The LTP will ascertain measures to help improve access to the main employment areas. The LATP will also help to demonstrate specific schemes in and around Dunstable.</p>

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Robert 8 th June 2010	Keeping the streets clear of glass to prevent tyre punctures	Immediate maintenance issues can be reported to the Highways Helpdesk
Dave 8 th June 2010	Make using a bus easier in terms of finding the information of where to travel to and where buses go etc Accident reduction (causes a lot of the congestion on way to work) Cars parking outside the school	Noted. Access to schools is an element of the LTP as is road safety and accident reduction.

Exhibitions , Community and wider stakeholder meetings.

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Anon. Shared Space 'Talk' – Dunstable 22 Nov	Unsure whether shared space would be suitable within the rural areas.	There are good examples of how shared space has been used in the rural communities. However when the Local Area Transport Plan begins development within your area the most suitable solutions will be sought in consultation with yourselves and the local community.
Anon. Shared Space 'Talk' – Dunstable 22 Nov	I understand that Shared Space could be expensive; however we should ensure that shared space is incorporated into new developments.	Noted. Support for this is in the LTP.
Anon. Shared Space 'Talk' – Dunstable 22 Nov	I am still worried about the safety implications of shared space.	Noted. It will be up to the authority to consult and engage effectively with the local community so that any fears around safety could be eased. Every scheme is also assessed in terms of safety and through each stage of development.
Anon. Shared Space 'Talk' – Dunstable 22 Nov	After the talk I feel more comfortable with the concept but I still have worries about how people with sight difficulties would cope.	Noted. It will be up to the authority to consult and engage effectively with the local community so that any fears around safety could be eased. Every scheme is also assessed in terms of safety and through each stage of



Name/date	Summary of Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
		development. In particular we will work with local disability charities.
Anon. Shared Space 'Talk' – Dunstable 22 Nov	Great idea. We must have this concept in the centre of Dunstable.	Noted. Thankyou.
Dunstable Resident – Joint Project exhibition (Busway, Masterplan & LTP) 18 Sept	No bus lanes. Car spaces in place of bus lanes	Access for all modes of transport must be sought in order to ease congestion and enable vehicle access. The most appropriate traffic management methods will be proposed on a scheme by scheme basis and full consultation will take place.
Dunstable Resident – Joint Project exhibition (18 Sept)	We need 4-sided bus shelters everywhere as a top priority. No one will leave their car behind in order to sit on an uncomfortable seat, in a cold draughty bus shelter. They would rather chug along in a traffic queue in their car.	Improving public transport provision is a priority of the LTP and as such we will be working with operators and other interested parties to improve infrastructure.
Dunstable Resident – Joint Project exhibition (18 Sept)	Please don't penalise law abiding bus users in an attempt to deter vandals	Bus stop – as part of the LTP recommendations we will be looking at ways of better managing our infrastructure.
Dunstable Resident – Joint Project exhibition (18 Sept)	Buses that run on time would be helpful	As part of the LTP recommendations the authority will be working with the bus operators to establish economic ways of improving services. Also improving the network management would help to improve bus journey times, which is an initiative within the LTP.
Dunstable Resident – Joint Project exhibition (18 Sept)	Take the 'conservation image' of High St. Nth. into the Quadrant Centre rather than the 'modernist concept' out onto the High St. Nth.	This is related to the Masterplan Development and has been passed to the relevant officer.
Dunstable Resident – Joint Project exhibition	'Bin the Guided Busway' – far more expensive than a train link a train link could link to Leighton Buzzard – Midlands. Great links	The guided busway project was determined to be the most cost effective and flexible way of improving public

Name/date	Summary of Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
(18 Sept)	<u>NB</u> – Cambridge Busway built by the same contractor – is it having problems? Who wants this - Luton? Certainly not Dunstable.	transport for the area.
Dunstable Resident – Joint Project exhibition (18 Sept)	Dr-trunk the A5 and use Berkhamsted as the parking model. Allow cars to park outside the shops in bays – look what it did for Berkhamsted!	There are plans to de-trunk the A5 once the A5-M1 link occurs.
Dunstable Resident – Joint Project exhibition (18 Sept)	Put the Market back at the Clock Tower	This is more directly linked to the master plan and has been passed to the appropriate officer.
Dunstable Resident – Joint Project exhibition (18 Sept)	People in Dunstable have money to spend, but nowhere to spend it. Everyone goes to Milton Keynes; we want more shops not houses.	This is more directly linked to the master plan and has been passed to the appropriate officer. However the LTP will support the aims of the masterplan and help improve the economic viability of the town through transport.
Dunstable Resident – Joint Project exhibition (18 Sept)	Shops should pay a percentage of their tanking as rent, and this would encourage more business into the town.	This is more directly linked to the master plan and has been passed to the appropriate officer. However the LTP will support the aims of the masterplan and help improve the economic viability of the town through transport.
Local resident Joint Project exhibition (18 Sept)	Busway – Hatters Road, can we correct cycling before rest of work	The busway will do much to improve cycling within the town and will have a dedicated cycle lane running parallel to the track. Your specific comments are useful and we have included provision within the LATP for Dunstable to ensure facilities for pedestrians and cyclists are improved particularly in providing critical links to interchanges such as the busway.
Representative from Dunstable and District Association of Senior Citizens Joint Project exhibition (18 Sept)	A Shopmobility scheme would provide the following. Somewhere for the several local firms who make mobility equipment to advertise their wares for a small fee. One full-time job and 2 part-time jobs A forward looking scheme in view of the increasing longevity of the population.	This is more directly linked to the master plan and has been passed to the appropriate officer. However the LTP will support the aims of the masterplan and help improve the economic viability of the town through transport.



Name/date	Summary of Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
	Easier accessibility to disabled equipment than the disability Resource Centre which is not on a bus route. Send the message you don't need to go to Milton Keynes, St Albans and Luton to shop, if you are elderly.	
Representative from Dunstable and District Association of Senior Citizens Joint Project exhibition (18 Sept)	Bus Route maps not just timetables, available at library, Priory House and Council Notice Boards.	Noted. Very good point and we can advise that the LTP has set a priority for improving information provision and access to information.
Local Resident Houghton Regis Joint Project exhibition (18 Sept)	Focus on specialist shops in Centre rather than trying to compete with larger towns London etc.	This is more directly linked to the master plan and has been passed to the appropriate officer. However the LTP will support the aims of the masterplan and help improve the economic viability of the town through transport.
Local Resident Joint Project exhibition (18 Sept)	No bus at the end off Jesus Way please	
Local Resident Joint Project exhibition (18 Sept)	No. 23 Barnfield – ticketing – cash not accepted Attitude of drivers	The LTP is committed to improving public transport and we will work with operators to achieve this where economically viable. Ticketing is amongst the recommended initiatives.
Community Meeting Feb 2010	Buses do not operate in the evenings or on Sunday, I am elderly and this is when many functions are on but I cannot get to them.	The LTP is committed to improving public transport particularly for the elderly, however improvements must be within financial restraints.
Community Meeting Feb 2010	The buses in Dunstable are often held up trying to pull into the bus 'station' and if they cant get in due to the congestion they will just not pull in and continue their journey. The facilities are very poor but this is more noteable in the town centre and there are not even any timetables on display. Because there is not a decent size bus station when travelling into town if I want to go to go on somewhere else I have to go through	The LTP is committed to improving public transport and we will work with operators to achieve this where economically viable. Ticketing is amongst the recommended initiatives.

Name/date	Summary of Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
	the town. Access within the downside estate is very poor for buses.	
Community Meeting Feb 2010	It costs me nearly £5 to get to the council offices in town and home again. I have been told there is no return fair system or day ticket.	The LTP is committed to improving public transport and we will work with operators to achieve this where economically viable. Ticketing is amongst the recommended initiatives.
Community Meeting Feb 2010	Trying to access onto some buses is very difficult with a buggy and walking into the town particularly close to the town centre is difficult because of the state of the pavements,	The LTP is committed to improving public transport and we will work with operators to achieve this where economically viable. Ticketing is amongst the recommended initiatives.
Community Meeting Feb 2010	Cycling and walking around the downside estate is difficult due to the number of cars and safety for pedestrians. There are also often lots of glass on the estate which makes it bad for riding a bike	There are a number of projects that have been done and are in the process of being completed that looks at access within the Downside Estate. Provision has been made within the LATP for Dunstable/Houghton Regis to help facilitate the access of buses and pedestrians and cyclists.
Biggleswade Town Council & Town Centre Partnership September – November 2010	A number of detailed discussions took place with regards to transport requirements and the main ambition was to facilitate growth to the East of the Town and support the Biggleswade Masterplan.	The LTP has priorities to support town centre masterplans, further more the LATP for Biggleswade will be developed with these points in mind.
Houghton Regis Town and Parish Council meetings June 2010	The main emphasis for Houghton Regis would be to support the town centre masterplan, improve the town centre, help facilitate growth on the outskirts to help enhance facilities and improve local amenities also look at improvements to the Houghton Road pavements and safety of children.	Noted, these points will be addressed through the LTP and emerging LATP.
Dunstable Town and Parish Councillors June 2010	Support the regeneration of the town and the master plan.	Noted, these points will be addressed through the LTP and emerging LATP.
Dunstable Town Centre management group October 2010	Support for the Masterplan, improvements to public transport infrastructure, continuation of engagement, in general like shared space.	Noted all are elements of the LATP and we intend to build on engaging the public and local community throughout the design and implementation stages of the



Name/date	Summary of Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
		LATP schemes.
Leighton Linlade Town and Parish council & the Sustainable transport committee meetings - Feb 2010, July, August 2010 & Jan 2011	<p>The LATP needs to take account of the Big Plan, car parking, extension of 20MPH outside morrison's, help sustain cycling and walking success help improve links to the station.</p> <p>Latest Jan meeting – Hockliffe St scheme to be aimed at safety and enabling use for all modes rather than shared space</p>	Noted. Where agreement with local CBC councillors inclusion will be made in the LATP.

Youth Parliament Workshop – August 2010

Question	Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
What are the transport issues that affect you?	<p>Public Transport:</p> <ul style="list-style-type: none"> • Bus and Train fares are too expensive • Frequency of buses • Personal safety on public transport is concerning • Conditions on board buses are not always very nice (dirty, smelly, generally unpleasant) • Buses add to congestion of town centres at peak travel times • Would like to see quality bus shelters • Existing bus shelters to be better maintained • Bus timetables should be up-to-date • It would be good if there was some kind of bus update service for families (especially for school transport services) • Age discrimination on buses • Bus drivers not stopping at bus stops • The cost of travelling by bus • Safety issues “drunk people on buses” • Bus drivers that don’t let guide dogs on the bus • There needs to be a concessionary bus fare scheme particularly for young people. 	The LTP is committed to improving public transport and we will work with operators to achieve this where economically viable.
	<p>Smarter Choices:</p> <ul style="list-style-type: none"> • A website where you can get all of the information about 	The LTP supports measures to improve information provision and particularly with regards to using Information

Question	Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
	transport options or that will point you in the right direction to find this information. <ul style="list-style-type: none"> Information about transport available is VERY important 	Technology.
	Infrastructure: <ul style="list-style-type: none"> Safety outside schools Need School Crossing Patrols for longer periods especially to help with pupils attending after school activities 	Encouraging more sustainable methods of travelling to school is a priority within the LTP and as such there will be a programme of local improvements to try and make the journey safer.
	Demand Management: <ul style="list-style-type: none"> More parking enforcement needed Poor parking around schools Congestion around schools at picking up and dropping off times Pot holes Off-road parking Commuter parking Cars parking over two spaces 	As part of the LTP there will be the creation of a parking strategy which will look at these issues.
What should we be focussing on?	Public Transport: <ul style="list-style-type: none"> Bus driver training – bus drivers should be more kind and polite Improving the image of buses Frequency and comfort of buses Buses using bio-fuels Free Wi-Fi on buses An image campaign for buses Quality bus-shelters 	The LTP is committed to improving public transport and we will work with operators to achieve this where economically viable
	Smarter Choices: <ul style="list-style-type: none"> Providing better information to people – posting paper timetables through local doors Student ID cards for discounted fares Possible pilot of a half-cost week to emphasize the need for lower prices and would hopefully give an increase in customers 	All of these measures are excellent examples of smarter choices initiatives and will be considered on a scheme by scheme basis in line with what is economically viable.



Question	Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
	<ul style="list-style-type: none"> • On and off-peak fares • A cycle to school scheme • Smart cards/Oyster cards • Easier to use info • Debit/credit card system • Travel info shop • Create an awareness of cycling • Information on the internet and mobile phones 	
	<p>Infrastructure:</p> <ul style="list-style-type: none"> • More cycle paths and footpaths on the side of roads • Real-time information • More and improved cycling infrastructure • More pedestrian crossings and in the right locations 	Noted. these initiatives are supported within the LTP and many form part of planned initiatives within the LATP's
	<p>Demand Management:</p> <ul style="list-style-type: none"> • Managing the network better • Speed restriction measures • Off-road parking (Flitwick) • Parking at train stations • Pot holes • No flowers at crash sites – cars to stop to lay flowers at usually dangerous sites • More cycle lanes on main roads • More off-road cycle lanes • Reducing pedestrian conflicts with cycles • More parking enforcement • Control traffic speeds where pedestrians want to cross (town centre, near schools etc) • Bus gates • Less traffic in town centres 	Noted. these initiatives are supported within the LTP and many form part of planned initiatives within the LATP's
How would you	<ul style="list-style-type: none"> • One place (website) where we could go to find all information 	Noted. Some of these initiatives are supported within the

Question	Issue	Response <i>Note: LTP = Local Transport Plan & LATP = Local Area Transport Plan.</i>
like to be travelling in the future?	<p>about travel. Including discounts, funding for 6th form travel and concessionary fares</p> <ul style="list-style-type: none"> • Buses using bio-fuels • On and off peak fares • More cycle lanes on main roads • More off-road cycle lanes • Packed buses • More car-sharing • Better managed roads • Lower public transport costs • Easy to use, updated bus timetables • More female taxi-drivers • Trams • More reliable passenger transport • Electric and hydrogen fuel cell cars <ul style="list-style-type: none"> • Fewer cars in town centres • Better and clearer information • Public transport needs to dominate • Better frequency of buses and more direct • Cycle hire scheme • Car clubs • More cycle routes • Remove guard railings • Fewer emissions • No new roads • Re-nationalisation of buses • Safer cycling • Environmentally friendly and low-emissions transport • Less car dependency 	LTP and many form part of planned initiatives within the LATP's, some initiatives mentioned would not be economically suitable however there are some positive ideas for how we will be travelling in the future.



DRAFT

Attendees

Group 1

Jim Tombe – Central Bedfordshire Council
Richard Crane – Bedford to Bletchley Rail Users Association
John Henderson – Railfuture
Andrew Long – Bedford Commuters Association
Drew Merchant – Renaissance Bedford
Peter Williams – Bedford Area Bus Users Society

Group 2

James Gleave – Central Bedfordshire Council
Malcolm Burgoyne – Bedford to Bletchley Rail Users Association
Peter Hirst – Bedford Area Bus Users Society
Melanie MacLeod – Bedford Borough Council
Helen Marshall – East of England Development Agency
Martin Parker – Railfuture

Group 3

Ben King – Central Bedfordshire Council
Simon Deards – Bedford Borough Council
Stephen Sleight – Bedfordshire Rural Transport Partnership
Arthur Taylor – Bedford Commuters Association
Peter Wakfield - Railfuture

Workshop 1 – What is the biggest transport issue facing Central Bedfordshire?

Public Transport

- Lack of coherent public transport network with no connections between buses and trains
- There is a need for a Bus Quality Partnership in Central Beds. Intalink in Hertfordshire is a good example of partnership working
- Poor quality information at bus stops
- Need to understand peoples travel patterns
- Integrated ticketing
- More direct buses are needed, not stopping at every village
- Approach for buses needs to be:
 - Provide direct bus services
 - Market and promote them
 - Improve the supporting infrastructure
- Lack of patronage on local buses, and lack of information on buses
- Buses do not link to transport interchanges
- Need to improve access to rail stations
- Lack of layover space for buses
- Challenge is to provide a decent public transport service in a rural area
- Poor bus information, with a lack of timetables at stops
- Poor co-ordination between modes, particularly bus and rail. Better to push for bus-rail integration
- Improve facilities at rail stations
- Publicity and information is key to public transport services
- Contribution to guided busway means there is no money for works in Mid Bedfordshire
- Some bus services run too close together (e.g. Flitwick). Buses are not co-ordinated!
- Better Sunday and Bank Holiday services
- Deliver East-West Rail
- Rail use is growing – encourage it



- Bus reliability is important

Walking and Cycling

- Free parking doesn't encourage people to walk or cycle
- Walking and cycling needs to be more enjoyable. Focus on leisure!
- Improve access to railway stations by walking and cycling
- Better and more secure cycle infrastructure and parking needed
- Improve the rights of way network
- Do not mix buses and bikes in bus lanes
- Cycle tracks – more are needed
- Reduce street clutter

Other issues

- Should accept that Central Beds is a commuter area and plan for it
- East/West Rail is needed and safeguard future rail lines
- A council commitment is needed to sustainable travel
- Growth can be good or bad depending upon how its managed. Transport links need to be in on the first day
- Air quality
- High car ownership
- No major towns or service centres or major industry – a feeder area and a place people travel through
- Commuter parking is a major issue in larger towns – lack of enforcement and TROs
- Improve access to healthcare facilities
- Culture of taking children to school by car
- Poor maintenance of highways and verges
- Congestion, particularly in the towns
- Central Beds should not have been created as an administrative entity. Makes no transport sense
- CBC is east-west, but links are north-south
- Work with neighbours much more closely

Workshop 2 – What can be done to encourage more people to walk, cycle, and use public transport, given our constraints?

- Need to understand the potential for these modes first – how many people work within 2 miles of home?
- Need to address the habits of people, but can't force them to change behaviour
- Health and cost arguments needs to be stressed, particularly comparative costs
- Cycling infrastructure needs to be improved
- Roll out Station Travel Plans – they are working well and at limited cost
- Work with schools to make the most of their Travel Plans
- Lack of funding is not an excuse
- Better maps of the public transport network
- Improved ticketing, particularly integrated ticketing
- Better cycle links and improved infrastructure for cycle repairs
- Fill in the gaps in the network, notably improved east-west links and the cycle network
- Work in partnership with neighbouring authorities
- Increase parking fees to encourage the use of buses
- A series of promotions for sustainable travel needed – discounts, smart cards etc.
- Secure cycle parking
- Cycleway improvements needed
- Reduce speed limits to 20mph in urban areas
- Off-road shared foot and cycleways with a route hierarchy
- Bus service quality and reliability needs improving
- Bus stop infrastructure needs improving – facilities



- Focus on demographics for bus patronage
- Promote PlusBus
- Provide better information on all modes including interchange
- Cycle parking at rail stations
- Comprehensive network of cycle routes
- Need safe, well-lit environment to walk in
- Deliver real time bus running information
- Improve facilities for cycling at rail station
- Outsource transport functions of the authority
- Green cycle grid is needed
- Need to set up meetings with bus and rail operators

Workshop 3 – If you could do one thing to improved transport in your area, what would it be?

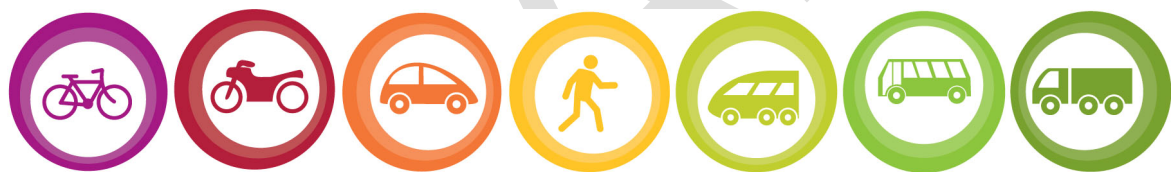
- Car share scheme for Central Bedfordshire Council
- Buses to run later
- Workplace parking levies (so long as an alternative is in place)
- Buses need to run later
- Encourage more home working and shopping via the internet
- Improve the whole journey
- Do not worry about congestion – it can encourage people to use more sustainable travel
- Bus Quality Partnerships
- Secure matched funding from rail companies
- Improve maintenance of road network
- Make bus services run later
- Improve joined-up thinking between public authorities
- Approach needs to be information, integration, and co-ordination
- Safeguard old railways

Other Consultation

As demonstrated in the previous section we also conducted a House holder Questionnaire and numerous public consultation events. Both of these elements were quite extensive pieces of work and the results from these exercise were used to inform both the LTP and the related Local Area Transport Plan programmes. The report for the householder questionnaire is substantial in size and is therefore available upon request from the Transport Strategy team. The report for the consultation exercise is available as **Appendix 1**.



Section 2 – Draft LTP: Engagement responses



Section 2: Draft LTP responses (All)

Name	Issue	Response
Deborah 24 th January 2010	<p>I think you are all missing a trick. Flitwick Railway Station should be moved to Doolittle Mill/Froghall Road. this will acheive the following:</p> <ol style="list-style-type: none"> 1) Take commuter parking out of Flitwick by using as a parkway station with links to the A507. 2) Give the residence of Ampthill better Access to trains 3) Town Centre Development will be more straightforward in Flitwick. 4) Cycle paths can be constructed from both Ampthill & Flitwick to the new station and so connecting the two towns. 5) New Centre Parcs will be served with little disruption to either town 	<p>Issues surrounding Flitwick station will be looked at as part of the Local Area Transport Plan for Ampthill and Flitwick, due to be developed in 2011/12. Any plans for railway stations will need to be developed in consultation with Network Rail and Train Operating Companies.</p>
Tim 23 rd January 2010	<p>Hi, i have had it on good authority that the reason for (some of) the street lights being replaced, is the fact that they are made of concrete and it has been found that the metal re-enforcement inside have been found to be going rusty and therefore are a lot weaker than they should be to be completely safe. But quite why they haven't removed all the old posts once a new post has been placed a few feet away, I have no idea</p>	<p>These comments relate to an existing scheme. How we manage our highways assets will form part of the Transport Asset Management Plan being developed as part of this Local Transport Plan.</p>
Family 23 rd January 2010	<ol style="list-style-type: none"> 1. We would have preferred to see greater efficiencies & productivity resulting in a reduction in Council Tax in 2011/2012. Residents in Central Beds have suffered unusually high increases for a number of years. The unitary has not shown the savings promised from local government reorganisation. 2. The authority has a multiplicity of office locations (Technology House, Dunstable & Chicksands). Any travel between these should be at the Officers/Staff expense; no travel allowance (monetary or time) should be allowed. Council tax payers should not be expected to pay for the failure to concentrate the local authority's functions into a single office location. 3. Sharing of back-office administration, IT & other functions should be considered with adjoining authorities. Layers of administration need to be taken out of the organisation. 4. Big ticket items requiring capital investment (& consequential interest charges on that capital) should be abandoned in the present economic climate ; Luton – Dunstable guided busway; A5-M1 link road, etc. 5. Greater effort needs to be put into addressing the planning & transport issues of the former Mid Beds, rather than a concentration on the former 	<p>The key points relating to transport in this query are as so:</p> <ol style="list-style-type: none"> 4. The Luton and Dunstable Guided Busway is a committed scheme with confirmed funding from Government. For the A5-M1 Link, the authority is working with landowners, the Highways Agency, and the Department for Transport to progress the scheme. The scheme has provided the opportunity to work with Central Government to explore new ways of funding a scheme vital to the local economy and securing growth. 5. This LTP is closely linked to the planning and development aspirations of the authority, as set out in the Local Development Framework for the Northern Area, and the emerging Core Strategy of the southern area. This is reflected in the first round of Local Area Transport Plans, where two are located in the north of the authority, and two in the south of the authority.



Name	Issue	Response
	<p>South Beds. A better balance of Portfolio Holders is required to ensure this takes place.</p> <p>6. Not only do office locations need to be rationalised, but first & foremost administration efficiencies need introducing soonest. Layers of management should be further reduced, with less Officers/Deputy Directors & other senior positions. Too many chiefs & not enough indians!</p> <p>7. If the number of councillors is to be reduced this needs to be a fair & representative change based on actual electorate numbers with "equalisation" applying.</p> <p>8. In relation to service provision the economies should not include turning street lighting off and reducing CCTV monitoring; reducing the periodicity of household waste collection or in facilities for collecting and recycling waste; reductions in maintaining highways and footpaths (better to save on new infrastructure & invest in maintaining properly what we already have); removing school crossing patrols (or if this does happen, introducing 20mph speed restrictions outside all schools, irrespective of the class/type of road at all those locations).</p> <p>9. Consider the possibility of a joint Chief Executive possibly with Bedford) to reduce cost.</p> <p>10. Consider the possibility of "joint working" through innovative approaches like the South East Midlands "Local Enterprise Partnership" (LEP) which could save duplication in many key areas : regeneration; planning/development control; highways & transport; education, etc.</p>	<p>10. The LTP has a strong commitment to partnership working with neighbouring local authorities and the South Midlands Local Enterprise Partnership.</p>
<p>Leslie 21st January 2010</p>	<p>Why is Central Bedfordshire replacing the street lighting in Flitwick? It appears to me that what we have is perfectly serviceable and works.</p> <p>Did I not hear that they wish to turn the street lighting off between 12 and 6 to save money?</p> <p>Or do we need new street lighting for them to do this.</p> <p>What is the cost of replacing these lights, Why do they need replacing, and would it not make more sense to use the money wisely and protect the service that are under threat.</p>	<p>These comments relate to an existing scheme. How we manage our highways assets will form part of the Transport Asset Management Plan being developed as part of this Local Transport Plan.</p>

Name	Issue	Response
	I guess the answer we are in Central Bedfordshire and they dont have a clue!	
Sandra 16 th January 2010	<p>Firstly, congratulations on a very readable and interesting document.</p> <p>However I am puzzled at the complete omission of Flitwick from this plan. The problems that are experienced in Leighton Buzzard, Dunstable, Arlsey and Sandy (listed on page 280) are also experienced even more in Flitwick. I cant understand why our elected representatives have not pushed for improvements in Flitwick; it is a bigger town than Sandy and Arlesey after all.</p> <p>A number of points that I feel are worth taking further: GO-cycle has worked in Leighton Buzzard; how about trying it in Flitwick?</p> <p>Pre-paid bus tickets: when the J2 bus stops opposite the post office in Flitwick it can take 10 minutes for passengers to pay their fares, holding up the bus and traffic. If no-one paid on the bus, but instead bought their ticket from local shops (as they do in Europe) this would benefit those shops, make buses run to time and avoid holding up other traffic. Definitely a winner all round.</p> <p>3 I notice that a minimum standard for bus waiting areas (shelters?) is proposed. This should start with the bus stop in Flitwick which is the worst eyesore in the entire county. No-one wants to take responsibility for this, and a councillor from Flitwick told me that "it is regularly improved" (the last time being 9 years ago!!!)</p> <p>I hope that your proposals come to fruition, but please dont neglect Flitwick, its been ignored for too long</p> <p>Yours sincerely</p> <p>Sandra Robinson</p>	<p><i>Response by James Gleave on 17th January 2010</i></p> <p>Dear Sandra,</p> <p>Thank you very much for your comments, and for taking the time to read our Local Transport Plan. To respond to your comments in detail:</p> <p>1. I am pleased to say that we are not ignoring Flitwick at all. In fact, during the next financial year (2011/12) we will bve developing a Local Area Transport Plan for Ampthill & Flitwick to plan out what schemes we will look to deliver, and we shall consult upon it. We have also set aside funding for forthcoming years for the delivery of schemes in this and other areas not currently covered by Local Area Transport Plans. The reason why we have developed the 4 Local Area Transport Plans in Arlesey & Stotfold, Biggleswade & Sandy, Leighton-Linslade and Dunstable & Houghton Regis because these are the 4 main growth areas in the authority. We were advised to focus on these areas to start with by members.</p> <p>I am also pleased to say that two junction improvements at Millbrook Junction and Steppingley Junction are also planned over the next couple of years as part of the Centre Parcs development. So keep an eye out for more information on these.</p> <p>2. We are proud of what Go-Cycle Leighton-Linslade have achieved, and are very keen that the lessons learnt from Leighton-Linslade are applied elsewhere. As you can probably imagine, funding for such schemes is limited, and if we were to expand this we would have to bid for something called the Local Sustainable Transport Fund.</p>



Name	Issue	Response
		<p>We are currently working on ideas for this funding, so once again its a case of watch this space for more information.</p> <p>3. Your ideas are interesting, and the prospect of being able to make bus journeys easier by making ticketing much easier is something that most of us would love to see. Doing this in Central Beds would require working with the bus operators, and quite a bit of funding to set up the IT infrastructure to administer it all, so we can't promise it will be delivered. But you may be interested to hear that the Government is interested in delivering a National Smartcard to use on all public transport (similar to the Oyster Card in London), which would do much the same thing as you suggested. Also, we do have a local integrated bus and rail ticket called PlusBus, where you can add local bus travel onto your rail ticket. This can also be done at over 200 other stations nationally too!</p> <p>4. What bus stop are you referring to? If you can provide me the information, i shall see what our Passenger Transport guys can do.</p> <p>Thank you once again for your comments.</p>
Malcolm 15 th January 2010	<p>I understand that the question of withdrawing or reducing public transport subsidies is being discussed.</p> <p>Please may I make a personal plea on behalf of community subsidies generally and for Routes 36A/C specifically? I believe these should be retained for the following reasons:</p> <p>1. People like myself, of whom there are many on this estate, would be seriously disadvantaged. I am elderly, have a back injury and suffer from glaucoma and although I have not yet been refused a drivers' licence on these grounds, for my own safety (and for yours!) I choose not to drive. After nearly 80 years of independence, I now rely on the bus, both for</p>	<p>The 36A and 36C bus services are publicly-supported bus services, and have been considered as part of Central Bedfordshire's wider Passenger Transport Review. The decision on the future of this and other supported services are currently being taken, and we thank you for your comments.</p> <p>This LTP supports local bus services, and wishes to see an increase in the numbers of people using public transport. We will be working with bus operators to provide an effective, sustainable, and value-for-money local bus service.</p>

Name	Issue	Response
	<p>leisure and essential journeys, several times a week. Making alternative provision would cost the authorities much more than the current subsidy.</p> <p>2. The recent improvements to the bus services to Billington Park have begun to attract more fare-paying customers; this cannot be bad for the environment. But people cannot leave their cars for public transport if there is no convenient, affordable public transport to use.</p> <p>3. Leighton Buzzard town centre is currently bucking the national trend and enjoying something of an economic boom. Public transport needs strengthening to support this growth, not go into reverse</p>	
Kim 11 th January 2010	<p>I have been crossing the High Street on my way to work for several years now and cannot stress how important it is to have the school crossing patrol there. Children, in particular young lads, are reluctant to use the zebra crossing further down and on the couple of occasions when for some reason there hasn't been any assistance available I have witnessed groups trying to cross in between stationery traffic with vehicles hurtling down the opposite side of the road.</p> <p>Cut costs in other areas, not one which puts the lives of school children in Flitwick at risk.</p>	<p>The decision on the future of School Crossing Patrols in Central Bedfordshire is still being considered by the authority following public consultation. By the time this LTP is published, the future of School Crossing Patrols should be clearer.</p> <p>As part of the Local Area Transport Plan process the authority has considered the safety impacts of withdrawing School Crossing Patrols. Should the decision be taken to remove the School Crossing Patrols, funding has been set aside to provide replacement crossing facilities in the most high risk areas.</p>
Lesley 10 th January 2010	<p>It would be an absolute disaster to get rid of our lollypop ladies. They do an absolute brilliant job in all weathers getting our children and us parents safely across two horrendously busy main roads in Flitwick. Surely there must be a more sensible way of saving money other than axing the lollypop ladies.</p>	<p>The decision on the future of School Crossing Patrols in Central Bedfordshire is still being considered by the authority following public consultation. By the time this LTP is published, the future of School Crossing Patrols should be clearer.</p> <p>As part of the Local Area Transport Plan process the authority has considered the safety impacts of withdrawing School Crossing Patrols. Should the decision be taken to remove the School Crossing Patrols, funding has been set aside to provide replacement crossing facilities in the most high risk areas.</p>
Leslie	How much does Central Bedfordshire think it's going to save by	The decision on the future of School Crossing Patrols in



Name	Issue	Response
6 th January 2010	<p>removing the school crossing patrols? Let's look at the facts. There are 29 school crossing patrols and 6 standby patrols. They earn the lowest pay scales within the authority for 2 ½ hours per day (some work less than this) out in all weathers to safely see the children to school. Standby patrols are paid a small retainer (and I mean small). How many people would do this for such a pittance if they were not committed? Is this really big salary numbers and savings we are talking about here? I think NOT.</p> <p>So let's make them all redundant comes the cry from Central Bedfordshire. How much is this going to cost? Whilst the school crossing patrols do not earn high salaries, they are all committed people who have worked for many years providing a much needed service to the population of Central Bedfordshire and what was the old Bedfordshire County Council. Whilst not meaning to be ageist the majority of the school crossing patrols will be entitled to the age multiplier of 1.5 for redundancy payments.</p> <p>Whilst the so called Councillors who are elected by all of us think that parents should take their children to school as it's their responsibility, in practice this does not happen. It's obvious that the councillors are "out of touch" with what actually happens.</p> <p>Now let's see what other crazy idea Central Bedfordshire is to have next. It is rumoured that the school crossing patrols could be replaced by installing additional crossings at the points now covered by the crossing patrols. How much is this going to cost and what would be the pay off time between a salary and this investment. I guess they will come up with the idea that this cost will come from another budget cost centre. Worst of all it's your Childs life at risk! The cost of caring for one child injured in a road accident is astronomic and would certainly cost more than the total cost of the provision of the school crossing patrol across Central Bedfordshire. A Child killed what price Central Bedfordshire can put on this.</p> <p>You need to protect your services.</p> <p>Write to your local councillor and tell them that you do not approve of this cost cutting.</p> <p>Tell them that they will lose your vote at the next election that usually motivates any Politician.</p>	<p>Central Bedfordshire is still being considered by the authority following public consultation. By the time this LTP is published, the future of School Crossing Patrols should be clearer.</p> <p>As part of the Local Area Transport Plan process the authority has considered the safety impacts of withdrawing School Crossing Patrols. Should the decision be taken to remove the School Crossing Patrols, funding has been set aside to provide replacement crossing facilities in the most high risk areas.</p>

Name	Issue	Response
	<p>Sign a petition, over 1500 signatories have signed in Flitwick. Make your voice heard.</p> <p>Perhaps those at the top who earn more money than is reasonable for the positions should take a pay drop to show that they are all interested in cost cutting. I guess not, "I am all right jack" can be heard from the senior officers and counsellors at Central Bedfordshire.</p> <p>Or perhaps let's spend more money on "Welcome to Central Bedfordshire" signs</p>	

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Appendix 1:

Public consultation

report



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Introduction

Amey, on behalf of Central Bedfordshire Council, were invited to undertake a series of public consultations during August 2010 for the third Local Transport Plan (LTP3), as part of the “myjourney” campaign. The aim of the campaign was to raise the profile of local transport provisions and make it feel more relevant to local residents. The public consultations were arranged to provide local residents with an opportunity to get involved and provide feedback on transport issues in their local area. These opinions were then collated to be fed into the overall LTP for Central Bedfordshire.

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Process

To initiate the process, Amey co-ordinated a schedule of venues and available dates based on the four key areas, determined by Central Bedfordshire Council, that were to be targeted: -

- Dunstable and Houghton Regis
- Arlesey and Stotfold
- Leighton-Linslade
- Sandy and Biggleswade

High profile venues were chosen in each of the seven towns, which were likely to attract high footfall from local residents to maximise coverage in each area. As such, eight consultations were co-ordinated and run across the four key areas.

To raise the public's awareness of the consultations, a press release was prepared for distribution to the local media in Central Bedfordshire, to notify the public as to the dates, times and locations for each consultation. A copy of the final press release is included in Appendix One, after the relevant approvals were sought. The article featured in the Bedfordshire on Sunday, Biggleswade Chronicle and Bedford Today, with local councillors also informed separately of the consultations, via Central Bedfordshire Council. Alongside the press release, the Let's Talk Central website was updated to contain details of the consultations and the key focus questions. Central Bedfordshire Council also notified the following social media groups of the consultation timetable: -

- Dunstable – Long Live Dunstable Facebook group, This is Dunstable twitter, Dunstable Downs twitter
- Arlesey – Arlesey social club Facebook page
- Stotfold – The Chequers Pub in Stotfold (has approximately 350 members)
- Biggleswade and Sandy – Biggleswade and Sandy news twitter
- Leighton-Linslade – Leighton-Linslade town council Facebook group
- Houghton Regis – HR town council news desk Facebook group.

Amey ensured that each area consultation was appropriately manned by either Amey employees or Central Bedfordshire Council employees. For certain consultations, it was ensured that the Amey employee in attendance was active in the local area and potentially well-known by local Councillors and special interest groups.

To guarantee consistency at each consultation, the same exhibition stand and information leaflet were used. Highways Helpdesk cards were also made available, in order for local residents to report issues on the network that could investigate via Amey rather than issues for the local transport plan. A4 size leaflets were created, using the same template as the A5 leaflet, if people wanted to share additional thoughts on local transport provisions and the Local Transport Plan.

All employees were briefed beforehand to ensure they understood the consultation process circled around three key questions: -

1. *What is the biggest transport issue that affects your daily life?*
2. *If you could improve one thing about transport in your area, what would it be?*
3. *What can be done to encourage more people to walk, cycle, and use public transport?*

Alongside, the public consultations, Central Bedfordshire Council continued to run the partner and key stakeholder collaboration programme. Details of upcoming meetings and dates were taken to each consultation in order to provide this information to local residents and Councillors, if required.



Results

Dunstable – Friday 6th August

Information about the Day

On Friday 6th August, Amey attended Dunstable Town Market between 9am and 5pm. The Town Market runs regularly each Wednesday, Friday and Saturday. Arriving at the market between 9 – 9.30 am, the exhibition stand was set up on an intersection in the town, which received regular footfall throughout the day, see photo. Leaflets were distributed at the stall until around 5pm. As a regular market taking place on Saturdays, Wednesdays and Fridays, Dunstable was popular with local residents. The peak footfall on the Friday occurred between late morning and early afternoon. The weather was overcast with only brief interludes of light rainfall, although this did not appear to have a significant detrimental impact upon overall levels of footfall.



Number of People Talked To

Approximately 100 people were spoken to during the day at Dunstable Market. Some of these were interested in talking for short periods of time, whereas others took leaflets away with them with the intention of filling them in later or on line.

Summary of Public Responses

A summary of the feedback received at Dunstable follows: -

- Bypass needed to remove the through traffic in Dunstable
- Road congestion is problematic, although the bypass would resolve this
- There are no buses available for residents to travel to local towns
- The bus services need to run later into the evenings
- More cycle paths are needed, to encourage residents to cycle.

Further detailed responses can be found in Appendix Two.

Arlesey Railway Station – Wednesday 11th August 2010

Information about the Day

Amey visited Arlesey railway station on Wednesday 11th August between 7am and 12pm. Arriving at the railway station at 7am ensured a presence at the railway station during the busiest time of the day to target the maximum amount of commuters. There were high levels of footfall through the station throughout the morning, particularly during the commuter rush between 7am and 9am. Both station platforms were accessible as well as the station foyer to maximise leaflet distribution. Periods of engagement with individuals were relatively short, as people were generally trying to get their trains. However, the day was clear and sunny, which encouraged more people to commute and use the railway station.



Number of People Talked To

Approximately 200 leaflets were distributed, but this was difficult to estimate due to short windows of opportunity to liaise with commuters.

Summary of Public Responses

Few opportunities were available to gather feedback from local residents at the railway station, as they were preoccupied trying to catch their trains. However, residents' primary concern surrounded the local buses, especially a new local service serving the railway station, as the bus timetable and train timetables do not coincide.

Arlesey Village Hall – Wednesday 11th August 2010

Information about the Day

Amey visited Arlesey Village Hall, on Arlesey High Street, on Wednesday 11th August in the early evening. The village hall was chosen because Arlesey railway station is not staffed after midday, and therefore the decision was made that it would not be beneficial to exhibit at the railway station in the afternoon. Amey arrived at the Village Hall at around 4pm to meet local residents after work; staying until approximately 8pm. The weather was clear and bright, and due to the inside nature of the consultation, local residents were willing to attend and engage in in-depth discussions without needing to complete any other activities. The majority of people that attended knew about the consultation in the Village Hall due to the local publicity before the event.

Number of People Talked To

12 people from Arlesey attended the consultation session, including two Councillors from Arlesey.

Summary of Public Responses

The feedback received from local residents at Arlesey included: -

- Local bus services – low frequencies and some nearby towns not served, or under-served
- Concerns on proposed development and expansion of Arlesey and the subsequent transport implications including a relief road, additional through traffic on Arlesey High Street
- Parking issues – railway station parking proves particularly difficult
- The cost of using public transport is too high which detracts residents from using it
- Frequency of bus and train services is restrictive for local residents
- Cycle paths need to be improved to encourage local cyclists.

Further detailed responses for both sessions at Arlesey can be found in Appendix Three.

Stotfold – Thursday 12th August 2010

Information about the Day

At Stotfold, the exhibition stand was set up just outside the entrance to the Co-op in the town centre at 2pm, opposite a residential area. The Co-op is the largest retail outlet in Stotfold. Amey were allocated the undercover entrance foyer outside the Co-op on Thursday afternoon and evening. The Co-op was very busy with continual passing trade for most of the afternoon and evening, although towards the end of the evening (8pm), the Co-op trade decreased. Whilst many people were seen in this session, few of them were willing to stop and talk, as they wanted to quickly do their shopping or visit the Post Office and go home. A few local residents did stop to converse but primarily leaflets were distributed, so people could respond in their own time either by post or online. There were also intermittent heavy rain showers all afternoon and evening, which prevented some individuals wanting to talk for long periods of time, although the Co-op remained busy throughout.



Number of People Talked To

Approximately 127 people were spoken to in Stotfold across the session, although the majority of these people were seen between 3pm and 5pm.

Summary of Public Responses

To summarise the feedback from the consultations at Stotfold: -

- More public transport is needed, although the recent commencement of a new bus service was highly valued
- The bus service needs to run more regularly
- Bus service needs to connect Stotfold to the rest of Bedfordshire and North Hertfordshire
- Cycle paths need to be safer to use to encourage cycling

Further responses can be found in Appendix Four. However, there were some key reasons raised by residents who didn't want to provide any feedback on the day: -

- "We don't have any issues"
- "We drive a car"
- "I don't want to risk my own life"
- "Don't use it"

Many of the people seen in Stotfold felt that because they drove a car, they didn't have any thoughts on local transport issues or didn't want to use local transport.

Sandy – Friday 13th August 2010

Information about the Day

On Friday 13th August, Amey attended Sandy Town Market, held every Friday between 9am and 5pm. The exhibition stand was erected amongst the other market traders; positioned between a popular food and sweet stall, a flower stall and the Labour Party; although the Labour Party representatives left around lunch time. The location was good, and a regular stream of people continually walked past the stand for most of the day. Many people were willing to talk for a considerable length of time during the morning session, as the weather was bright and dry. In the afternoon, heavy rain set in, which reduced residents' response times; however, leaflets were distributed to local residents to complete online or by post.

Number of People Talked To

Approximately 35 people were spoken to over the day – 30 in the morning and 5 in the afternoon. However, this was caused by the heavy rain which began at lunchtime. In the morning, one individual stopped to talk for 45minutes, and two individuals stopped for 20minutes each afterwards. Three local Councillors also purposely visited the stand to share their views.

Summary of Public Responses

To summarise the feedback from Sandy Town Market: -

- The A1 roundabout needs improving as cars cross the roundabout too quickly, and it is often used as a cut-through
- Central Bedfordshire Council and Bedford Borough Council bus services need to co-ordinate with each other
- Bus services need to provide a more regular service
- Increased displays of bus information required i.e. timetables, services etc.

More detailed responses from Sandy can be found in Appendix Five.



Leighton-Linslade – Saturday 14th August 2010

Information about the Day

On Saturday 14th August, Amey attended Leighton-Linslade Town Market, which runs every Tuesday and Saturday. The exhibition stand had a presence in the market from 9am to 4.30pm. The day was generally productive with local residents willing to stop and talk. The exhibition stand was located in a prominent position near the cross in the centre of Leighton-Linslade, outside a branch of Lloyds TSB, which enabled conversations with the passing trade. The weather was rather inclement, with some very heavy



downpours at lunchtime and into the afternoon, which reduced the number of people willing to stop at these times. However, the rain did not prevent people coming to visit the market during the course of the day. The market generously supplied a covered stall, which meant the exhibition materials were protected during the rain, see photo.

Number of People Talked To

Around 68 people were spoken to at the Town Market. People were generally willing to stop and talk for short periods of time before continuing with their shopping.

Summary of Public Responses

Overall, the feedback from Leighton-Linslade was positive with many people commenting on the bus service and local cycle paths: -

- The bus service is generally good, as is all other public transport in Leighton-Linslade
- Further bus information is required to encourage the use of public transport
- Footpaths are narrow and uneven, there need to be improved to encourage more walking
- Bus service needs to be extended to new housing estates
- Buses need to start earlier in the morning and finish later at night.

Further detailed feedback from Leighton-Linslade can be found in Appendix Six.

Houghton Regis – Friday 20th August 2010

Information about the Day

On Friday 20th August, Amey attended Houghton Regis library, which opens every day of the week between 9am and 5.30pm. The library employees were very helpful and allocated the front foyer of the library to the exhibition stand; this was a prominent position allowing every person who visited the library the ability to see the stand. The library witnessed a steady stream of people for most of the day, some of which who were willing to talk. These individuals were usually by themselves and had time to talk in depth, some staying for up to 30 minutes. Many of the individuals who came to the library were mothers with young children who were willing to talk for short periods of time, but needed to keep their children entertained and therefore couldn't stay for a considerable length of time.

Number of People Talked To

Approximately 19 people were spoken to at Houghton Regis. Some of these had visited the exhibition stand especially as they had seen the article in the local press. Most of the individuals



seen took information leaflets away to give to their neighbourhoods or other local residents who couldn't visit the library.

Summary of Public Responses

General feedback from Houghton Regis included: -

- Speeding traffic on Bedford Road needs to be addressed
- Further information and education required on public transport routes for local residents
- Bus service is generally good but service needs to be extended further to more housing estates and needs to coincide with work and educational facilities
- Footpaths and cycle paths need improving to encourage people to use them correctly, i.e. not cycling on the footpaths.

Further detailed responses from Houghton Regis can be found in Appendix Seven.

Biggleswade – Saturday 21st August 2010

Information about the Day

On Saturday 21st August, Amey attended the Charter Market at Biggleswade, which takes place every Saturday, between 9.30am and 4pm. An excellent location was sourced in the market alongside the other market traders, and outside Lloyds Pharmacy, which encouraged nearby footfall. The weather stayed bright during the morning, which meant the market was busy and people were willing to stop and talk, see photo. The afternoon session was slightly less productive, as the weather turned for the worse and the rain kept some local people away from the market.



Number of People Talked To

Approximately 93 people were seen all day – split into 67 in the morning and 26 in the afternoon.

Summary of Public Responses

To summarise the feedback received at Biggleswade market: -

- Pavements need improving and more dropped kerbs required for mobility scooters
- Footway surfaces need to be improved, such as levelling pavements and clearing debris
- Not enough parking spaces available in the town
- Roads to local villages need improving
- More buses are needed between the local villages and Biggleswade
- Bus service needs to improve, such as late night services and buses to the railway station.

All responses from Biggleswade can be found in Appendix Eight.



Any Other Information

At every consultation details were recorded of individuals who wanted to be kept informed and also any other information that may prove useful for future consultations.

Only one individual wanted to be kept informed of upcoming progress with the Local Transport Plan, who gave his details to James Gleave. He had an issue regarding local buses, and he had not received any response to his initial query to another CBC Officer.

Amey collected additional information and development areas at each consultation, which were collated and reviewed based on the experiences witnessed. Some of these experiences may have affected the response rates in the local area.

- **Stotfold** - Only a few people seemed to attend because they had seen the press coverage, most people seen were passing trade. Further promotional activity would have been required to increase footfall via press coverage
- **Sandy** - Further assessment of the weather forecast would have been beneficial. As the exhibition stand was not covered, this caused difficulties with the rain as the public had nowhere to shelter when they wanted to stop and talk
- **Leighton-Linslade** – The covered market stall was very useful, especially with the afternoon showers. After the consultation session, Amey dropped off some information leaflets at the White House, Citizone and the Library
- **Biggleswade** - For most of the morning, a team of interviewers were asking local people questions about the town centre, to determine how the centre could be improved. The survey was being completed on behalf of Sam Caldbek from Central Bedfordshire Council; it may be beneficial to compare notes made in the future.



Conclusion

Overall, each of the consultation sessions went well with a good public turnout. A range of public behaviours were witnessed at the consultations – people who just wanted to take a leaflet home, those who wanted to quickly share their issues or comments, and others who wanted to talk in detail about proposed schemes and their local area. This meant the dynamics at each consultation were all very different. For many of the consultation sessions the weather was rather inclement and therefore may have impacted upon the number of people who wanted to stop and share their views. Whilst the weather cannot easily be planned for, it would have been wise to prepare further for uncertain weather conditions. However, this did not cause a negative effect at most of the consultations.

As shown in the attached appendices, local residents had a range of issues to share about transport provisions in their local areas and what could be done to improve these. Key themes that occurred across many of the consultations were regarding the provision of bus services – lack of late night services after 6pm, lack of travel information available and lack of joined up services between Central Bedfordshire, Bedford Borough and Hertfordshire. Cycle paths were also another key topic, which were mentioned at most consultations, whereby local residents wanted additional and tidier cycle paths to make it safer to cycle within Central Bedfordshire.



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