



Central Bedfordshire Local Transport Plan

Amphill & Flitwick

Local Area Transport Plan

Incorporating Clophill, Flitton and Greenfield, Maulden, Pulloxhill,
Steppingley, Tingrith and Westoning

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1. Background

1.1 What is the Local Area Transport Plan?

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

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

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

1.2 What area does it cover?

The LATP covers the main towns of Ampthill and Flitwick, and the surrounding settlements of Maulden, Clophill, Steppingley, Westoning, Pulloxhill, Flitton and Greenfield, and Tingirth. The area is located in the west of Central Bedfordshire and benefits from excellent strategic road and rail transport connections to the rest of the country via the M1 and the Midland Mainline station in Flitwick.

The total population of the area is in the region of 30,200 of which some 13,600 reside in Flitwick and 11,800 in Ampthill, Maulden and Clophill combined. Both main towns act as service centres for their surrounding rural hinterland, but also experience high levels of out commuting to larger local centres such as Bedford, Luton and Milton Keynes and also London further afield as a result of the good accessibility of the capital via both road and rail.

1.3 How does the LATP relate to the LTP itself?

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

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



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

Figure 1.1: Ampthill and Flitwick LTP within the LTP3 Structure

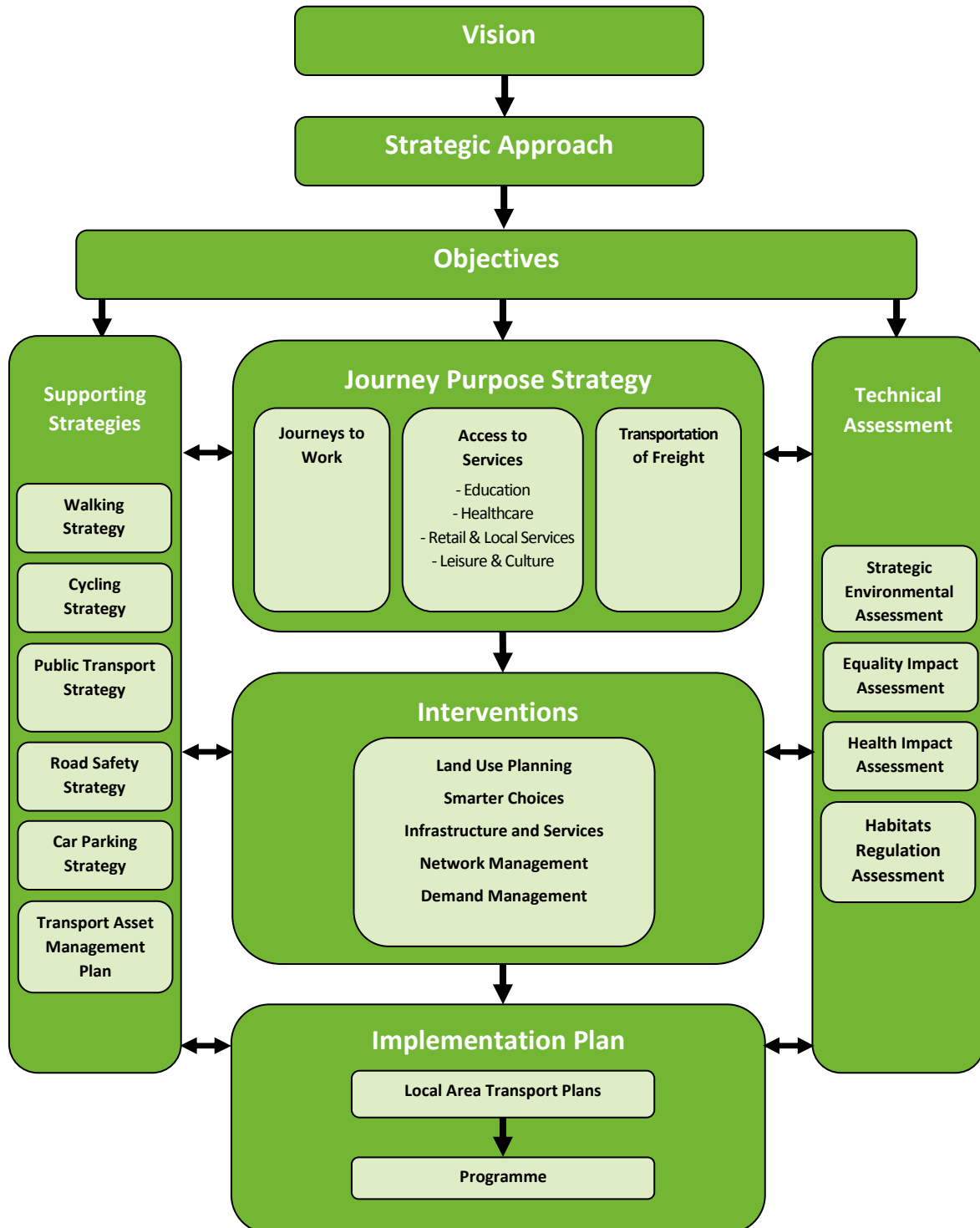


Figure 1.2: LAMP Areas



1.4 How is the LAMP Structured?

The LAMP is structured around the following chapters:

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



2. Planning Context

2.1 Ampthill, Maulden and Clophill Overview

Ampthill, Maulden and Clophill are located in the west of Central Bedfordshire close to the M1 and have a combined population of around 11,800¹. In the past 20 years Ampthill in particular has grown steadily through redevelopment within its built up area and through controlled expansion.

There are around 7,400 people of working age, of which 72% are economically active. A large number of residents commute out of the town for job opportunities particularly to Bedford, Luton, Milton Keynes and London².

Ampthill is bypassed to the south and west by the A507 which provides a direct link to the M1 motorway, whilst the B530 links the town to Bedford some 8 miles to the north. The town does not benefit from a rail connection itself although is only a short distance from Flitwick Station to the south, whilst bus services operate to nearby centres such as Bedford and Milton Keynes.

Clophill is strategically situated at the junction of the A6 and A507 at the heart of the authority with good links to all parts of Central Bedfordshire by road, whilst Maulden, located between Ampthill and Clophill benefits from easy access to the A507 to the south.

2.2 Flitwick and Steppingley Overview

Flitwick and Steppingley are located immediately to the south of Ampthill and have a population of around 13,600³ the vast majority of which live in Flitwick itself. Flitwick is the fifth largest town within Central Bedfordshire as a whole with some 9,300 people of working age of which 7,200 are economically active. A large number of residents commute out of the town for job opportunities particularly to Bedford, Luton and London, as in the case of Ampthill⁴.

Housing growth has been more significant than in Ampthill over the past 20 years and there are now few outstanding planning permissions remaining to be built. In the town centre, the existing retail offer is limited. A large Tesco food store is the focal point, although there few other shops. Scope exists for the future redevelopment of the centre to enhance the current retail provision.

Flitwick is well connected in transport terms with the A507 to the north providing access to the M1 motorway and the rest of the strategic road network, whilst the town benefits from a direct rail link to London via the Midland Mainline. First Capital Connect operates services every 14 to 16 minutes to Bedford and the capital.

¹ Central Bedfordshire Council Ward Profiles 2011

² Census 2001

³ http://www.centralbedfordshire.gov.uk/images/101117%20web%20population%202009_tcm5-29976.pdf

⁴ Census 2001



2.3 Westoning, Flitton and Greenfield Overview

The collection of settlements which comprise the Westoning, Flitton and Greenfield ward contain a population approaching 4,800. Situated to the south of the A507 and Flitwick and spanning the M1, the parishes which also include Tingrith and Pulloxhill have a working age population of some 3,200 of which 2,400 are economically active.

Table 2.1: Key Statistics

Area	Amphill, Maulden and Clophill	Flitwick and Steppingley	Westoning, Flitton and Greenfield	Plan Area	Central Beds
Population (2009)	11,810	13,610	4,770	30,190	252,900
Journey time to Central London:					
Road	1hr 25 min	1hr 15 min	1hr 10 min	Up to 1hr 25 min	Up to 1hr 50 min
Rail (fastest service)	n/a	45 min	n/a	45 min	30-55 min

Sources: Census 2001 / First Capital Connect / www.transportdirect.info

2.4 Local Development Framework

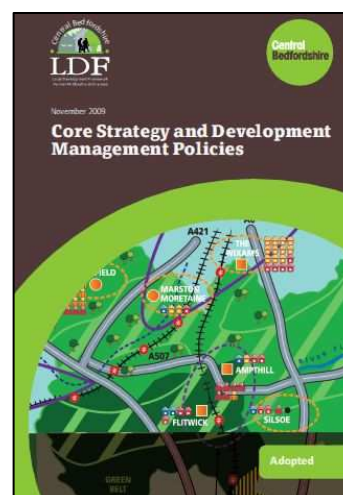
The scale and location of future development will have consequences for travel demand within the Plan area. The North Central Bedfordshire Local Development Framework (LDF) forms the basis to the identification of sites for future growth in the period up until 2026. The key elements of the LDF are the Core Strategy and Site Allocations Document and these are summarised below.

Core Strategy

The Core Strategy for the former Mid Bedfordshire part of Central Bedfordshire (now known as North Central Bedfordshire), details the vision and supporting objectives for the area in the period up until 2026.

It sets out the strategic approach to growth within the area and the scale of housing and employment provision to be accommodated, equating to some 18,000⁵ dwellings across North Central Bedfordshire as a whole.

The overall scale of new development earmarked for Amphill and Flitwick is set out in Table 2.2.



⁵ Core Strategy and Development Management Policies (Chp3, Page 22); November 2009



Central Bedfordshire Development Strategy

On 29 July 2011, the decision was taken by the Luton and South Bedfordshire Joint Committee to withdraw the Luton and Southern Bedfordshire Core Strategy. Subsequently, Central Bedfordshire Council has agreed to develop a new Local Plan covering the whole Central Bedfordshire Area.

For the North area, the North Central Bedfordshire Local Development Framework remains the statutory planning policy for the area. For the South Central Bedfordshire area, the Draft Core Strategy has been adopted as interim guidance for development management purposes.

Table 2.2: Development Proposed for Ampthill and Flitwick

Net Figures	Ampthill		Flitwick	
	Homes	Jobs (Ha)	Homes	Jobs (Ha)
Already Built (2001-2008)	118	0.82	360	-0.079
Already Planned	291	-0.66	38	1.72
Total	409	0.16	398	1.641
New Allocations Required	250-500	5-10	500-750	3-5

Source: Core Strategy and Development Management Policies; November 2009

Development Strategy for Central Bedfordshire

Central Bedfordshire Council has started work on a new Development Strategy covering the whole of the authority. This strategy will set out new policies for development including how many houses and jobs are needed and where they should be located.

On 16 February 2012, the authority published an Issues and Options paper for the Development Strategy for Central Bedfordshire.

This document is seeking views from local people on a variety of housing and employment development options, as set out in Table 2.3. The document does not stipulate the planned locations of this growth at this stage.

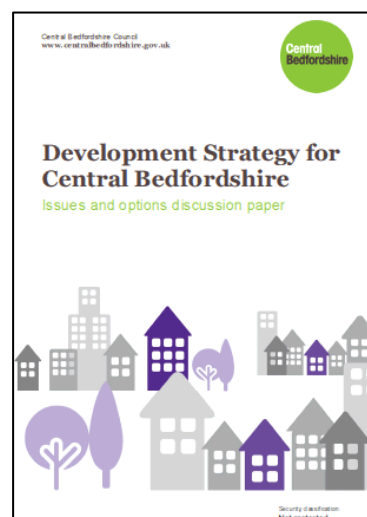


Table 2.3: Development Options being consulted upon as part of the Development Strategy

Housing Options	Employment Options
<ul style="list-style-type: none"> • Low level housing growth (13,000 new homes) • Low/Medium level housing growth (22,000 new homes) • Medium/High level housing growth (30,000 new homes) • High level housing growth (35,000 to 40,000 new homes) 	<ul style="list-style-type: none"> • Low jobs growth (current levels) • Medium jobs level growth (ambitious target modified for impacts of the recession) • High jobs level growth (current targets)

Site Allocations Document

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

The document was subject to a Public Inquiry in October 2010 and those sites included for development in the Plan area are set out in Figures 2.1 to 2.4 respectively, and are listed in Table 2.3 below.

Table 2.3: Development Sites in the Plan Area

Town	Sites
Amphill	<ul style="list-style-type: none"> • HA4 - Land west of Abbey Lane: Land west of Abbey Lane, Amphill is allocated for residential development providing a minimum of 410 dwellings. • HA6 - Land North of Church Street: Land North of Church Street, Amphill is allocated for a residential development of 40 dwellings and a 100 space long stay public car park in accordance with its approved planning permission. • EA3 - Land at Doolittle Mill (Phase 2): Land at Doolittle Mill (Phase 2), Amphill is allocated for B1 employment development and will serve as an extension to existing office development within Doolittle Mill. • EA4 - Land at Doolittle Mill (Phase 1): Land at Doolittle Mill (Phase 1), Amphill is allocated for B1, B2 and B8 employment development.
Flitwick	<ul style="list-style-type: none"> • MA2 - Land at Steppingley Road and Froghall Road: Land at Steppingley Road and Froghall Road, Flitwick is allocated for a mixed-use development to include a minimum of 450 dwellings, at least 1.1 ha of B1 and B2 employment, including bulky goods and retail development, and a dedicated open space area. • TC2 - Land at Flitwick Town Centre: Allocated for a mixed-use development providing a minimum of 85 dwellings, employment uses, retail and leisure use with transport interchange. The development will incorporate new pedestrian and cycle links. • RA1 - Flitwick Football Centre, Amphill Road: Granted



Town	Sites
	planning permission for the development of a new football pitch facility including 1 senior football pitch with fenced perimeter, 5 further senior/junior sized football pitches, 6 mini football pitches, car parking and a six team changing pavilion with other ancillary facilities.
Clophill	<ul style="list-style-type: none"> • HA17 - Land adjacent to Castle Hill Court: Allocated for residential development to provide a minimum of 10 dwellings. • HA18 - Land to rear of 122-124 High Street: Allocated for residential development to provide a minimum of 6 dwellings
Maulden	<ul style="list-style-type: none"> • HA24 - Land at Moor Lane: Allocated for residential development to provide 15 dwellings on 0.58 hectares. • EA7 - Land adjacent to 29 Clophill Road: Allocated for B1, B2 and B8 employment use on 1.8 hectares of land.

Figure 2.1: Maulden Development Sites

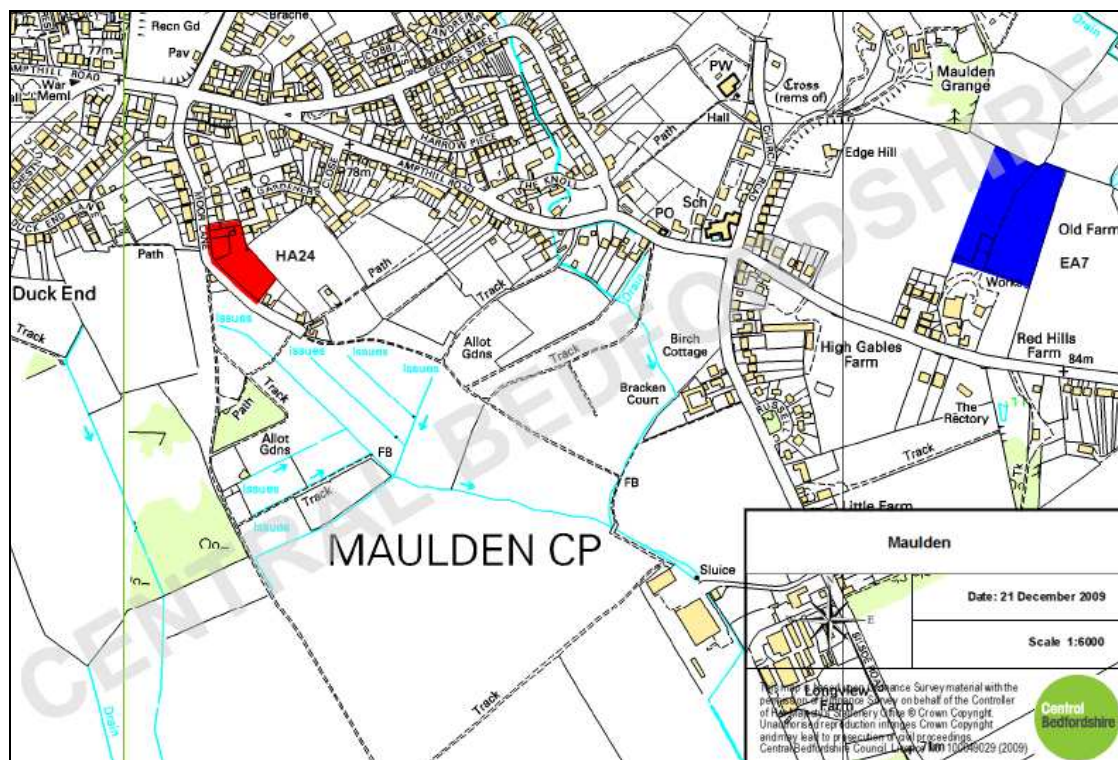


Figure 2.2: Ampthill Development Sites

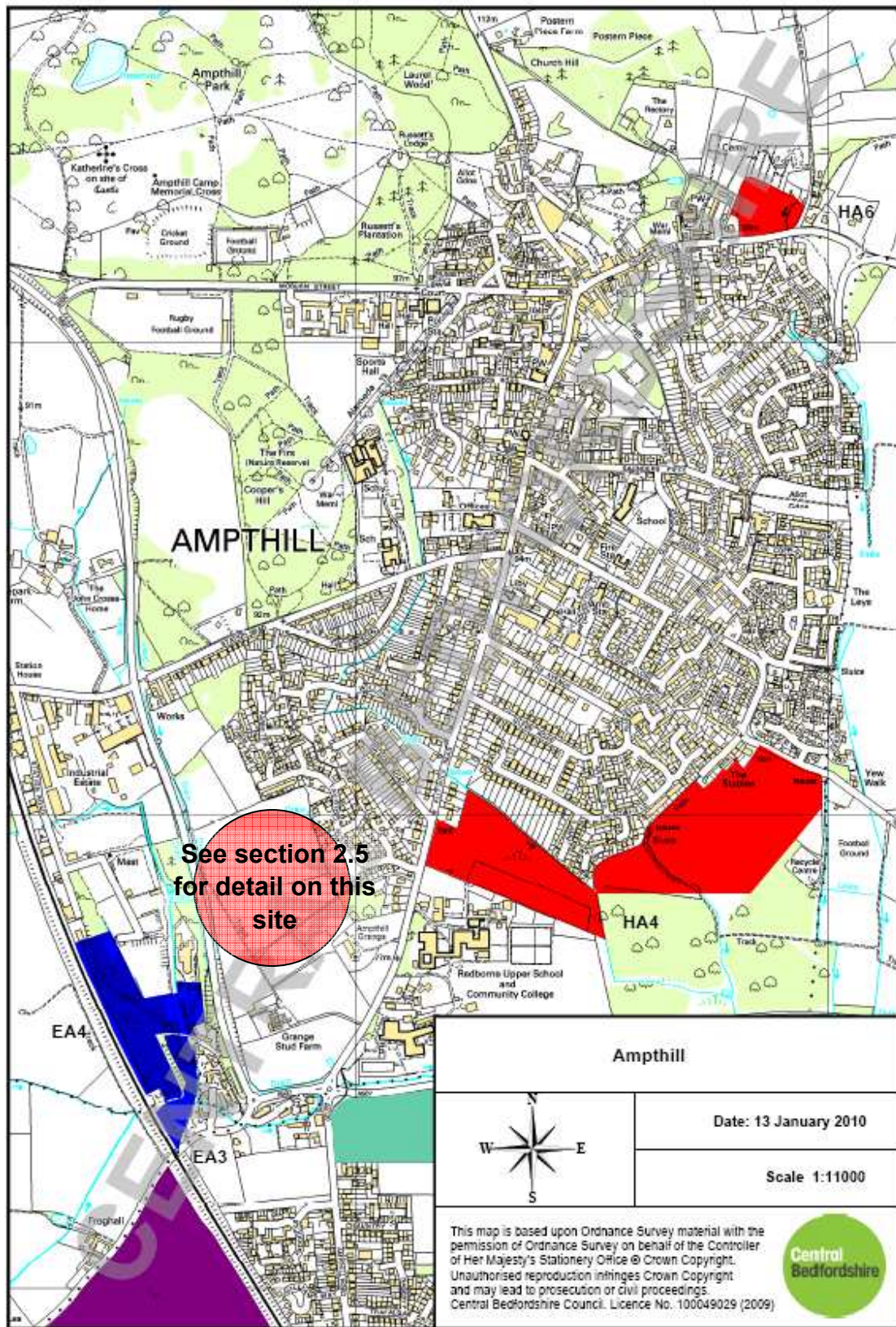


Figure 2.3: Flitwick Development Sites

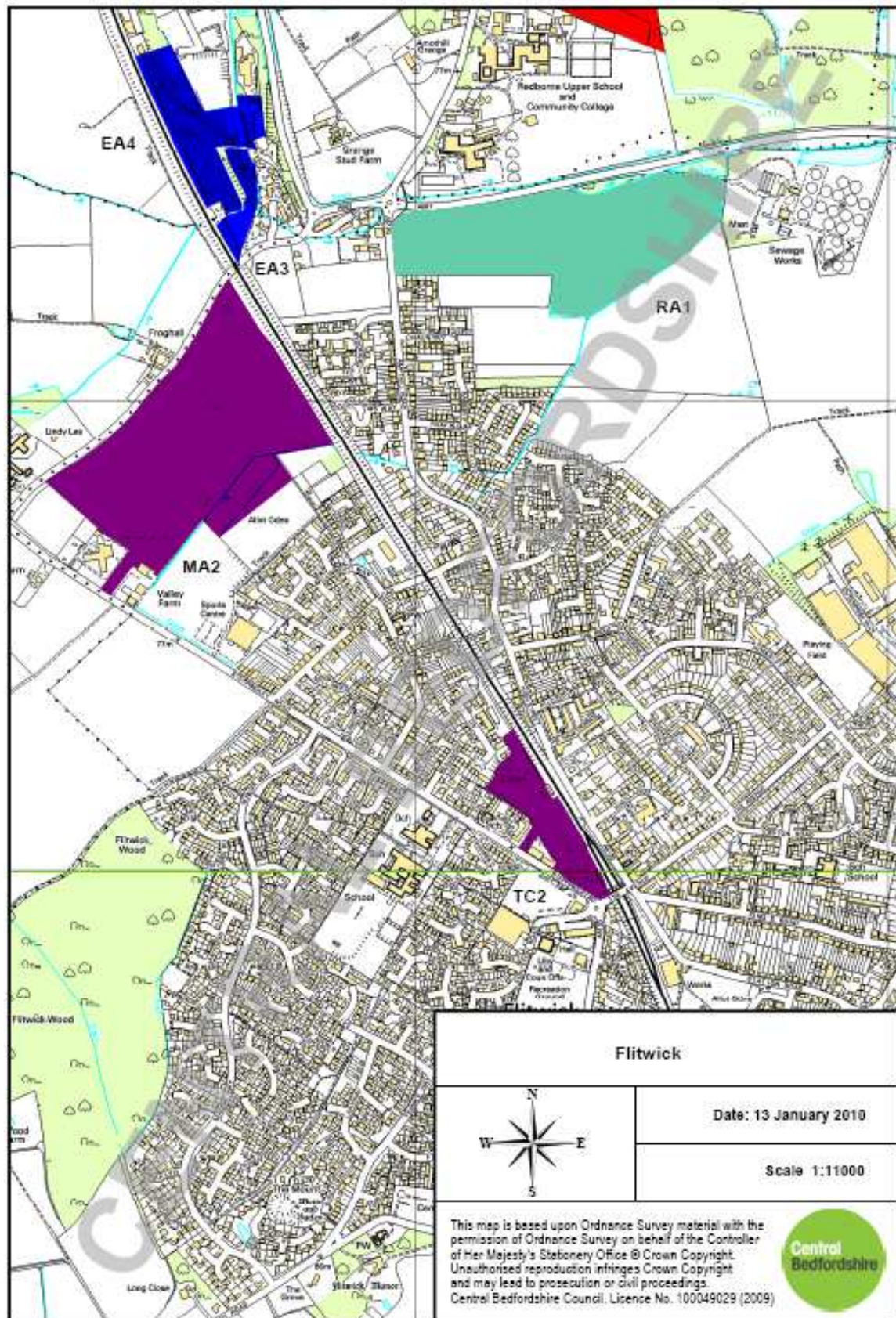
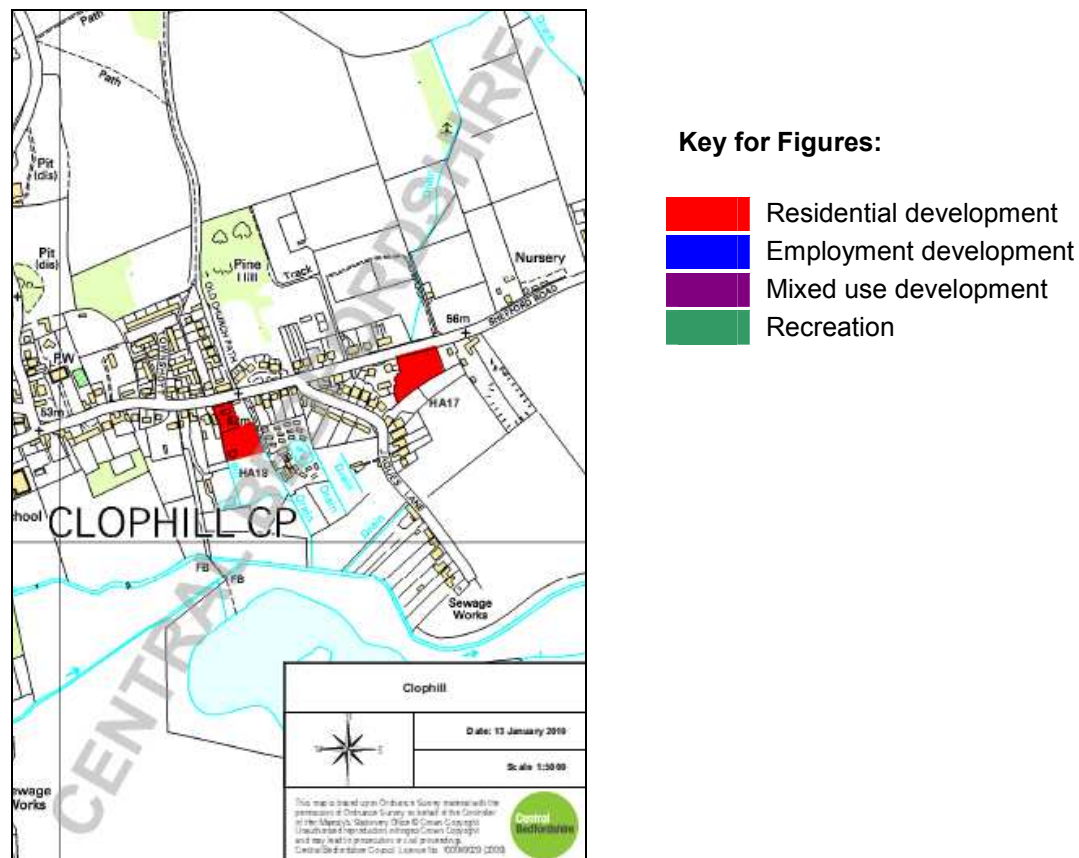


Figure 2.4: Clophill Development Sites



2.5 Other Developments

A number of developments were granted planning permission prior to the adoption of the current Core Strategy and Site Allocations documents and which are at various stages of development. The most significant of these is the development of land off Tavistock Avenue in Ampthill for the provision of 210 dwellings.

This site, between the existing built up area of Ampthill and the A507, provides new access directly onto the western bypass of the town and cycle parking within the development itself. Once complete the site will generate a significant increase in demand to travel in the town and demand for local service provision.

Center Parcs

Outside of the Plan area, a new leisure complex and holiday resort was granted planning permission in 2007. This development by Center Parcs will increase the demand to travel in and through the Ampthill and Flitwick Plan area.

The authority has sought to secure contributions from the developers to mitigate the impacts of the new site however, and proposals put forward within the LATP will capitalise upon this investment where required.



3. Local Studies

3.1 Ampthill Town Plan

The Ampthill Town Plan was produced in 2006⁶. It characterises Ampthill as an historic town at the heart of which is an inheritance of narrow streets virtually monopolised by through traffic.

The Plan details how this creates a conflict with the needs of Ampthill's residents living within easy reach of the town centre who might choose to visit by foot or bicycle but are put off by uncomfortably close, fast moving and intimidating traffic.

The vision for the town however is to create a pleasant environment for Ampthill, not dominated by motorised traffic, and which is safe and easy travel to, from and around for both residents and visitors.

The key transport issues highlighted in the Plan comprises:

- User-friendly access to the town centre for all pedestrians and cyclists.
- Extending and reinforcing the 20 mph speed limit.
- Improved bus services.
- Improvements for rail users by building a Flitwick - Ampthill railway station.

The action areas contained within the Town Plan through which these issues will be sought to be addressed locally entail:

- Establishing an Ampthill Traffic and Transport Action Group.
- Identify and encourage alternative routes for Ampthill's through traffic.
- Revive the campaign for a north/south bypass for Ampthill.
- Educate residents and businesses on considerate driving in the side roads.



Woburn Street, Ampthill



Public transport in Ampthill



Ampthill town centre

⁶ <http://www.ampthill.info/page43.htm>



3.2 Clophill Parish Plan

The Clophill Parish Plan was produced in September 2008⁷ and details local residents' vision for the future of the village. The Plan highlighted highways and transportation as the key area for improvement within the parish with priorities to:

- Improve road safety concerns and reduce speed through the village particularly along the A6 Bedford Road.
- Improve the maintenance of the highway and ensure gullies are unblocked.
- Improve the management of car parking, particularly on-street parking and the availability of dedicated longer stay parking.
- Improve pedestrian access and the crossing points to the local school together with the introduction of a 20mph speed limit.
- Extend the existing cycle track along the A507 from Shefford.



Clophill Village Green

3.3 Flitton and Greenfield Parish Plan

Transportation is the main concern of residents drawn out in the Flitton and Greenfield Parish Plan which was produced in August 2008⁸.

The document contains a policy statement which seeks to reduce through traffic and improve safety for all road users and pedestrians in the parish, and to eliminate parking on pavements and at problem locations through the provision of sufficient off road parking.

Additional priorities highlighted relate to the movement of HGVs through the villages, road maintenance, bus services and the provision of service information, and encouraging the use of bicycles.



Flitton village centre

3.4 Steppingley Parish Plan

The Steppingley Parish Plan was produced in January 2006. It expresses concerns over adverse impacts which may be generated as a result of the Center Parcs development to the west of Flitwick and the alignment of the Flitwick-Westoning bypass outline alignment.

The lack of public transport and information on the services which do operate are concerns of local residents as are road safety issues and the lack of footpaths to Flitwick.

⁷ www.clophillonline.co.uk/cpp

⁸ www.flittongreenfield.bedsparishes.gov.uk



3.5 Westoning Parish Plan

The Westoning Parish Plan was produced in 2009⁹. It recognises traffic as one of the main issues which affects the village on a daily basis, particularly in the form of the number of vehicles on the A5120 which bisects the parish. Issues associated with the volume and speed of traffic on the corridor are of particular concern.

To this end, support is expressed in the Plan to consider traffic calming measures where possible including the introduction of a 20mph limit in some areas of the village.

The introduction of a one way system on Church Road is drawn out in the Plan together with improvements to footpaths and maintenance of the routes to Harlington and Flitwick. Cycle lanes on the A5120 are also included within the Action Plan for Highways and Transport.

3.6 Flitwick-Westoning Bypass Scoping Study

A draft scoping study into a potential Ampthill – Flitwick – Westoning Bypass was published in July 2009¹⁰. This Study assesses the two potential alignments for the bypass (a western and eastern alignment) and the benefits which may be derived from a scheme being put in place.

The Study identified a preferred 11.6km route for a bypass of the towns to the west of Ampthill, Flitwick and Westoning. The scheme, which would cost £54 million based upon prices at April 2009, would see in the region of 19-24% of through traffic removed from the A5120 through the centre of Flitwick.

However the analysis of the benefits of the scheme indicates that the economic case for the level of investment required is weak. With a Benefit Cost Ratio (BCR) of 0.08:1 the study concludes that any bypass would not be feasible.

A further feasibility study is recommended, with a potential signing strategy to be introduced in the short term to encourage through traffic to take a more appropriate route.

3.7 Greensand Ridge Local Development Strategy

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

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

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

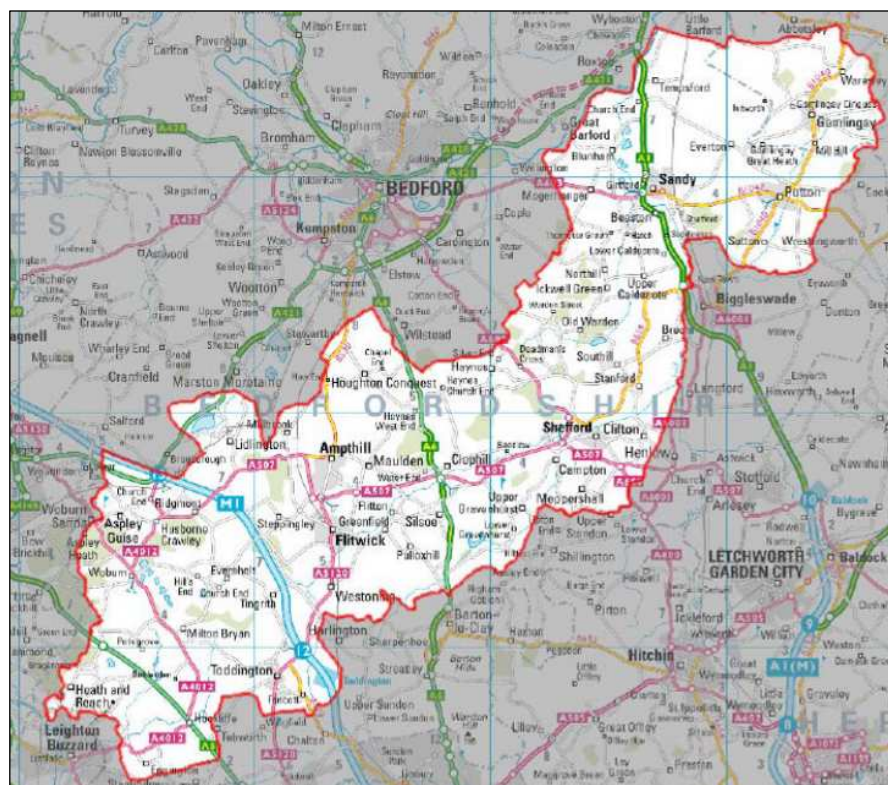
⁹ <http://www.bedsrcc.org.uk/communityPlanning/communityplanning3.html>

¹⁰ Ampthill – Flitwick – Westoning Bypass Scoping Study: Final Draft Report; Bedfordshire Highways, July 2009



- **“String of Pearls”** – Building upon links to much larger visitor attractions such as Center Parcs, this focuses on raising the game of smaller attractions. Promoting walking and cycling routes to, from, and between the attractions, networking, and effective marketing of local businesses are seen as particularly important means of achieving this.
- **“Taste the View”** – Supporting the competitiveness and the quality of local produce so as to increase its market share locally. This includes improving access to local and strategic supply chains, better sales and marketing, and improving the quality of local foods. This work has implications for freight traffic in rural areas, which would require careful management.
- **“Swiss Army Knife Centres”** – Developing a network of local centres that cluster a number of services under a single roof to provide economies of scale. Whilst these centres may improve access to such services, such centres would need to be located in areas with good access by sustainable transport.
- **“Putting the Green back into Greensand”** – Focussing on increasing the resource efficiency of local communities and businesses. A particular focus in this area is on developing small-scale eco-businesses. This may require support in the development of Travel Plans for communities and local businesses.

Figure 3.1: Greensand Ridge Development Strategy Area



3.8 Green Infrastructure Plans

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

These Plans have been developed for Ampthill, Clophill and Flitwick by the respective Town and Parish Councils in conjunction with the Greensand Trust, Bedfordshire Rural Communities Charity and the Marston Vale Trust.

The priorities identified within each of the Plans are set out in Table 3.1 below:

Table 3.1: Green Infrastructure Plans Priorities

Plan Area	Priorities
Ampthill (adopted June 2010)	<ul style="list-style-type: none"> • Cycleway from Ampthill to Millennium Country Park • Upgrade the cycleway between Ampthill and Maulden • Cycleway between Ampthill and Flitwick • Flitton to Ampthill Green Corridor
Clophill (adopted June 2010)	The priorities within the Clophill Green Infrastructure Plan do not focus on transport improvements, although proposals are contained within the document to improve footpath links along the riverside, to the allotments in the village and to ensure better connections better existing footpaths where they exist.
Flitwick (adopted June 2010)	<ul style="list-style-type: none"> • Cycleway between Ampthill and Flitwick • Shared use cycleway / footway along Maulden Road • Cycleway from Millbrook roundabout to Flitwick • New River Flit walk • Flitton to Ampthill Green Corridor



4. Modal Issues

4.1 Pedestrians

Both Ampthill and Flitwick are relatively small, compact settlements which enable local service provision to be accessed on foot for most able bodied residents, although it is recognised that this is not the case for those of more limited mobility.

The topography of Flitwick lends itself to walking, being relatively flat in the most part, although Ampthill is more undulating in places and therefore may deter the less enthusiastic pedestrians.



Lack of footways in Clophill

In the more rural villages which form the remainder of the Plan area, there are often a lack of footpaths in place and where they are provided they tend to be narrow and lack dropped kerbs or tactile paving. The lack of local services also makes walking to access such provision an unrealistic option for many residents.

Pedestrian Priority



Narrow footpaths in Ampthill

Ampthill: Ampthill town centre is dominated by traffic and results in poor priority being given to pedestrians. A mix of zebra and pelican crossings are in place to enable the main roads within the town to be traversed although often these are not on desire lines and result in less direct access for pedestrians.

The narrow width of pavements in places is such that two pedestrians cannot pass side by side. Coupled with the volume of traffic within the town centre, and the numbers of 'A-Boards' advertising local retail premises, the pedestrian environment is somewhat compromised.

Flitwick: Flitwick has a very different feel to Ampthill in terms of negotiating the town centre as a pedestrian. Notwithstanding this, the towns share similar problems in being traffic dominated in their central areas. The key areas of concern in Flitwick are the Dunstable Road / High Street and the Dunstable Road / Steppingley Road roundabouts in the centre of the town.

Where crossing points are provided these are often away from the desire lines of pedestrians. At the Dunstable Road / Steppingley Road roundabout, evidence suggests that as a result of this, pedestrians cross at a more convenient location for themselves, raising road safety concerns.



Pedestrian desire line in Flitwick



Street Furniture



Outdoor seating in Ampthill

Provision of street furniture differs across the LAMP area. Ampthill town centre benefits from a number of benches, bins and traditional street lighting.

However, the prevalence of retail outlets' 'A' Boards creates a perception of clutter whilst there is limited ability to provide more extensive street furniture due to the narrowness of a number of the streets themselves.

In Flitwick, benches are provided in the vicinity of the Tesco superstore for the use of customers although there are few other facilities in the town. It is a similar picture in the surrounding villages with often a lack of space for street furniture to be provided. The lack of lighting in particular can form a significant deterrent to would be pedestrians.

Permeability

There is a distinct lack of guard railing in Ampthill. This is in keeping with its Georgian feel and ensures that the townscape is not compromised by excessive clutter.

In contrast, there is a significant amount, and potentially excessive amount of guard railing in Flitwick. This is particularly prevalent on Station Road and The Avenue, which forces pedestrians to take a more convoluted route across the junction.



Pedestrian guard railing in Flitwick

Flitwick town centre is also disjointed as a result of being split by the railway line and the roads running through the centre. This creates a poor environment for pedestrians and difficulties in accessing shops and services on either side of the railway line.

The area between Barclays Bank and the war memorial in Flitwick town centre is set to benefit from improvements however, funded by the Town Council.



A507 near Clophill

Movement between the two urban areas is restricted due to the A507 forming a significant barrier to pedestrian movements.

The footbridge which has been provided over the strategically important east-west link is unattractive and inaccessible for the less mobile elements of the population.

Access over the A507 from Clophill is also via a pedestrian footbridge although it is wheelchair accessible unlike that in place between Ampthill and Flitwick.

4.2 Cycling

The relatively flat topography, compact nature and close proximity of Ampthill and Flitwick all are conducive to cycling and the authority is keen to increase the mode share of cycling for trips that are made within and across the settlements in the Plan area¹¹. Notwithstanding this, there are a number of aspects of the urban environment in particular which discourage potential cyclists from getting into the saddle on local roads, as draw out below.

Network Hierarchy

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

The network consists of intra-urban, inter-urban and regional cycle routes and was defined through a comprehensive mapping exercise undertaken by the sustainable transport charity Sustrans¹² under commission to the authority.

The mapped route network was validated through an extensive process of consultation with stakeholders groups including members representing the authority and Town and Parish Councils. The approved maps for Ampthill and Flitwick and their surrounds are included within Appendix B and Appendix C. These networks will form the basis of future investment in cycle infrastructure in the Plan area.

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

Infrastructure Provision

The urban network identified for Ampthill and for Flitwick consists of a total of 17 routes some 35 km in length. Of this network, some 80% is currently navigable although none of the routes have been signed and very few infrastructure measures have been put in place to assist cyclists.

In terms of parking provision, dedicated cycle stands are available at a number of sites which generate a large number of trips including:

- Tesco Supermarket, Rufus Centre, Leisure Centre and Railway Station, Flitwick.
- Waitrose Supermarket, Market Square, and Health Centre, Ampthill.



Cycle parking in Ampthill town centre

¹¹ The level of cycling in Ampthill and Flitwick is lower than that seen in other parts of the authority and across the country as a whole - see Journey Purpose Analysis in Chapter 5.

¹² Mapping works undertaken during 2008/09. The consultation process was managed by BRCC during 2009/10.



There are a number of locations where cycle parking is deemed to be inadequate, such as at Flitwick Station, and others where the usage of the cycle stands made available is low. On this basis, the Plan seeks to provide the right level of cycle provision in the right places, where current and future demand can be met.

4.3 Public Transport

Amphill and Flitwick are both served by bus services connecting to surrounding villages and the larger towns of Milton Keynes, Bedford and Luton further afield, whilst Flitwick also benefits from a rail connection via the Midland Mainline.

Bus Infrastructure



Bus stop in Clophill

There are no bus priority measures in either Amphill or Flitwick with limited scope for any to be introduced in the future. The quality of the waiting facilities varies within each town.

In some cases bus shelters are provided complete with lay-bys, raised kerbs and lighting, and bespoke timetable information, whilst in other cases only bus stop flags are provided with timetable information stuck or tied to the pole. Many stops also appear to be neglected and poorly maintained.

Bus services

The bus services operating within the LAMP area are detailed in Appendix A. It highlights that whilst there are a large number of different services, they are infrequent, do not operate on Sundays or outside of peak periods, and are heavily reliant on being subsidised by Central Bedfordshire Council. In addition where services are provided, the scheduling of these in Amphill and Flitwick often results in large gaps in provision followed by a number of buses turning up within a short timeframe.

The lack of frequent links to the main employment centres of Bedford, Milton Keynes and Luton in particular, reduces the potential to travel local residents to commute by bus. This is compounded by the old and often poor quality vehicles which operate along these routes.

Local operator Grant Palmer relocated to Flitwick in October 2011 providing the opportunity for improvements in service provision, however other commercial operators have indicated significant anticipated increases in operating costs due to increases in fuel prices which may threaten marginal services.

The public perception of bus services and the associated infrastructure provision across Central Bedfordshire as a whole is predominantly negative. This in itself forms a further barrier to be addressed to encourage greater take up of existing provision and create demand for new services.

Rail Services

First Capital Connect operates rail services from Flitwick Station to Bedford to the north and London and Brighton in the south. They operate at a 14-16 minute frequency with additional trains in peak periods. Details of the operations are contained within Appendix B.

Levels of patronage at the station equate to 1,175,000 journeys per annum, which compares to some 2,980,000 journeys at Bedford Station, around 411,000 journeys at Arlesey Station and 290,000 journeys from Harlington Station¹³.

Rail Infrastructure



Flitwick Station Access

Access to Flitwick Station is via a footbridge, with no surface level access or lifts dedicated to those with limited mobility. A proposed town centre redevelopment is expected to bring forward significant improvements to local infrastructure, although at present access, particularly for those with limited mobility, is often inconvenient.

In particular the scheme will seek to deliver a new public transport interchange, new car park for rail station users, a cycle / footbridge linking High Street and Steppingley Road, improved access to the railway station, and a new station building.

Investment is also planned as part of the Thameslink programme to improve capacity across its network and in particular to increase the platform length at Flitwick Station and enable it to accommodate 12 car trains. This is programmed to be delivered by the end of 2012 with improvements to services and the rolling stock by 2015.

Bus – Rail Integration

The Flitwick PLUSBUS ticket provides train passengers with unlimited bus travel on participating operators' services, around the whole urban area of Flitwick.

The ticket is effectively an add-on to a rail ticket and is available for £2 a day (£1.35 a day for a rail card holder) or £7 for the week.

PLUSBUS is recognised by bus service providers including Stagecoach, Grant Palmer and Flittabus within the Ampthill and Flitwick area and enables easy interchange between public transport users wishes to travel by both rail and bus, within the area outline in Figure 4.1.



Figure 4.1: PLUSBUS

¹³ Ticket sales data from the Office of Rail Regulation from 2009/2010.



4.4 Highways

Car ownership in each of the wards which comprise the Plan area is set out in Table 4.1 below. It demonstrates significantly higher levels of car ownership than across the country as a whole, with Westoning ward particularly benefiting from high levels of accessibility to private transport.

Table 4.1: Car Ownership

Ward	No car or van	One car or van	Two or more cars or vans
Ampthill	13%	37%	50%
Flitwick	13%	41%	46%
Westoning	8%	29%	63%
Central Bedfordshire	15%	41%	44%
England	27%	44%	30%

Source: Census 2001; Office of National Statistics

Strategic Road Network

The Strategic Road Network (SRN) is the responsibility of the Highways Agency and not Central Bedfordshire Council. Access onto the SRN from Ampthill and Flitwick is via the M1 motorway at junctions 12 and 13 to the west of the LATP area. The M1 provides excellent north-south links to the rest of the region and further afield.



The M1 in Bedfordshire

The level of stress on the M1 is high. Stress relates to the strategic capacity of the route in relation to the daily flow of vehicles, and does not take into account junction specific delays.

The M1 in the vicinity of Ampthill and Flitwick operates at between 110-130% of capacity. However the Highways Agency anticipates that levels of stress on the network will increase in the period up until 2026 to 130-150% of capacity as a consequence of the increase in demand for to travel along the corridor¹⁴.

This performance includes consideration of a scheme to increase the capacity of the motorway through the construction of a hard shoulder running programme between junctions 10 and 13.

Local Road Network

The SRN is supported by the local road network which is the responsibility of Central Bedfordshire Council. The LATP benefits from good local road links to the rest of the authority, the key routes of which comprise:

¹⁴ East of England Regional Network Report 2008; Highways Agency (http://www.highways.gov.uk/business/documents/RNR08_EE.pdf)

- **A6:** A key north / south route through Central Bedfordshire linking Clophill with Luton in the south with Bedford in the north. In 2010, the Annual Average Daily Traffic Flow (AADT) was in the region of 16,700 vehicles¹⁵ on the route, just north of Clophill.
- **A5120:** Links Flitwick with junction 12 of the M1 and forms the main north / south route through the town. The AADT of the A5120 in 2009 was slightly over 17,000 measured at a point immediately to the south of Westoning.
- **A507:** Key east / west link through Central Bedfordshire providing access to both the A1 and the M1 at junction 13. Flows on the route which forms a bypass to Ampthill equated to around 16,700 in 2009.
- **B530:** Links Flitwick, Ampthill and Bedford and carries a significant volume of traffic between the towns as an alternative north-south route to the A6.
- **Flitwick Road, Ampthill (unclassified):** Flitwick Road forms the main road through the centre of Ampthill and is subject to flows in the region of 12,700 vehicles per day¹⁶. Whilst this is lower than many of the other key routes in the LATP area it suffers from significant delays in peak times. To put these flows into context, the M1 in the vicinity of Ampthill and Flitwick experiences daily flows in the region of 101,000 vehicles¹⁷.



Flitwick Road, Ampthill

A bypass for the A5120 to the west of Flitwick and Westoning has been under consideration for some time as a means through which to reduce through traffic and local congestion. Initial assessment of the schemes impact however identified that the benefit the road would provide in comparison to the cost of works undertaken would be such that the scheme is not viable to take forward in its current context.

Road Safety

The number of people killed or seriously injured on the roads in and around Ampthill and Flitwick are set out in Table 4.2 below, with the geographical spread of these accidents highlighted in Figure 4.2. The majority of those killed within the five year period between 2006 and 2010 were car users by a significant margin.

Motorcyclists were also involved in a large number of accidents in relation to the number of trips undertaken by motorbike, although pedestrians and cyclists were involved in relatively few serious incidents on the network when considering the number of journeys made on foot or by bike.



Greenfield gateway feature into the village

¹⁵ All traffic flows taken from permanent counters in place and detailed on the website: www.c2trafficedata.co.uk

¹⁶ Based upon 2010 figures taken from annual average daily traffic counts

¹⁷ http://www.highways.gov.uk/business/documents/RNR08_EE.pdf



Table 4.2: People Killed or Seriously Injured in Ampthill and Flitwick (Jan 2006 – Dec 2010)

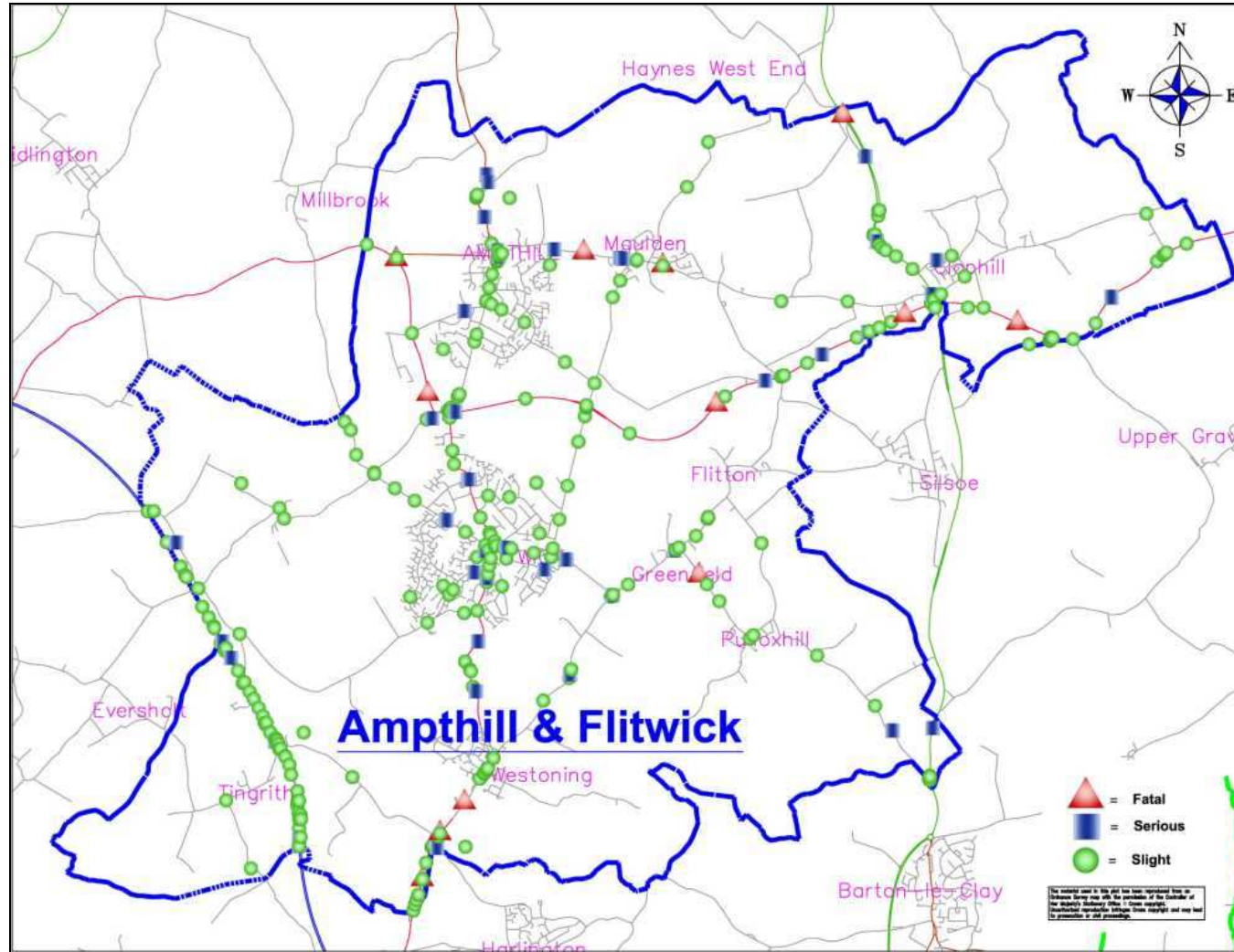
Casualties	Adults				Children				Total			
	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total
Pedestrians	2	4	19	25	0	4	11	15	2	8	30	40
Cyclists	0	2	19	21	0	1	6	7	0	3	25	28
Motor cyclists	1	10	26	37	0	0	0	0	1	10	26	37
Car users / passengers	8	33	294	337	1	1	18	20	9	34	314	357
Bus	0	0	1	1	0	0	0	0	0	0	1	1
HGVs / passengers	1	2	24	27	0	0	1	1	1	2	25	28
Other	0	0	2	2	0	0	1	1	0	0	3	3

Source: Bedfordshire Highways

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

- Those killed tend to have been in incidents occurring on the main roads between individual settlements, the A507 and A5120 for example, with no fatalities in Ampthill and Flitwick themselves.
- The exception to this is Maulden which witnessed a fatal accident and one which resulted in a serious injury over the five year period between 2006 and 2010.
- The main routes also tend to witness the majority of accidents which result in severe or slight casualties, although Ampthill and Flitwick town centres also suffer from a high proportion of cases.

Figure 4.2: Ampthill and Flitwick Road Traffic Accidents between 2007 and 2009



Source: Bedfordshire Highways



4.5 Car Parking

There is high demand for car parking in both Ampthill and Flitwick, to access the town centre in the former and predominantly to access the train station in the latter. Surrounding villages also experience high localised demand within their centres with parking often on narrow through routes and verges.

Scale of Parking Provision

There is significant demand for town centre parking in Ampthill and Flitwick. In Ampthill and Flitwick a number of parking charges are in place, together with other restrictions on use. The volume of provision in these centres is summarised in Table 4.3.



Car parking at Flitwick Lower School

Provision incorporates both dedicated on street and off street parking and seeks to strike a balance between short stay shopper and visitor parking and longer stay commuter parking.

Table 4.3: Main Car Parking Provision in Ampthill and Flitwick (*figures have been rounded)

Area	Location	Type of Parking	Number of Spaces*	Time Limitation
Ampthill	Waitrose	Off street	130	Up to 2 hours
	Bedford Street	On street	40	No limit
	Woburn Street	On & Off street	110	No limit
	Ampthill Football club	Off street	50	No limit
	Ampthill Park West CP	Off street	90	No limit
	Ampthill Health Centre	Off street	80	No limit
	<i>Church Street</i>	<i>Off street</i>	<i>100</i>	<i>To be constructed</i>
Flitwick	First Capital Connect Station CP	Off street	260	Varied
	'Commuter' Station CP	Off street	180	Varied
	Tesco	Off street	400	Up to 2 hours
	Flitwick Leisure Centre	Off street	200	No limit
	Rufus Centre	Off street	140	No limit

There is a general perception that there is a shortage of dedicated long stay parking provision in the towns, although in reality this is not the case. Where spaces are provided in Ampthill however there is a concern that they are situated too far from the centre of the town to be attractive to potential visitors, thereby resulting in their under utilisation.

Parking concerns in the more rural areas of the Plan area tend to concern on-street parking and the impact this has on accessibility, particularly for emergency vehicles, and the safety of pedestrians both in trying to cross the road and on the footpaths themselves.



Parking at Ampthill Health Centre

Parking Charges and Utilisation

Most car parking across the Plan area is free, albeit with time restrictions in places. The First Capital Connect (FCC) managed car park at Flitwick Station and the privately operated 'commuter' car park adjacent to it are the exception however.

Both operate on a 'pay and display' basis, the tariffs of which are set out in Table 4.4 below together with those of the 'premier car park', again operated by FCC.



Car parking at Flitwick Station

Table 4.4: Flitwick Station Car Park Charges (as of October 2011)

Length of Stay	First Capital Connect Car Park	FCC Premier Car Park	Privately Operated Car Park
Daily	£5.50	£7.90	£5.50
Daily (after 10am)	£3.00	£3.90	£5.50
Evenings (after 5pm)	£2.00	£2.30	n/a
Sat / Sun (Bank Hol)	£2.00	£2.30	n/a
Weekly	£26.00	£34.30	£22.00
Monthly	£90.00	n/a	£86.00
Annual	£825.00	£1,200.00	n/a

Occupancy for the First Capital Connect (FCC) managed car park is estimated to be around 45% to 60% on a typical weekday. This is down from 90% since the privately operated 'commuter' car park opened in 2010 and which currently has between 90% and 100% utilisation. However due a lack of willingness to pay parking charges, a significant amount of commuter parking occurs on surrounding streets within Flitwick. The demand for commuter parking will be reflected in future redevelopment of Flitwick town centre and the station surrounds.

Parking Restrictions

Commuter parking is a well recognised problem in Flitwick due to the high demand associated with access to the station. The only residents' parking zone in place across the Plan area is on Grasmere Close in Flitwick, and this is in place to restrict parking to residents only as a measure to eradicate commuter parking from the street.

However commuter parking is a problem elsewhere in the town. Anecdotal evidence also suggests that many users are attracted to using Flitwick station from the catchment areas of other stations on the presumption that it is easier to park, a factor which compounds the problems experienced locally.

In the more rural locations parking restrictions and charges are often absent leading to inappropriate and dangerous parking in particular areas. These problems are often most acute outside schools and around retail provision in the village centres.



Inappropriate parking on a narrow street in Flitwick



5. Journey Purpose Analysis

5.1 Overview

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

A Householder Travel Survey was undertaken in March/April 2010 which looked at the travel patterns of Central Bedfordshire residents. This survey forms the basis to the identification of the modal split for different journey types across the authority as a whole, whilst the Census, school and workplace travel plans and results from the schools census have also been utilised to identify the specific travel patterns of residents in the Plan area.

5.2 Journeys to Work

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

Distance Travelled to Work

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

Table 5.1: Distances Travelled to Work

Distance	Central Bedfordshire
0-2 miles	21%
2-5 miles	16%
5-10 miles	19%
10-20 miles	19%
Over 20 miles	25%

The table highlights that a large proportion of residents live within what may be considered a realistic walking or cycling distance from work, whilst a considerable proportion of the population work a considerable distance from the Plan area reflecting the lack of self containment of the towns and the need for local residents to seek employment further afield.

This has connotations for the ability of the authority to provide alternative forms of transport and a choice in means of travel for local residents seeking to get to work.

Modal Split

The comparative modal split of journeys to work for residents in the Ampthill and Flitwick LAMP area with those for the rest of Central Bedfordshire, and commuting trips across the rest of England, are set out in Table 5.2.

Table 5.2: Journey to Work Modal Split

Mode	Ampthill & Flitwick	Central Bedfordshire	Nationwide
Car	74.1%	75%	60%
Car (passenger)	5.4%	2%	7%
Walk	7.2%	11%	11%
Cycle	1.5%	3%	3%
Bus	1.6%	2%	8%
Train	8.6%	6%	5%
Other	1.1%	2%	6%

Source: Census 2001 / Central Bedfordshire Householder Travel Survey 2010

These figures focus on those residents who actually travel to work and factor out those residents who work from home. They demonstrate that there is a similar level of reliance on the car for journeys to work in the LAMP area as there is across Central Bedfordshire as a whole.

Journeys on foot, by bike and by bus are all lower than across the rest of the authority although train use is higher, as a consequence of the prevalence of Flitwick station and its direct links to London, Luton and Bedford.

5.3 Access to Healthcare

The Access to Services Strategy forms the evidence base to a number of the main journey purpose themes within the LTP, and focuses upon the ability of residents to access education, healthcare and retail provision. This section assesses the relative accessibility of these services in Ampthill and Flitwick in comparison to Central Bedfordshire as a whole.

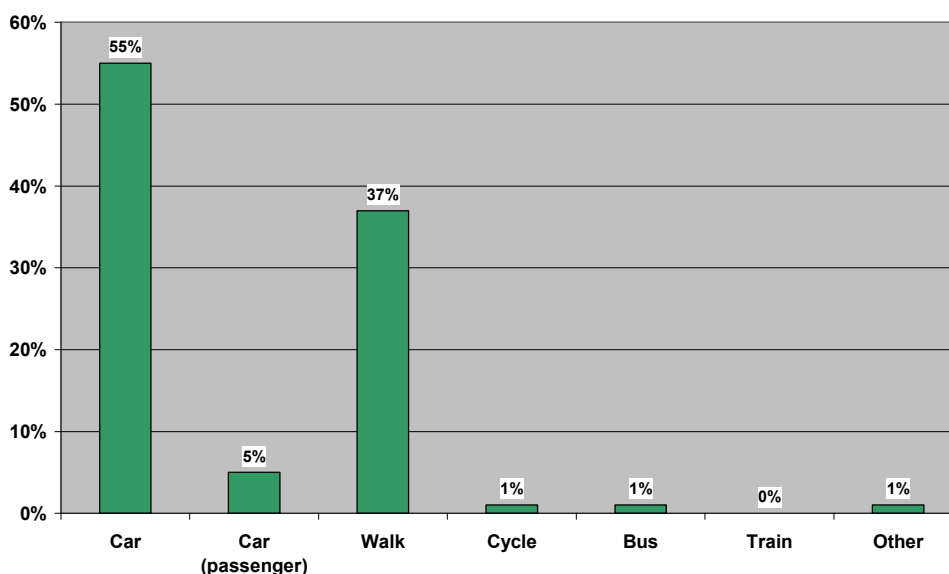
Access to healthcare in the form of a local doctor, nurse or health centre is an important factor in residents' perceived quality of life. Such provision in the Ampthill and Flitwick Plan area includes:

- Ampthill Health Centre, Oliver Street, Ampthill
- Oliver Street Surgery, The Health Centre, Oliver Street, Ampthill
- Greensand Surgery, The Health Centre, Oliver Street, Ampthill
- Houghton Close Surgery, 1 Houghton Close, Ampthill
- Flitwick Health Centre, The Highlands, Flitwick

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



Figure 5.3: Access to Healthcare Modal Split



Where more specialist or serious healthcare treatment is required, residents have to travel outside of the authority to access the nearest local hospitals, located in Bedford, Luton/Dunstable and Milton Keynes. There is a heavy reliance on using the private car for these trips.

5.4 Access to Education

Annual surveys of the way pupils travel are undertaken in schools and colleges across Central Bedfordshire which allows trends in changes in travel behaviour to be readily identified.

There are 10 lower schools, 2 middle schools and one upper school in the Plan area (as listed in Table 5.3) and the break down in how pupils travel to these establishments is set out in Figure 5.1. The comparative figures for the authority as a whole are also highlighted¹⁸.

The figures demonstrate that more children walk to school in the Plan area than pupils across Central Bedfordshire as a whole. There is less reliance on the car, although bus use is lower for all age groups than the authority wide average.

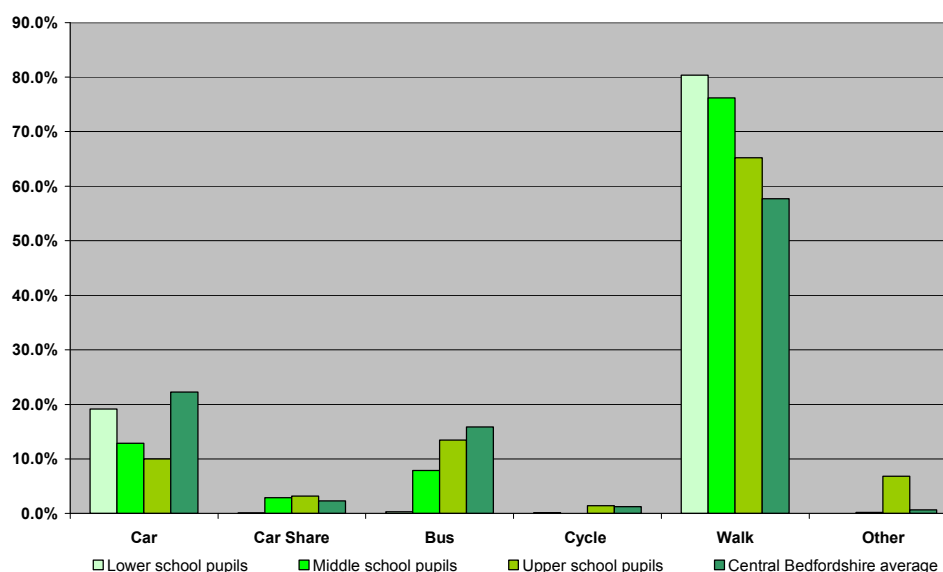
Cycling to school is limited across the authority and this is especially the case in the Plan area and for children attending lower or middle schools.

Table 5.3: Schools in the LATP Area

Lower Schools		Middle Schools	Upper Schools
Flitwick Lower School	St Mary's Lower School	Alameda Middle School	Redborne Upper School
Kingsmoor Lower School	Templefield Lower School	Woodland Academy	
Maulden Lower School	The Firs Lower School		
Pulloxhill Lower School	Westoning Lower School		
Russell Lower School	Greenfield Lower School		

¹⁸ Data attain from the Central Bedfordshire School Census; January 2011

Figure 5.1: Mode Split of Travel to School Journeys



There are a number of differences in travel patterns between the different schools in the Plan area and these are drawn out in Table 5.4. It highlights the greater reliance on travel to school by car for lower school pupils, with the notable exception of Westoning Lower School, no clear pattern in travel choices by middle school pupils, and a significant decline in the number of pupils walking to upper school from their time at lower and middle school.

Table 5.4: Comparison of Travel to School Mode Share

School	Car	Car Share	Bus	Cycle	Walk	Other
Lower Schools						
Kingsmoor	19.9%	0.0%	0.0%	0.0%	80.1%	0.0%
Russell	11.9%	0.0%	0.0%	0.0%	86.6%	1.5%
Pulloxhill	48.1%	0.0%	0.0%	3.7%	48.1%	0.0%
Russell	11.9%	0.0%	0.0%	0.0%	86.6%	1.5%
St Marys (Clophill)	19.8%	0.0%	0.0%	0.0%	80.2%	0.0%
Templefield	16.8%	0.0%	0.0%	0.0%	83.2%	0.0%
The Firs	30.0%	0.4%	1.4%	0.0%	68.2%	0.0%
Westoning	4.6%	0.0%	0.0%	0.0%	95.4%	0.0%
Middle Schools						
Alameda	17.6%	5.5%	16.4%	0.0%	59.9%	0.5%
Woodland	7.8%	0.5%	0.0%	0.0%	91.3%	0.3%
Upper Schools						
Redborne	9.5%	3.2%	13.4%	1.4%	65.2%	7.0%

Source: School Census 2010

This data is supplemented by the Householder Travel Survey undertaken in 2010 which highlighted that across Central Bedfordshire some 23% of children rely on the car to get to school, or further education college, whilst 53% walk, 2% cycle and 19% use public transport.



5.5 Access to Retail Provision

The focal points for convenience shopping in the Plan area are the two large supermarkets situated in Ampthill (Waitrose) and Flitwick (Tesco). Both are centrally situated adjacent to the respective town centres and are served by public transport, walking and cycling links, as well as providing significant levels of car parking for patrons.

A travel plan produced by Waitrose incorporated a survey of the mode of access customers made to the store and the results of this survey are included in Table 5.5 alongside the comparative modal split of journeys to access food shopping provision across the authority as a whole.

Table 5.5: Access to Main Food Shopping Modal Split

Mode	Ampthill (Waitrose)	Central Bedfordshire	Nationwide (all trip types) ¹⁹
Car	79%	75%	40%
Car (passenger)	1%	10%	23%
Walk	19%	12%	22%
Cycle	<1%	1%	2%
Bus	1%	2%	7%
Train	0%	0%	3%
Other	0%	1%	3%

(Source: Waitrose Travel Plan Monitoring Report 2010; Householder Travel Survey 2010)

The table highlights that there is a similar level of reliance on the private car for accessing retail provision in the Plan area as across the authority as a whole. A greater than average number of customers access the Ampthill store by foot however, potentially reflecting the central location and proximity to other local shops and residential areas.

Within this context, residents who responded to a Householder Travel Survey indicated that access to such provision was seen as easy or very easy across Central Bedfordshire as a whole.

5.6 Access to Leisure, Culture and Tourism

There are a significant number of locations in the Ampthill, Flitwick and surrounding area which generate trips associated with their leisure, cultural or tourism credentials. However due to the vast number of these sites it has not been possible to determine an accurate split in the modes local residents use to access such provision.

The authority will work with these sites to encourage the development of Travel Plans in each location, from which we will be able to develop a more precise picture of the nature of these journeys.

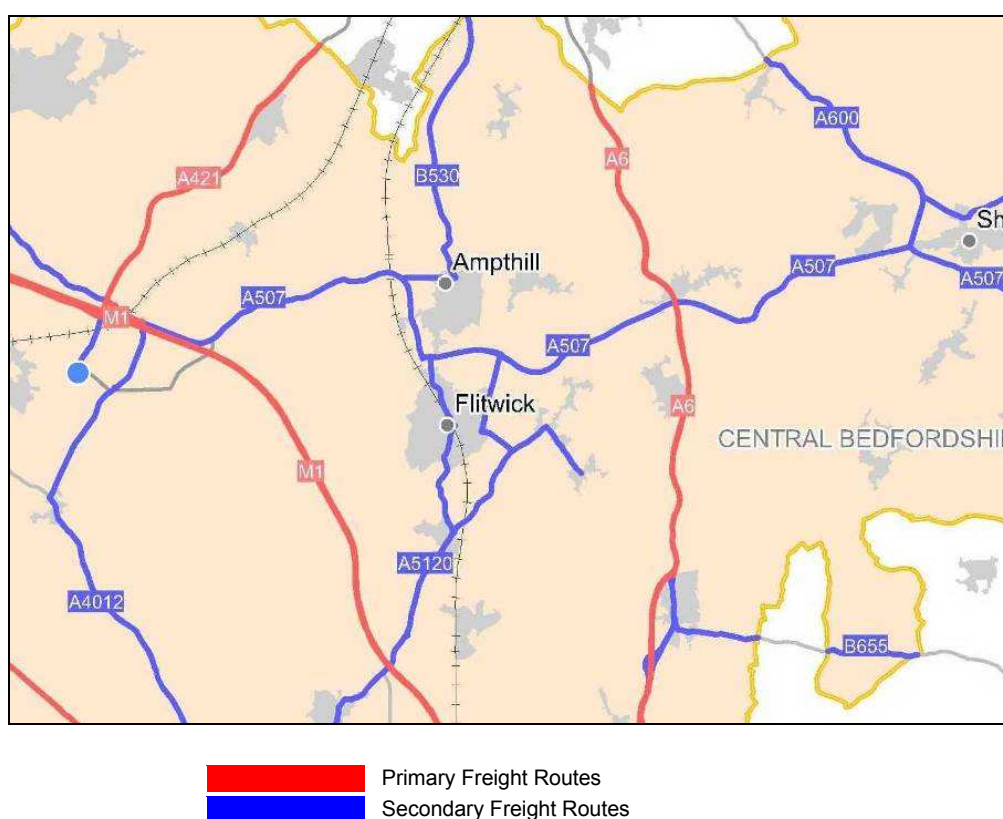
¹⁹ Transport Statistics Bulletin; National Travel Survey 2008, Department for Transport.

5.7 Movement of Freight

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

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

Figure 5.1: Designated Road Freight Network in Ampthill and Flitwick



There are a number of restrictions limiting freight movements across the Plan area. Weight limits are in place on a series of routes limiting access to Heavy Goods Vehicles (HGVs) on routes into Clophill and Maulden for example, and elsewhere in settlements within the area. A comprehensive list of HGV restrictions in place across the Plan area is contained within Appendix E.

Notwithstanding these measures which have been taken by the authority, concerns exist as to the movement of freight particularly through the centre of Flitwick and Westoning with vehicles accessing the M1 to the south, Tesco within the centre of the town and the Maulden Road Industrial Estate on the north eastern edge of Flitwick. The prevalence of vehicles in Ampthill is also of concern, often associated with the timing of deliveries to local stores.



6. Consultation & Engagement

6.1 Overview of Process

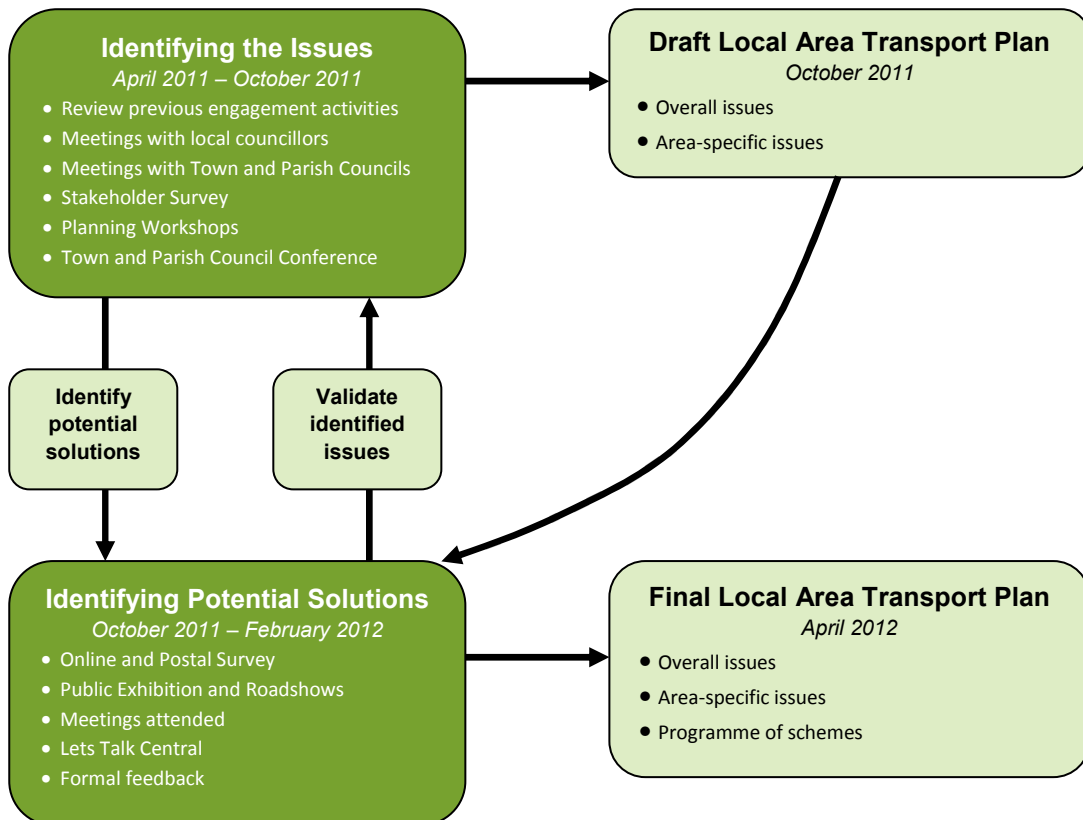
As part of the development of the Amptill and Flitwick Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public was undertaken by Central Bedfordshire Council.

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

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

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

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



6.2 Identifying the Issues

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

- **Review of Previous Engagement Activities:** A review was undertaken of responses to previous engagement activities to identify the local transport issues that had been raised historically in each LAMP area. This included reviewing responses to the consultation on the Local Transport Plan, and reviewing Town and Parish Plans where they had been developed.
- **Meeting with Local Councillors:** A meeting with local Central Bedfordshire Councillors was held on 15 August 2011 to brief them on the LAMP and identify their key issues relating to all transport modes and journey purposes.
- **Meeting Town and Parish Councils:** A meeting was held with Town and Parish Councils on 26 September 2011 to brief them on the Plan, and provide an opportunity to discuss issues relating to all transport modes and journey purposes. Individual meetings were held with specific Town and Parish Councils upon request.
- **Stakeholder Survey:** The authority sent out a survey form to key local stakeholders including bus and rail operators, requesting their input on identifying local issues in the area.
- **Planning Workshops:** The Central Bedfordshire Transport Strategy Team attended two planning workshops held for the local community at Priory House, Chicksands on 14 September 2011 and 21 September 2011. This gave the team the opportunity to discuss issues related to planning and transport with local stakeholders.
- **Town and Parish Council Conference:** An LAMP stand was manned at the Town and Parish Council Conference at Priory House, Chicksands on 5 October 2011. This gave the team the chance to discuss transport issues with representatives of Town and Parish Councils from across Central Bedfordshire.
- **Other correspondence:** The Transport Strategy Team also received correspondence from local stakeholders and local people on transport issues in their area.
- **Identifying Potential Solutions Stage:** Comments were also received on local transport issues as part of the identifying potential solutions stage. These comments were used to validate issues identified in the Draft Local Area Transport Plan, as well as identifying new issues to be included.

Overall Priorities

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

- **Tackle the poor public transport provision**
Highlighted as a concern not just in the main towns of Ampthill and Flitwick but across the Plan area in the more rural areas, focusing on the level of service provision, and the availability of information of what services do operate.



- **Improve conditions for pedestrians**
The quality and maintenance of footpaths in the urban areas, and the lack of footpaths in the more rural areas were cited as a key concern of elected members at both Central Bedfordshire Council and Town and Parish Council level.
- **Address the inappropriate routing of traffic**
The volume of traffic and the routing of freight in particular are historical concerns locally. The need to relieve pressure on roads through Ampthill and Flitwick and reduce the impact of freight on local communities is a clear remit of the LATP.
- **Reduce inappropriate parking and other parking pressures**
The lack of convenient parking in town centres, inconsiderate commuter parking surrounding Flitwick Station and dangerous parking on bends in some rural locations all contribute towards a requirement to tackle parking concerns.

6.3 Identifying Potential Solutions

The methods used through which to identify the potential solutions to the issues identified in the LATP are detailed below:

- **Online and Postal Survey:** An online and postal survey was undertaken to give further opportunities to identify local transport issues, and also to identify what solutions would enable these issues to be resolved. These included general improvements, as well as more specific schemes the respondents would like to see delivered.

The online survey was available during the formal consultation period on the Draft LATP between 24 October 2011 and 3 February 2012. Postal surveys were made available at local libraries and Town and Parish Council offices.

- **Public Exhibitions and Roadshows:** A series of public exhibitions and roadshows were held throughout the plan area, so that members of the public could come and talk to members of the Transport Strategy Team about the LATP, and identify the improvements that they would like to see. Exhibitions and roadshows that took place in this area were held in Ampthill and Flitwick libraries between 7-12 November 2011 and 12-17 December 2011 respectively.
- **Lets Talk Together Meeting:** Members of the public were invited to provide comments on the transport issues locally at the Lets Talk Together meeting held at Clophill Village Hall on 15 November 2011.
- **Let's Talk Central:** Central Bedfordshire Council's discussion website, Let's Talk Together, was available for people to leave their comments on transport improvements that they would like to see in their area. This was available during the formal consultation period on the Draft LATP between 24 October 2011 and 3 February 2012.
- **Formal Feedback:** Members of the public and stakeholders also had the opportunity to email, write, and telephone their comments on the Draft LATP, and what transport improvements they would like to see, as part of the consultation into the Draft LATP. This was available during the formal consultation period on the Draft LATP between 24 October 2011 and 3 February 2012.

- **Identifying the Issues Stage:** Some comments were also received on local transport issues as part of the identifying the issues stage. These comments were used to inform the development of the Final Local Area Transport Plan, including the programme.

Overall Priorities

An analysis of the results these channels of engagement generated revealed a number of potential solutions to issues across the LATP area. The schemes suggested for delivery were subsequently considered through the Scheme Prioritisation Framework and included within the Programme or Long List of measures to be funded as appropriate. Those which received the greatest level of local representation consisted of:

- **Increase pedestrian priority**
Through providing improvements for pedestrians in terms of new crossing points, revisions to junction layouts and the creation of new links between and within settlements, pedestrian safety and the attractiveness of walking as an alternative to the car may be enhanced.
- **Develop cycling as a realistic option**
More comprehensive and better quality cycle links to encourage take up of cycling, including for journeys to school and other service provision are encouraged.
- **Integration of transport modes**
The integration of different modes of travel, between connecting services and the general and coverage of transport networks was raised as being key to encouraging the take up of alternatives to the car and reducing the pressure on the highway network.
- **Routing of traffic**
The routing of traffic, particularly freight is seen as an intervention through which to not only reduce the impact of traffic on local communities but as a means through which to encourage more walking and cycling and with the associated road safety concerns it generates.

6.4 Informing the Local Area Transport Plan

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

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

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

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



7. Priority Action Areas

7.1 Identifying Priorities

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

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

As a consequence of this evidence base, the following sections and Figures 7.1 to 7.7 summarise the issues and highlight the key locations in each settlement as a priority for intervention.

7.2 Priorities in Ampthill

Analysis of the problems and issues in Ampthill, together with an assessment of travel patterns in the town and the feedback received from the consultation process on the LATP highlighted a range of issues to be addressed.

Particular priorities appear to have common causes – the desire to see improvements to pedestrian and cycling priority and safety are closely associated with the desire to see a reduction in through traffic in the town and particularly the removal of HGVs which are town accessing the town centre for deliveries for example.

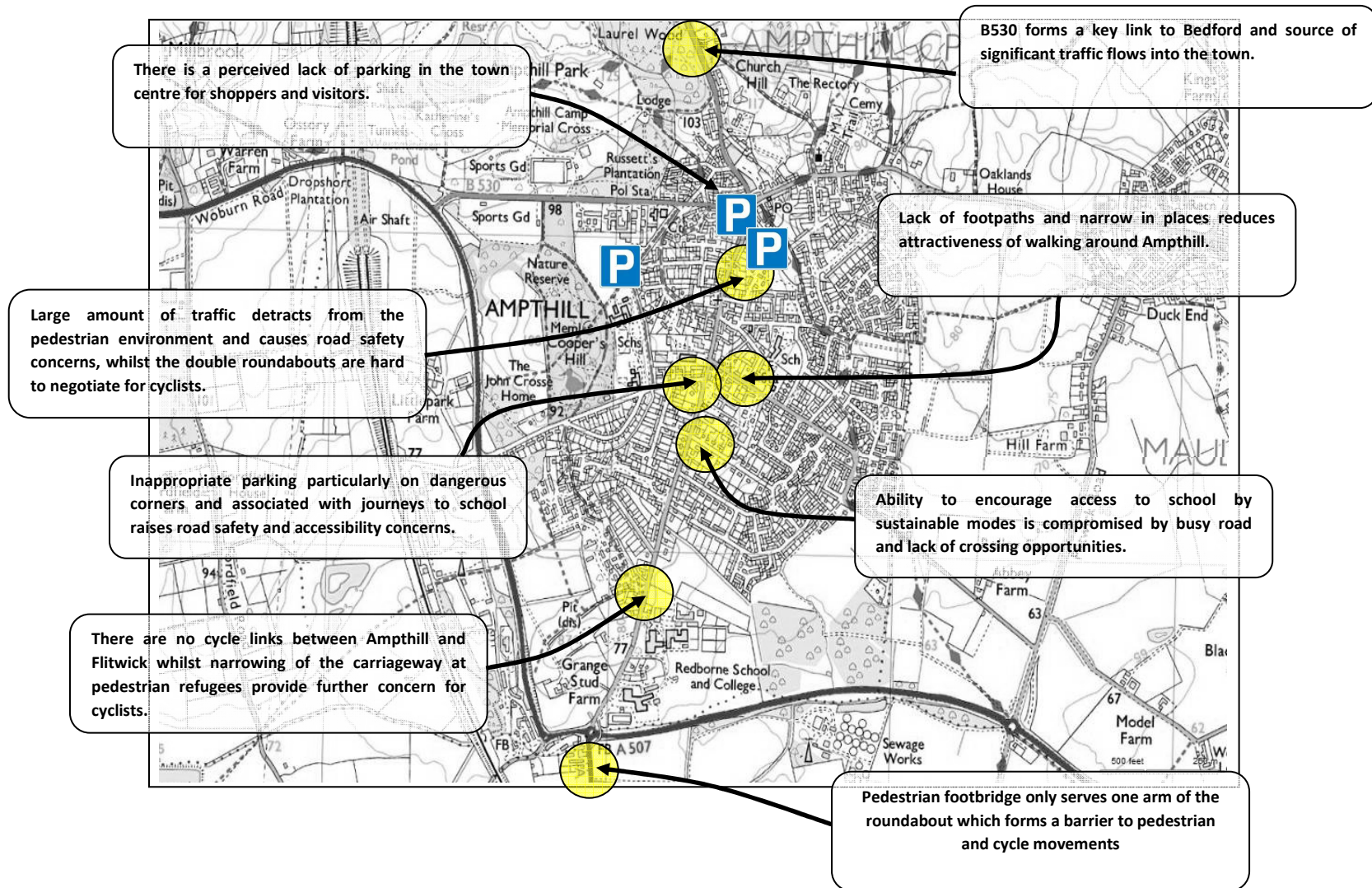
However, conflicting interests were also identified through the consultation process – whilst a desire was expressed to see traffic volume and congestion reduced in the town centre, a number of local residents and stakeholders also wish to see increases in town centre car parking spaces. The provision of the latter would undoubtedly detract from the ability to achieve the former.

What is apparent however is the lack of capacity of the existing transport network, its potential inability to cope with an increase in travel demand associated with new housing developments, and the lack of scope to increase highway capacity within the confines of the town.

Consequently it is recognised that where possible opportunities should be taken to encourage walking and cycling for short trips within the town, as a means of reducing reliance on the car and making better use of the existing capacity where no alternatives to the private car exist.

These priorities are summarised in Figure 7.1.

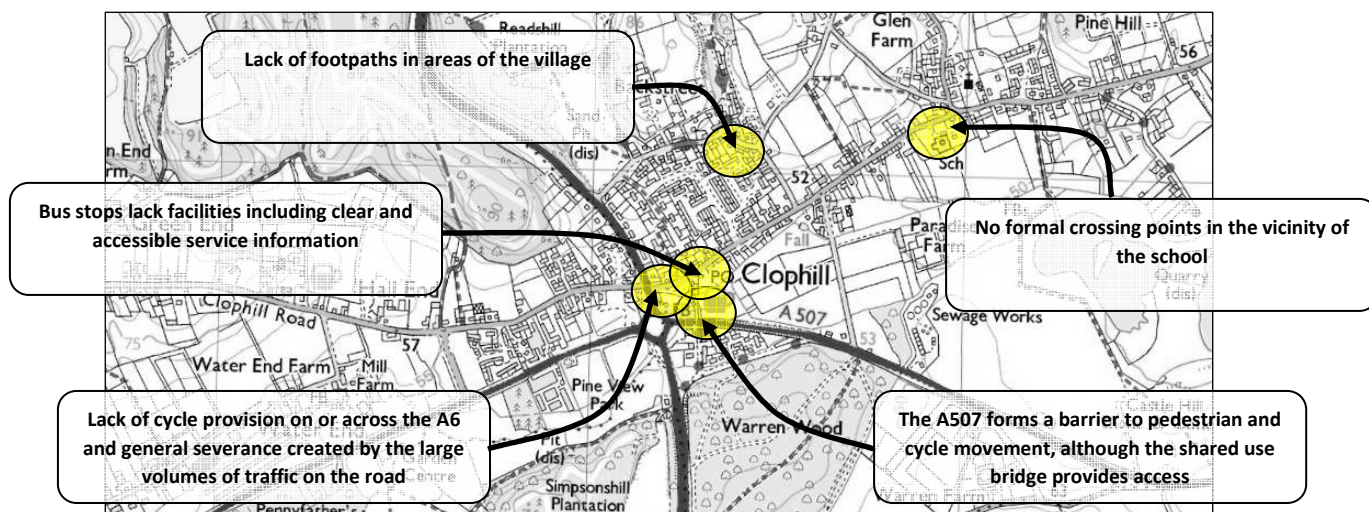
Figure 7.1: Priorities in Ampthill



7.3 Priorities in Clophill

There are few large trip generators in Clophill itself. However it is subject to significant volumes of through traffic on the A6 which is a key strategic north-south link within the authority. The road effectively severs Clophill from Maulden and reducing such severance is a key issue locally. Figure 7.2 highlights this and other local concerns.

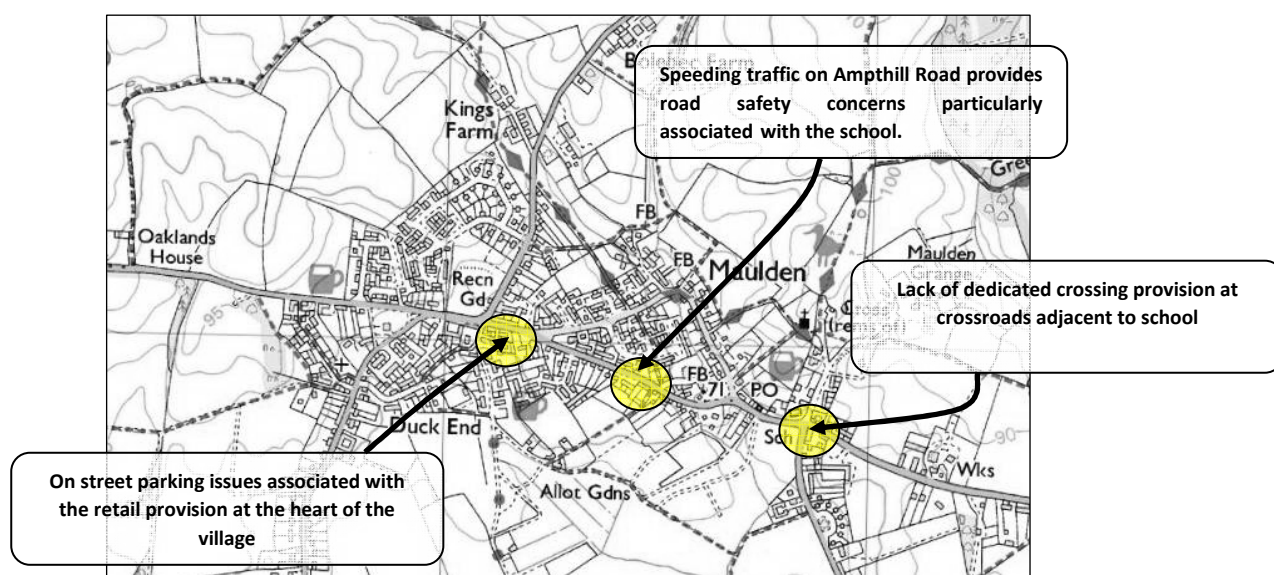
Figure 7.2: Priorities in Clophill



7.4 Priorities in Maulden

Amphill Road through Maulden is often seen as an alternative to the congested A507 for some motorists travelling between Clophill and Ampthill. This has prompted concerns to be aired by local residents and the Police as to the safety implications of speeding traffic within the village, and a priority for local action. Additional issues are also flagged up in Figure 7.5.

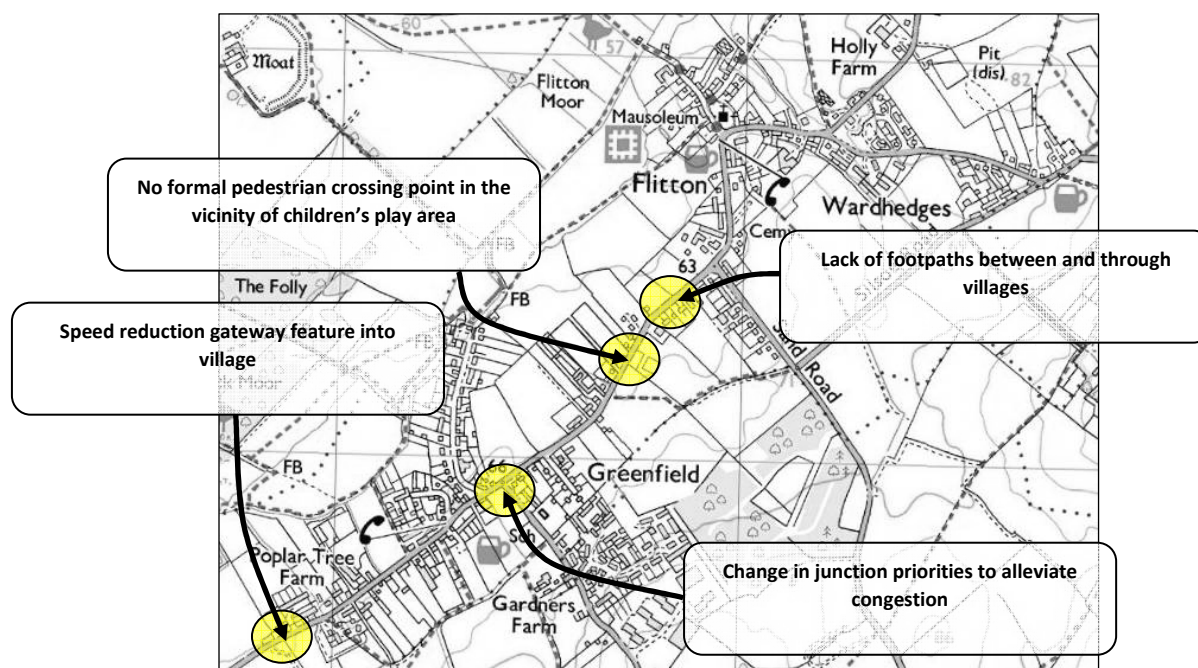
Figure 7.5: Priorities in Maulden



7.5 Priorities in Flitton and Greenfield

The prevalence of HGVs within the villages and the lack of public transport provision are central to the issues to be addressed in the area. A absence of footpaths and narrow footpaths in places also contribute towards the heavy dependency on the private for accessing employment opportunities and service provision.

Figure 7.4: Priorities in Flitton and Greenfield



7.6 Priorities in Flitwick

The majority of transport priorities in Flitwick revolve around issues associated with the Station. Whilst forming a huge asset to the town it does not maximise the opportunities it provides as a result of the lack of interchange opportunities, problems associated with access to the platforms, particular for those with limited mobility and concerns relating to parking provision.

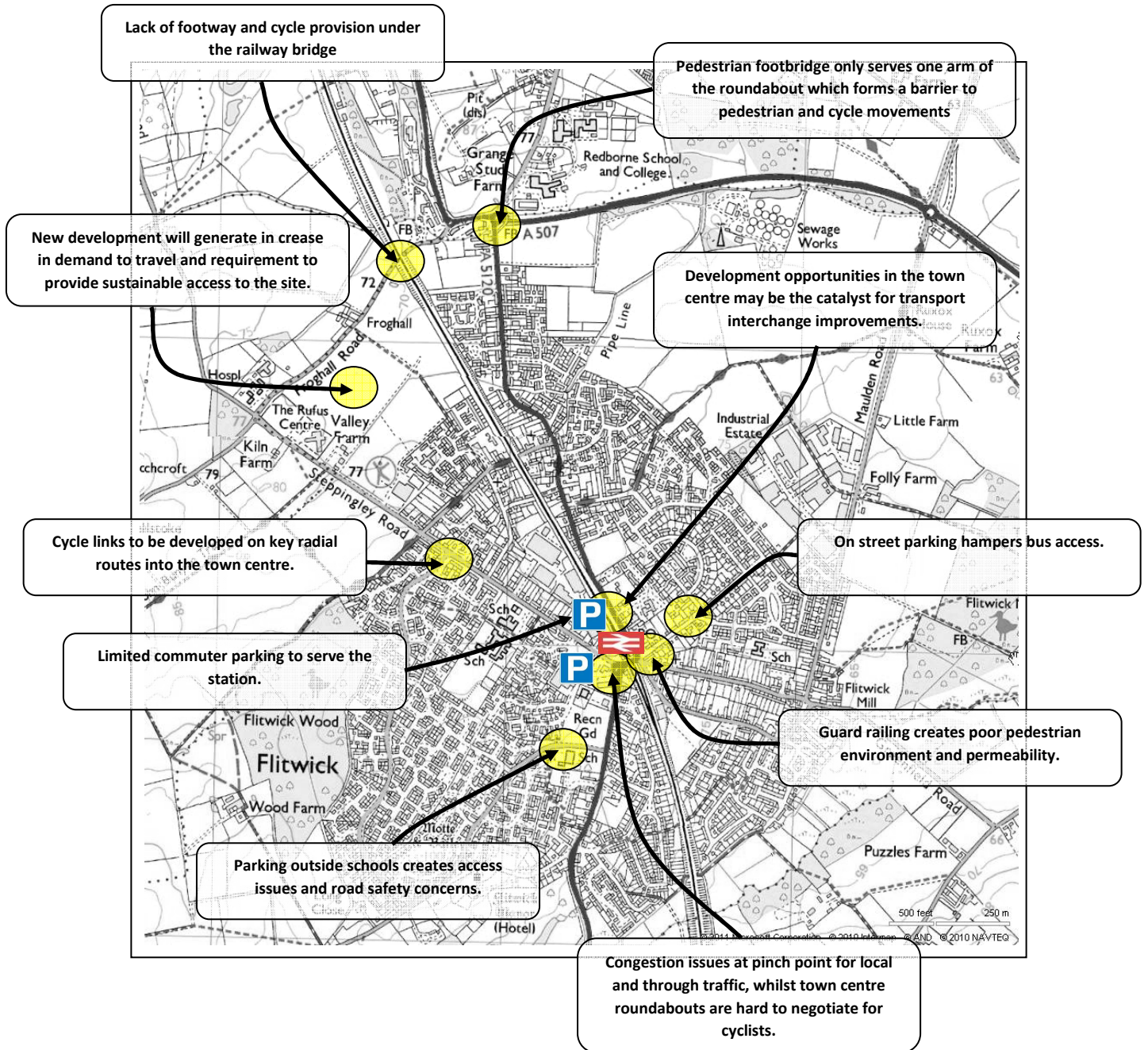
Development opportunities within the town centre may help to provide the impetus to address a number of these concerns together with more general issues experienced by pedestrians and cyclists in the town centre, due to the prevalence of general traffic.

Away from the town centre, there is a requirement for improved bus links to further afield, reducing the severance between Ampthill and Flitwick caused by the A507 and a priority to improve sustainable access and reduce parking pressures at other key trips generators in the town, particularly the schools and leisure centre.

These priorities are highlighted in Figure 7.5.



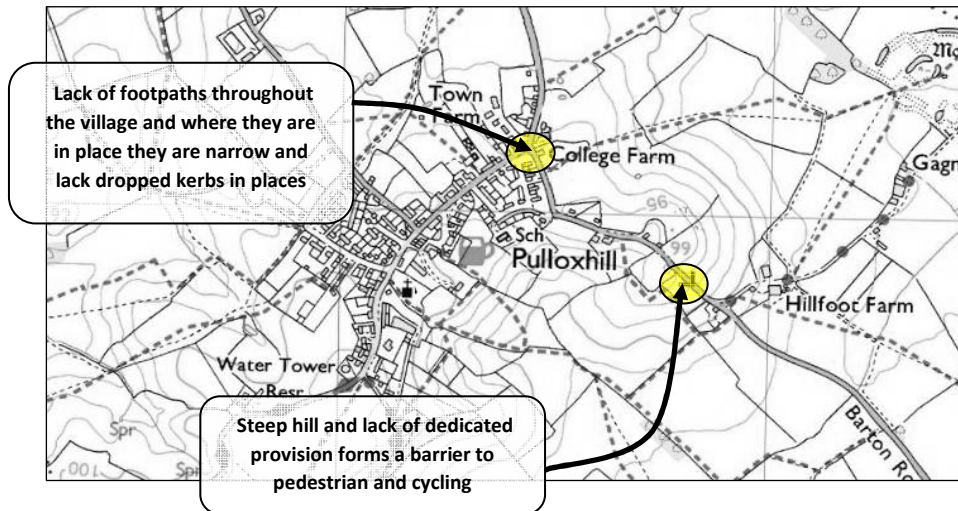
Figure 7.5: Priorities in Flitwick



7.7 Priorities in Pulloxhill

For short trips within the village the lack of footpaths and the narrow widths of many of the footpaths provided form a priority to be addressed. This is of particular concern for accessing the local school and for those with pushchairs or of limited mobility within the village.

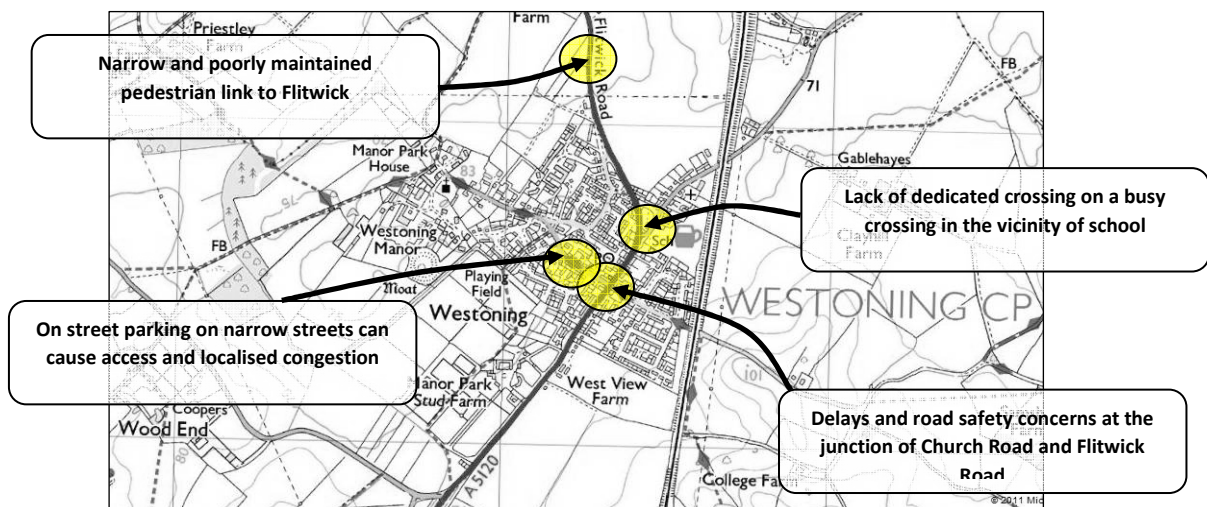
Figure 7.6: Priorities in Pulloxhill



7.8 Priorities in Westoning

Many of the priorities for action in Westoning are associated with the A5120 which runs through the centre of the village. The route forms a key link to the M1 to the south and generates significant traffic flows through the village resulting in road safety concerns being a priority area to be addressed, in the vicinity of the school and the parade of shops in the village centre. Furthermore access to Flitwick to the north for pedestrians and cyclists is compounded by the lack of dedicated facilities as drawn out in Figure 7.7.

Figure 7.7: Priority Issues in Westoning



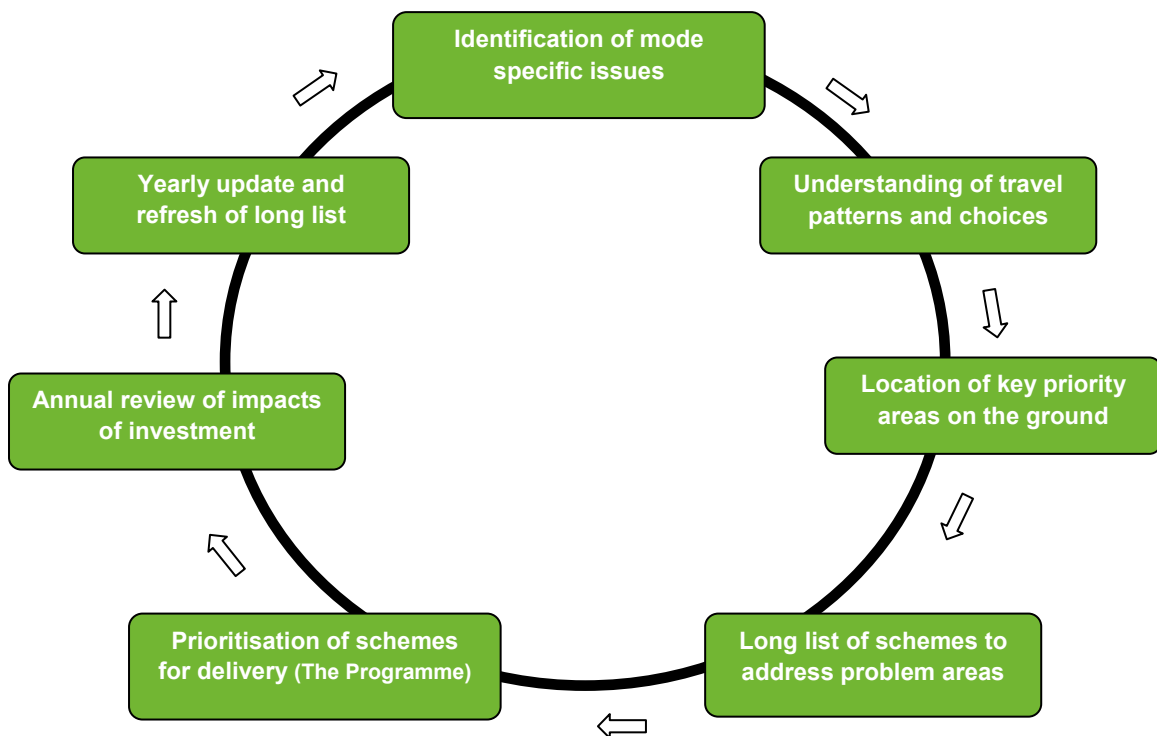
8. Programme

8.1 What is the programme?

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

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

Figure 8.1: Programme Development Process



8.2 How have the schemes been prioritised?

The schemes which have been identified to mitigate current and potential future problems on the transport network form a “long list” of measures to be delivered over the period of the Local Area Transport Plan. The list includes those schemes identified as necessary by officers and engineers responsible for different elements of transport provision, suggestions

from local representatives and members of the public drawn out in consultation on the Plan, and through the assessment of best practice from elsewhere.

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

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

Table 8.1: Scheme Prioritisation Criteria

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



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

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

8.3 How much funding is available?

The allocation of integrated transport funding for the authority as a whole is set out in Table 8.2, and Ampthill and Flitwick forms part of the second tranche of Plans which have been allocated £304,000 in 2012/13 and a share of a further £304,000 in 2013/14 (when the Tranche 3 LAMPs will also begin to be funded).

The breakdown of this funding between the second tranche of LAMPs is highlighted in Table 8.3. The basis for this funding split is the relative population size of each area.

Table 8.2: Integrated Transport Funding Allocation

Area	2011/12	2012/13	2013/14	Total
Growth Areas (Tranche 1)	£940,000	£913,500	£913,500	£2,767,000
Rest of Central Bedfordshire (Tranche 2 & Tranche 3)	-	£304,500	£304,500	£609,000
Local Safety Schemes (authority wide)	£320,000	£120,000	£120,000	£560,000
Total	£1,260,000	£1,340,000	£1,340,000	£3,940,000

Table 8.3: Second Tranche of LAMP Areas Funding Split

Area	2011/12	2012/13	2013/14	Total
Ampthill and Flitwick	-	£115,779	£85,293	£201,072
Heath and Reach, Toddington, Barton-le- Clay	-	£70,986	£52,294	£123,280
Marston Vale	-	£64,045	£47,181	£111,226
Shefford and Silsoe	-	£53,690	£39,553	£93,243
(Tranche 3)	-	-	(£80,179)	(£80,179)
Total	-	£304,500	£304,500	£609,000

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

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

8.4 What schemes are in the programme?

The schemes included in the Ampthill and Flitwick programme for 2012/13 and 2013/14 are set out in Table 8.4. The programme consists of only those schemes which can be funded through the integrated transport budget.

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

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

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

8.5 What schemes are in the long list?

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

8.6 Smarter Choices Measures

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



This will include:

Information provision:

- Cycle maps to accompany the development of new routes
- Timetable information at bus stops and via the Internet and mobile phones
- Travel hub information website addressing all journey types
- Targeted promotion events to raise awareness of schemes and benefits

Ticketing:

- Develop integrated ticketing options to support the better interchange between buses and bus and rail services.
- Pre-paid ticketing would also enable a faster transfer from one service to another.

Travel Plans:

- Encourage employers to develop Workplace Travel Plans alongside access improvements to industrial areas.
- Work with schools in delivering their Travel Plan targets as part of wider initiatives to reduce the dominance of traffic in and around schools.
- Flitwick Station is identified as a priority for the development of a new Travel Plan

Car Sharing:

- Develop car sharing schemes associated with a revision of car parking provision to prioritise spaces for those car sharing.

Promotion:

- Roll out cycle training through the 'Bikeability' initiative at Levels 1 > 3 for all school children.
- Encourage and deliver 'Scootability' training for all children who use their scooters to get to school.
- Undertake a programme of road safety education alongside national campaigns.
- Highlight national sustainable travel promotions including Walk to School Week, Bike Week and Car Share Week.



Travel planning in Leighton Buzzard



Leighton Buzzard Station has a Travel Plan in place



Car sharing

Table 8.4: Ampthill and Flitwick LAMP Programme of Schemes

Ref	Scheme	Town	Funding Profile			Notes
Cycling Improvements						
CY/01	Shared use footway and cycleway with signing, junction treatments and localised widening on Flitwick Road between Station Road and the A507 in Ampthill.	Ampthill	-	£50,000	£20,000	Enhancements to the basis scheme to be provided through the LAMP will be sought from contributions from local developments.
Pedestrian Improvements						
WK/05	Removal of guard railing and the provision of a direct replacement crossing point at the junction of The Avenue and Station Square.	Flitwick	-	-	£20,000	Will be developed in a way to incorporate the wider 20mph limit and associated works within the town centre.
General Traffic Improvements						
GT/16	Feasibility study into the introduction of a 20mph speed limit in Flitwick town centre and on the A5120 through Westoning.	Flitwick & Westoning	-	£20,000	-	Costs of the actual works and physical speed reduction measures will be sought from local developer contributions.
GT/09	Relocation of the existing northbound bus stop on High Street, Flitwick together with the provision of a new shelter in its place.	Flitwick	-	£10,000		Location of new stop to be decided in conjunction with bus operators and to maximise accessibility for passengers and minimise vehicle delays on the High St.
Public Transport Improvements						
PT/02	Development of a council travel information website to highlight transport provision across the authority.	LAMP wide	-	£35,000		On top of the set up costs of the site there are anticipated to be annual maintenance costs of £500.
PT/03	Provision of 50 timetable cases and bespoke timetables at bus stops across the LAMP area.	LAMP wide	-	-	£15,000	Timetable and map to be provided at each location.
School Safety Zones						
SRS/10	Development of a School Safety Zone incorporating 20mph signage, raised tables and build outs in the vicinity of Maulden Lower School.	Maulden	-	-	£50,000	Work in conjunction with the school and Police to address the key elements of safety risk.
Total			-	£115,000	£85,000	



Appendix A: Bus Service Provision

Amphill Bus Services

The bus services operating through Amphill are detailed in the table below:

Number	Operator	Type of Service	Weekday Frequency	Days of Operation	Areas Served
42	Stagecoach	Commercial	Every hour	Monday to Saturday	Flitwick to Bedford via: Amphill
	Grant Palmer	Partly commercial	Every 30 mins	Monday to Friday	Bedford to Dunstable via: Amphill, Flitwick, Harlington and Toddington
44	Grant Palmer	Financially supported by Bedford Borough Council and CBC	7 – 8 journeys per day	Monday to Saturday	Bedford to Silsoe via: Wilstead, Clophill, Amphill and Flitwick
140	Flittabus	Financially supported by CBC	Two services per day	Saturday only (from April 2012)	Toddington to Amphill via: Eversholt and Flitwick
197	Grant Palmer	Financially supported by CBC	One service per day	Tuesday and Saturday only	Milton Keynes to Biggleswade via: Shefford, Clophill and Amphill
200	Grant Palmer	Financially supported by CBC	Every 2 hours	Monday to Friday	Biggleswade to Flitwick via: Shefford, Clophill and Amphill
F1	Flittabus	Community Transport	Two services per day	Monday only	Clophill to Flitwick via: Maulden, Silsoe and Amphill
F3	Flittabus	Community Transport	One service per day	Third Tuesday of each month	Haynes to Milton Keynes via: Clophill, Maulden and Amphill
F5	Flittabus	Community Transport	One service per day	Wednesday only	Silsoe to Bedford via: Maulden, Amphill, Silsoe and Flitwick

Number	Operator	Type of Service	Weekday Frequency	Days of Operation	Areas Served
F6a	Flittabus	Community Transport	Six services per day	Thursday only	Clophill to Ampthill via: Maulden
F6b	Flittabus	Community Transport	Four services per day	Thursday only	Lidlington to Flitwick via: Marston Moretaine, Ampthill and Silsoe
F7	Flittabus	Community Transport	Four services per day	Friday only	Silsoe to Flitwick via: Clophill, Maulden and Ampthill

Flitwick Bus Services

The bus services operating through Flitwick are detailed in the table below:

Number	Operator	Type of Service	Weekday Frequency	Days of Operation	Areas Served
42	Stagecoach	Commercial	Every hour	Monday to Saturday	Flitwick to Bedford via: Ampthill
	Grant Palmer	Partly commercial	Every 30 mins	Monday to Friday	Bedford to Dunstable via: Ampthill, Flitwick, Harlington and Toddington
44	Grant Palmer	Financially supported by Bedford Borough Council and CBC	5 – 6 journeys per day	Monday to Saturday	Bedford to Silsoe via: Wilstead, Clophill, Ampthill and Flitwick
140	Flittabus	Financially supported by CBC	Two services per day	Saturday only (from April 2012)	Toddington to Ampthill via: Eversholt and Flitwick
197	Grant Palmer	Financially supported by CBC	One service per day	Tuesday and Saturday only	Milton Keynes to Biggleswade via: Shefford, Clophill and Ampthill
200	Grant Palmer	Financially supported by CBC	Every 2 hours	Monday to Friday	Biggleswade to Flitwick via: Shefford, Clophill and Ampthill
20	Centrebus	Operated under	Two services	Monday to Saturday	Pulloxhill to Luton via: Flitwick, Leagrave



Number	Operator	Type of Service	Weekday Frequency	Days of Operation	Areas Served
		contract to CBC	per day		and Toddington
X31	Centrebus	Financially supported by CBC	2 journeys per day Hourly (from Toddington to Luton)	Monday to Friday Saturday only	Flitwick to Luton via: Westoning, Harlington, Toddington, Houghton Regis and Dunstable
F1	Flittabus	Community Transport	Two services per day	Monday only	Clophill to Flitwick via: Maulden, Silsoe and Ampthill
F3	Flittabus	Community Transport	One service per day	Third Tuesday of each month	Haynes to Milton Keynes via: Clophill, Maulden and Ampthill
F4	Flittabus	Community Transport	One service per day	Fourth Tuesday of each month	Silsoe to Milton Keynes via: Flitwick
F5	Flittabus	Community Transport	One service per day	Wednesday only	Silsoe to Bedford via: Maulden, Ampthill, Silsoe and Flitwick
F6a	Flittabus	Community Transport	Six services per day	Thursday only	Clophill to Ampthill via: Maulden
F6b	Flittabus	Community Transport	Four services per day	Thursday only	Lidlington to Flitwick via: Marston Moretaine, Ampthill and Silsoe
F7	Flittabus	Community Transport	Four services per day	Friday only	Silsoe to Flitwick via: Clophill, Maulden and Ampthill
77	Grant Palmer	Financially supported by CBC	One service per day	Tuesdays only	Toddington to Hitchin via: Flitwick, Clophill and Barton le Clay
164	Cedar Coaches	Community Transport	One service per day	Fridays only	Marston Moretaine to Flitwick via: Lidlington and Brogborough

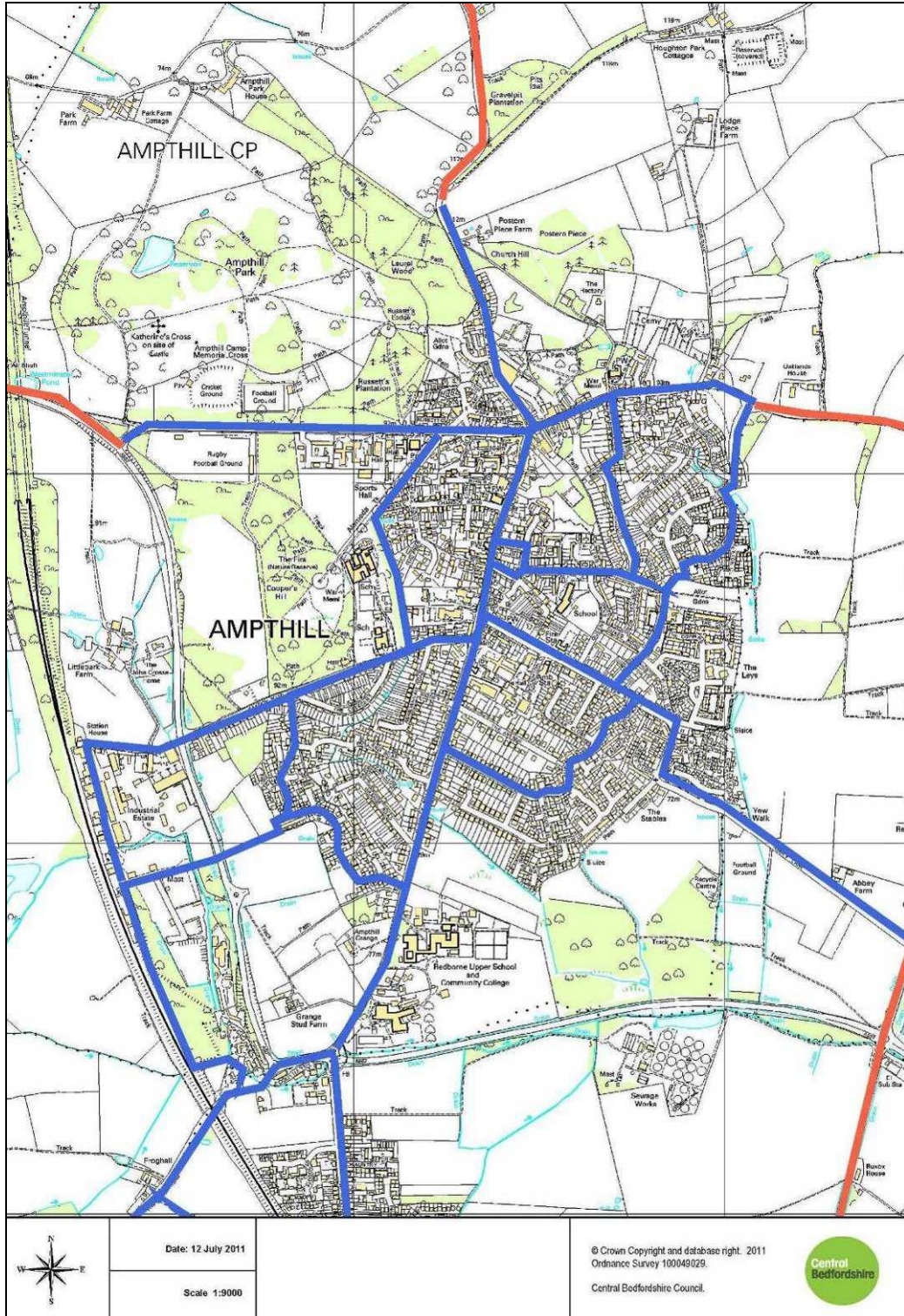
Appendix B: Rail Services

Flitwick is served by trains operating on the Midland Mainline. The table below provides details of these services although extra trains operate in the morning and evening peak periods.

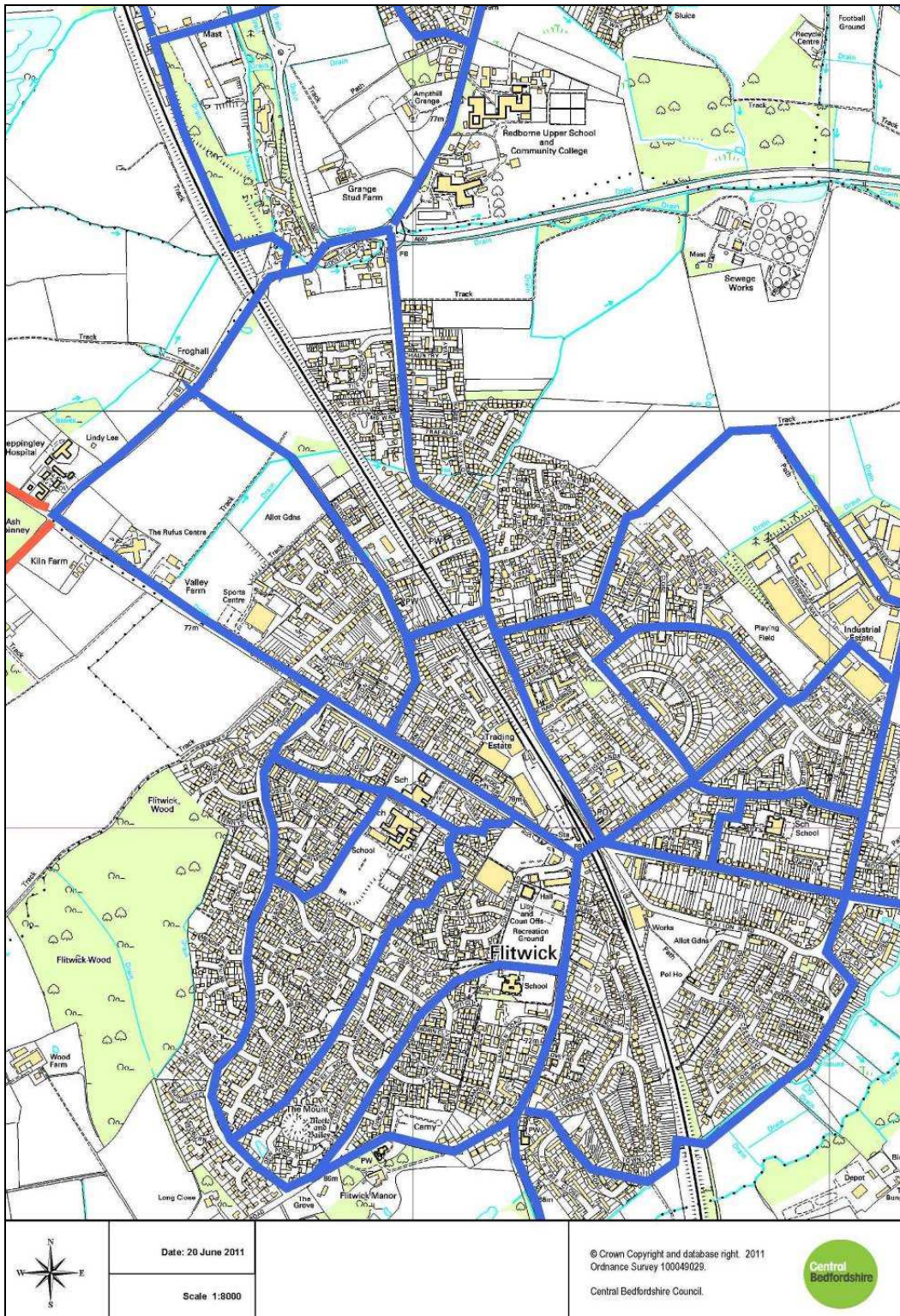
Train Operator	Frequency	Route
First Capital Connect	14 – 16 mins	Bedford, Flitwick, Harlington, Leagrave, Luton, Luton Parkway, Harpenden, St Albans, London St Pancras



Appendix C: Ampthill Cycle Network



Appendix D: Flitwick Cycle Network



Appendix E: HGV Restrictions

The table below contains a list of all Heavy Goods Vehicle restrictions in place across the Plan area. A comprehensive map of all restrictions across Central Bedfordshire is contained within the Freight Strategy of the Local Transport Plan.

Location	Route	Restriction
Amphill	Flitwick Road	7.5t weight restriction
Clophill	High Street	7.5t weight restriction
	Back Street	7.5t weight restriction
Hall End	Clophill Road	7.5t weight restriction
	Access off A507	7.5t weight restriction
Maulden	Flitwick Road	7.5t weight restriction (except for access)
Flitwick	Maulden Road	7.5t weight restriction
	Windmill Road	Height restriction
	The Avenue	7.5t weight restriction (except for loading)
Flitton	Amphill Road / Flitton Hill	7.5t weight restriction (except for loading)
Pulloxhill	Barton Road	7.5t weight restriction (except for loading)
	Sand Lane	7.5t weight restriction (except for loading)
Silsoe (for access to Flitton)	High Street / A6 junction	7.5t weight restriction (except for loading)
Steppingley	Froghall Road	13'6 height restriction
Westoning	Greenfield Road	15'6 height restriction
	Sampshill Road	Height restriction

Appendix F: Consultation Summary

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

CONSULTEE	COMMENT	RESPONSE
Amphill Town Council	Schemes to be considered in the LATP: 1. Shared Space 2. Woburn Street - zebra crossing. 3. Woburn Street – left hand filter onto A507. 4. Oliver Street/Houghton Close junction - yellow lining to prevent cars obstructing the junction. 5. Houghton Close – creation of a new parking area on Central Beds Council owned grass area end of Houghton Close. 6. Bedford Street – additional 'herringbone' parking bays. 7. Bedford Street – yellow hatched box o/s Waitrose car park entrance (short term). 8. Bedford Street – right turn lane for Waitrose customers' entering car park (long term). 9. Russell Drive – dropped kerb to provide disabled access to shops (a request has been received from a local disabled resident)	Schemes considered for inclusion in the programme through the scheme prioritisation framework
Natural England	No comments	n/a
Greensand Trust	No reference to the Green Infrastructure Plan which provides specific references to walks local residents want enhanced. Amphill and Flitwick both have GI plans, so does Clophill and Flitton and Greenfield. See content of Heath and Reach LATP	New section has been included to incorporate reference to the Plans.
	No reference to recreational journeys in the journey purpose analysis, with key recreational sites ignored	New section included on recreational journeys.
	Access to leisure should also be considered including swimming pools and leisure centres	These are taken into account. Additional text reflects this.
	What about the impact of Center Parcs?	Reference included in section on new developments
	Include a map of all the parishes in the LATP	Already included.
	2.1 – 3 rd para - Amphill does benefit from a rail connection as only a short walk to Flitwick Station	Wording amended.
	2.2 - Refer to Flitwick town centre redevelopment	Reference included.
	Table 2.2 - Include 410 homes planned at Warren Farm in figures of table	Most up to date information included in final draft.
	2.3 – spelling of Tingrith	Amended
	Figure 6.3 – include Amphill Park	Figures updated
	Figure 6.5/6 – Include Maulden Wood and The Working Woodlands Centre	
	Chapter 4 – needs to consider recreational journeys to places like Wrest Park, Maulden	Addressed in journey purpose chapter additional text referred to above.



CONSULTEE	COMMENT	RESPONSE
	Wood, Ampthill Park and the Forest Centre	
English Heritage	A north – south bypass of Ampthill could adversely affect the setting of Ampthill Park and other heritage assets. A western bypass of Flitwick could impact upon Flitwick Manor and Steppingley Conservation Area.	Noted and taken into consideration as part of the scheme prioritisation process.
Bedford Area Bus Users Society	Table 4.1 – need to label horizontal axis 4.3 – the neglected state of bus stops has been reported by BABUS Unbalanced frequency of bus service provision is an issue Poor presentation of timetables at bus stops. Bespoke timetables for individual services are requested. Generally inadequate timetable information is available at stops. Table 5.2 – is it possible that perceived barriers to bus services might be a factor in the low rate of bus use? 5.4 – makes no reference to further education colleges 6.2 – smarter choices. A Flitwick Station Travel Plan should be a priority.	All tables checked for accuracy Reference included Reference included Scheme considered through the scheme prioritisation framework It is likely to be one of a number of factors reflecting the analysis of bus use in the previous chapter. Reference included Reference included
CTC (Cyclist Touring Club)	Levels of cycling are only half that experienced in the rest of Central Bedfordshire and nationally. Lack of cycling to work and to upper and middle schools is depressing. Need in depth analysis of why this is the case. Chapter 6 - Many danger points for cyclists in the towns but are not adequately identified in the Priority Locations map. Figure 6.1 – does not identify the roundabouts which are dangerous for cyclists near Flitwick station bridge Figure 6.2 – fails to note adjacent mini roundabouts on Dunstable Street / Flitwick Road which are dangerous to cyclists Figure 6.2 – pinch points created by pedestrian islands on Flitwick Road / Dunstable Road Section 3.1 – Ampthill town plan refers to extending the 20mph zone but this doesn't appear to have been taken forward to be considered.	Cycling strategy is an appendix to the LTP and provides a detailed review of issues associated with cycling locally. Added reference provided in section 4.2 on cycling though to existing problems. Map updated to reflect these This is an issue with driver awareness as opposed to a problem with the highway design Scheme considered through the scheme prioritisation framework
Phillip Streeton, Littlepark Farm, Ampthill (via response to Amey)	Inconsiderate parking on South side of Station Road in Ampthill to the west of the A507. Creates dangerous access because of visibility. The roads are not adopted. Want extension to the double yellow lines on the road. Cycling, bus stop information etc should not take precedence over road safety.	Amey has previously responded to concerns saying that not considered necessary. Thoughts taken into account in the scheme prioritisation process
Flitwick Town Council	Site allocations, page 12. need RA1 Football centre reference 3.6 – Flitwick Westoning Bypass scoping study is still needed 4.1 – A review of safe pedestrian crossings is needed Page 21 – street furniture. Plans are in place to upgrade the area between the war memorial and Barclays bank by the town council and reference should be made to this. Agree with concerns over permeability and actions are required to make the centre more	Included in draft Reference to the scoping study is included within the Plan Noted and concerns taken into account in the scheme prioritisation process. Reference included. Noted

CONSULTEE	COMMENT	RESPONSE
	cohesive	
	4.3 – public transport. Want to see the existing services retained and additional service provided where possible. Real time information at bus stops is requested	Thoughts taken into account in the scheme prioritisation process
	Page 24 – improvements to disabled access at the station are required together with the development of an interchange to reduce car parking pressure	Reference included.
	Concern as to the routing of HGVs from Covanta development if M1 J13 is closed and the A421 is not available.	Routing plans have been produced by the developers.
	Consideration speed limit reduction between Westoning and Flitwick	Scheme considered through the scheme prioritisation framework
	Re-establish financial support for a town centre car park to ease current pressure	Car parking strategy is being produced to address parking specific issues
	Parking restrictions should be extended due to the parking of commuters on local roads	
	5.3 – healthcare. Parking pressures.	
	5.4 – education. Road safety issues due to speeding at school entrances. Town council is looking to establish a Speed Watch scheme and support from Central Bedfordshire Council is required.	Safety improvement schemes outside schools included within the long list of schemes to be considered for funding.
	5.5 – retail. Poor town centre parking affects small businesses.	Perception is reflected in the car parking section on modal issues.
	5.6 – freight. Need a survey to assess the number of HGVs using the railway bridge in Flitwick and for them to be redirected to more appropriate routes.	Scheme to remove freight from Flitwick considered through the scheme prioritisation framework.
	Zebra crossing on high street in Flitwick adjacent to the junction with Windmill Road is felt to be dangerous. Controlled pelican crossing requested or signing warning of the crossing.	It is council policy to provide zebra crossings instead of pelicans. A safety audit would have been undertaken when it was installed to ensure that it safe.
	Warning of low bridge on Froghall Road is required to supplement that already in place.	Addressed as part of the freight routing scheme included within the long list
	20mph speed limit through Steppingley requested.	Scheme considered through the scheme prioritisation framework
Flitwick at the Crossroads Residents Action Group (FATCRAG)	No reference to a Flitwick Town Plan	No such plan has been produced
	Flitwick – Westoning Bypass Scoping Study. No analysis / evidence of how it is not deemed cost effective. The bypass would make a considerable difference to the local environment. More in-depth analysis is required.	The LATP is not the place to repeat details of an extensive study. Copies of the studies are available on request.
	4.1 – pedestrians. Flitwick is not a safe walking environment particularly along the A5120. More roundabouts at key junctions are needed as are traffic calming measures and pedestrian crossings. Speed limit reduction should be considered and footpaths repaired.	Schemes along the lines of those suggested have been assessed through the scheme prioritisation framework and included within the programme / long list where relevant.
	4.2 – cycling. More dedicated routes with clear signage is required for cyclists.	
	4.3 – public transport. Bus poor provision and vehicles are of poor quality. Exacerbated by poor infrastructure. Should be a rolling programme of bus stop improvements including real time information and timetables.	
	Rail. Access to Flitwick station must be radically improved especially for the disable and people with heavy luggage. Should provide new access via the Station Road car park to avoid passengers using the bridge over the railway.	
	Station travel plan should be developed.	The authority is looking to develop a station travel plan. This is subject to



CONSULTEE	COMMENT	RESPONSE
		staff resources and would not be funded directly from the LATP.
	4.4 – highways. Need improved traffic management. How is the bridge bottleneck being addressed? Traffic needs diverting away from Flitwick especially from the new Center Parcs development.	Schemes to address these concerns have been assessed through the scheme prioritisation framework and included within the programme / long list where relevant.
	Traffic calming measures required because of additional traffic.	
	Car parking issues associated with commuters is another problem area.	Car Parking Strategy is being produced taking into account these concerns
	5.3 – healthcare. Parking problems at Flitwick surgery. Need to provide additional facilities or a community shuttle bus.	
	5.5 – retail. Tesco should produce an analysis of their travel generation.	A transport assessment detailing travel patterns associated with the store would be requested as part of any future planning application. The authority will also encourage and support the store to develop a travel plan when resources are available, which would include an analysis of travel movements.
	5.6 – freight. Volume of freight through Flitwick causes concern. Cross reference to statement that a bypass is not cost effective.	Schemes to address these concerns have been assessed through the scheme prioritisation framework and included within the programme / long list where relevant.
	Understanding that CBC has secured £5 million from the LSTF. What is it to be spent on?	This is inaccurate. CBC is currently (Feb 2012) in the process of bidding for LSTF funds.
Bedford Commuters Association	Station travel plan for Flitwick is required.	Schemes to address these concerns have been assessed through the scheme prioritisation framework and included within the programme / long list where relevant.
	Modernisation of Flitwick station to bring it up to date.	
	Better bus/rail integration	
	Encourage people to use buses through better timetable information	
	Unclear if there is capacity to cope on the roads with the level of new house building	Modelling work associated new developments will determine what mitigating measures are required to ensure that sufficient capacity is available on the network.
	Public town centre parking and residential parking both need addressing	Car Parking Strategy is being produced taking into account these concerns
	Revised road layout in the town centre required.	Scheme considered through the scheme prioritisation framework
	Modal issues – no reference to the number of bus or rail journeys undertaken. CBC hiding behind mantra that it is commercially sensitive. Overall breakdown would be useful. Which are the most heavily used bus stops?	This is commercially sensitive data. Using old data as suggested, it would be of no value to the LATP. The most heavily used bus stops are those on the commercial networks and these will be prioritised for improvement.
	Journey purpose analysis – doesn't set out how the authority will provide alternatives to the car	The LTP itself talks about the ways through which the authority will provide for modes other than the car. This section is merely to highlight how current provision translates into actual modal splits for different types of journeys.
	Important that a summary of consultation feedback is included	Reference included.
PC Andy Rivers –	Major problem with speeding on Clophill Road in Maulden	Schemes to address these concerns have been assessed through the

CONSULTEE	COMMENT	RESPONSE
Bedfordshire Police (via Lets Talk Together meeting in Clophill on 12 Nov 2011)		scheme prioritisation framework and included within the programme / long list where relevant.
Alison Parker (via response to Amey)	Concern that Maulden is used as a short cut for traffic from the A507 westwards towards the A6. Desire to see traffic calming considered in the village.	
Lockheed Martin (via Helen Shore in Economic Development)	Have large scale redevelopment plans and are concerned about the safety of the access into and out of their offices on the B530.	
Cllr Paul Duckett	Request to see a pedestrian build-out to facilitate crossing Clophill High Street as a route to school. Scheme would consist of a small build-out, tactile paving, bollards and a small section of coloured high-friction surfacing.	
Andrew Long	Flitwick Town Centre & revised road layout (as part of the Town Centre redevelopment) required	Schemes to address these concerns have been assessed through the scheme prioritisation framework and included within the programme / long list where relevant.
	Flitwick-Westoning bypass required	
	<i>Station Travel Plan</i> for Flitwick (one has already been produced by CBC for Leighton Buzzard & Bedford Borough Council also have one for Bedford) required	The authority is looking to develop a station travel plan. This is subject to staff resources and would not be funded directly from the LAMP.
	Traffic Management & Traffic Calming – lorry routing; lowering speed limits including 20 mph zones (schools, residential areas/Home Zones); routing of Centre Parcs traffic via Millbrook roundabout, Ridgmont bypass & Junction 13 – not via Flitwick & A5120)	Schemes to address these concerns have been assessed through the scheme prioritisation framework and included within the programme / long list where relevant.
	Need to make use of likely Section 106 Agreement “development gain” contributions from Covanta, Centre Parcs, Housebuilders, others	The LAMP and the long list of schemes it contains forms an evidence base upon which negotiations for future funding of schemes can be secured.
	How the local infrastructure (not just roads & footways) will cope with additional house-building in the area (land behind the Rufus Centre/Frogghall Road, etc.) is unclear?	Modelling work associated new developments will determine what mitigating measures are required to ensure that sufficient capacity is available on the network.
	Public town centre off-road parking (Flitwick) and the problem of commuter parking in residential areas	Car Parking Strategy is being produced taking into account these concerns
	The consequences of the Highway Agency’s widening of the M1 motorway & the changes at Junction 12.	Will be considered as part of the schemes to re-route freight away from the town centre.
	The consequences of Network Rail’s completion of the “Thameslink Programme” and the uplift in capacity at Flitwick (& other railway stations in Central Beds).	Scheme to improve interchange facilities at the station has been assessed through the scheme prioritisation framework and included within the programme / long list where relevant.
	The modernisation of Flitwick railway station to bring it up to date & comparable with other upgraded stations along the Thameslink & GN routes of the FCC franchise.	
	Sustainable Transport Fund. It is understood that CBC are looking to secure funding in their bid to the DfT. It would be helpful to know where these funds are likely to be allocated, if the bid is successful, and what proportion is likely to be allocated for Ampthill/Flitwick.	The LAMP bid focuses on improvements in the Dunstable and Houghton Regis area.



CONSULTEE	COMMENT	RESPONSE
	Local bus services – and better integration with rail services at Flitwick.	Noted. See previous comments on integration.
	Modal issues - No reference to the number of bus or rail journeys undertaken. Which are the most heavily used bus stops?	This is commercially sensitive data. Using old data as suggested, it would be of no value to the LAMP. The most heavily used bus stops are those on the commercial networks and these will be prioritised for improvement.
	Require significant improvements to Flitwick Station . requires a dedicated taxi rank and improved lighting together with a covered footbridge.	Noted. See previous comments on integration.
	Local bus services – frequency, timetable provision, facilities at bus stops and timekeeping are all key issues to be addressed. Bus stops in Bedford Street , Ampt Hill in particular need addressing. Northbound stop at the Albion in Ampt Hill lacks a shelter and timetable display.	Schemes along the lines of those suggested have been assessed through the scheme prioritisation framework and included within the programme / long list where relevant.
	Journey purpose analysis – does not demonstrate how will encourage alternatives to the car	The LTP itself talks about the ways through which the authority will provide for modes other than the car. This section is merely to highlight how current provision translates into actual modal splits for different types of journeys.
	Tesco, Flitwick – omission of figures showing access to the store as has been provided for Waitrose in Ampt Hill	Waitrose data was obtained from the travel plan produced as part of their planning application. Tesco has not got a travel plan in place and so no data is available for the store. However A transport assessment detailing travel patterns associated with the store would be requested as part of any future planning application. The authority will also encourage and support the store to develop a travel plan when resources are available, which would include an analysis of travel movements.
	Programme – there will be a need for schemes to be prioritised and not based on political bias. There needs to be a fair distribution across the respective LAMPs.	A scheme prioritisation framework has been established and included within the LAMPs to ensure that schemes funded are determined on the basis of their policy compliance, deliverability and value for money. This ensures the transparency and objectiveness of the funding allocation.
	No mention of the Community Infrastructure Levy.	Reference included in programme section.
	Uncertain how much money Ampt Hill and Flitwick will receive from the total pot for CBC.	
Flitwick library public consultation comments (December 2011)	Would like more buses from Flitwick to Clophill and measures taken to reduce inconsiderate parking at bus stops.	A review of public transport provision is being undertaken to consider all such issues.
	Buses operate too close together with then big gaps in services	
	Need for more buses between Greenfield and Flitwick Station	
	Ridershare / Liftshare works really well in America and should be used here	A car sharing scheme is already in place across Central Bedfordshire and steps will be taken to raise awareness.
	Develop a park and ride site on the A507 to serve both Ampt Hill and Flitwick. It will help address both towns parking problems.	Scheme along the lines of those suggested have been assessed through the scheme prioritisation framework and included within the programme / long list where relevant.

Appendix G: Programme of Schemes “Long List”

Table G.1: Ampthill and Flitwick LAMP Long List of Schemes

Ref	Scheme Name	Location	Town
CY/02	Shared use footway and cycleway with signing, junction treatment and localised widening	Woburn Street northern footway between A507 and Alameda Road	Ampthill
CY/03	Signing of cycle friendly routes within Ampthill focusing on routes to the town centre, schools and the railway station	Across Ampthill	Ampthill
CY/04	Zebra crossing on A507 between One-o-One and Doolittle Mill roundabouts	Junction of Ampthill Road, Flitwick Road and the A507	Ampthill
CY/05	Cycleway from Ampthill to the Millennium Country Park	Various routes	Ampthill
CY/06	Create a high quality cycle link between Shefford and Center Parcs	A507 and various other roads	Ampthill, Clophill, Maulden and Flitwick
CY/07	Shared use footway and cycleway with signing, junction treatment and localised widening	Steppingley Road eastern footway between Tesco and the Rufus Centre	Flitwick
CY/08	Shared use footway and cycleway with signing, junction treatment and localised widening	Ampthill Road, western footway between A507 roundabout and Station Square	Flitwick
CY/09	Signing of cycle friendly routes within Flitwick focusing on routes to the town centre, schools and leisure centres.	Across Flitwick	Flitwick
CY/10	Upgrade footpath to shared use	Froghall Road to Windmill Road	Flitwick
CY/11	Shared use footway and cycleway on the northern side of the A5120 bridge over the railway, requiring narrowing of the footway on the southern side of the bridge and widening on the northern side	High Street / Dunstable Road	Flitwick
CY/12	New cycle stands and lockers at Flitwick Station	Flitwick Station	Flitwick



Ref	Scheme Name	Location	Town
CY/13	New shared use footway and cycleway with signing, lighting, junction treatment and localised widening between Westoning and Flitwick.	Flitwick Road (A5120)	Flitwick
CY/14	Cyclists crossing point of A507 at junction with Ampthill Road to connect with New Road cycle link	A507 (Hollington Turn)	Flitton
CY/15	New cycle link between A5120 and (Old) Flitwick Road	(Old) Flitwick Road	Westoning
CY/16	New cycle link Bell Close and (Old) Flitwick Road, including crossing of the A5120	(Old) Flitwick Road	Westoning
CY/17	Signing of walking and cycling routes between towns and villages in Plan area (including Rural Rights of Way)	Across LATP area	LATP wide
CY/18	Upgrade of footpath to shared use	Readshill to High Street	Clophill
CY/19	Upgrade Bridleway 60 and footpath 15 to facilitate cycling	Woburn Road and Station Road	Amphill
CY/20	Provide a cycle link between Station Road and Parmiter Way	Station Road and Parmiter Way	Amphill
CY/21	New cycle link between Neotsbury Road and Wingate Drive	Neotsbury Road and Wingate Drive	Amphill
CY/22	New shared use path	Parkhill and Brewery Lane	Amphill
CY/23	Upgrade two existing footpaths to shared use	Manor Way and Kendall Drive	Flitwick
CY/24	Upgrade footpath to shared use	Eagle Drive to Steppingley Road	Flitwick
CY/25	Upgrade footpath to shared use	Hornes End Road to Water Lane	Flitwick
CY/26	Upgrade footpath to shared use	Kings Road to Easton Road	Flitwick
CY/27	Upgrade footpath to shared use	The Ridgeway to Maulden Road	Flitwick
FR/01	Provide weight limit sign	A507 at right turn into Woburn Street	Amphill
FR/02	Creation of a "Clear Zone" to ensure deliveries are restricted to certain times of the day.	Amphill and Flitwick town centres	Amphill & Flitwick
FR/03	Re-routing of HGVs away from town centres	Amphill and Flitwick town centres	Amphill & Flitwick
GT/01	Raised speed tables on main corridors	Church Street, Woburn Street, Bedford Street and Dunstable Street	Amphill

Ref	Scheme Name	Location	Town
GT/02	Speed reduction measures	Oliver Street	Amphill
GT/03	Extension of 20mph zone in Amphill town centre	Amphill town centre	Amphill
GT/04	Dedicated left turn into Woburn Road	A507	Amphill
GT/05	Right turn lane into Waitrose	Bedford Street	Amphill
GT/06	Signing strategy which directs through traffic away from the town centres and HGVs away from the low bridge on Froghall Road	A507, A5120 and all approaches to towns	Amphill, Flitwick and Westoning
GT/07	Flitwick – Westoning Bypass between A5120 south of Westoning and the A507 to the north west of Amphill.	A5120 and the A507	Amphill, Flitwick and Westoning
GT/08	Speed reduction measures on the A6 near Clophill	A6	Clophill
GT/10	Realignment of road network to enable development of town centre masterplan proposals	Dunstable Road and Steppingley Road	Flitwick
GT/11	Introduce speed reduction measures through the centre of Maulden, together with 40mph speed limit buffers on approaches to the village	Clophill Road, Flitwick Road and others	Maulden
GT/12	Speed reduction measures on approaches into Steppingley, together with a new 20mph limit.	Fordfield Road	Steppingley
GT/13	Reconfiguration of junction including the review of traffic lights and priorities	Junction of Church Road, Sampshill Road and High Street	Westoning
GT/14	Reduce the speed limit through Westoning and between Westoning and Flitwick	A5120	Westoning
GT/15	One way system on Church Road	Church Road	Westoning
PR/01	Provision of electric charging points in car parks	Across the plan area	LATP wide
PR/02	Additional parking bays in "herringbone" style	Bedford Street and Woburn Street	Amphill
PR/03	Off street parking provision on verge	Oliver Street	Amphill
PR/04	Residents parking scheme in the vicinity of Flitwick station	Around Flitwick Station	Flitwick
PR/05	New parking restrictions near school	Temple Way	Flitwick



Ref	Scheme Name	Location	Town
PR/06	New park and ride site to serve Ampthill and Flitwick	A507	Ampthill & Flitwick
PR/07	New park and "stride" site to serve Flitwick station and town centre	Off Maulden Road	Flitwick
PT/01	Provision of real time information	Identify key stops on main routes	LATP wide
PT/04	Provision of new rail station in Ampthill	Station Road	Ampthill
PT/05	New bus shelters, raised kerbs and lighting at stops	Ampthill and Flitwick	Ampthill and Flitwick
PT/06	Development of new public transport interchange at Flitwick station	Flitwick Station	Flitwick
PT/07	Better lighting at and on approaches to Flitwick Station	Flitwick Station	Flitwick
PT/08	New bridge at Flitwick Station providing lift access to platforms	Flitwick Station	Flitwick
PT/09	New access to Flitwick Station platforms from Station Road car park	Flitwick Station	Flitwick
SRS/01	Development of a School Safety Zone incorporating: 20 mph signage (Level 1 intervention).	Firs Lower School	Ampthill
SRS/02	Development of a School Safety Zone incorporating: 20 mph signage (Level 1 intervention).	Alameda Middle School	Ampthill
SRS/03	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Redbourne Upper School	Ampthill
SRS/04	Pedestrian built out near to school and new 20mph speed limit on the High Street	St Marys Lower School	Clophill
SRS/05	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments (Level 3 intervention).	Flitwick Lower School	Flitwick
SRS/06	Development of a School Safety Zone incorporating: 20 mph signage (Level 1 intervention).	Kingsmoor Lower School	Flitwick

Ref	Scheme Name	Location	Town
SRS/07	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Templefield Lower School	Flitwick
SRS/08	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Woodland Middle School	Flitwick
SRS/09	Development of a School Safety Zone incorporating: village wide 20 mph limit and signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Greenfield Lower School	Greenfield
SRS/11	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Pulloxhill Lower School	Pulloxhill
SRS/12	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments (Level 3 intervention).	Westoning Lower School	Westoning
WK/01	Creation of shared space to readdress road user priorities and provide a better balanced streetscape	Amphill town centre	Amphill
WK/02	New controlled pedestrian crossing replacing the existing central reservation	Junction of A6 and Clophill Road	Clophill
WK/03	Development of a new green corridor between Flitton and Amphill	Various routes	Amphill and Flitton
WK/04	Revised controlled pedestrian crossing	Windmill Road / Amphill Road junction	Flitwick
WK/05	Removal of guard railing and other unnecessary street clutter and provision of new crossing point on The Avenue	Flitwick town centre	Flitwick
WK/06	New raised zebra pedestrian crossing	Manor Way	Flitwick
WK/07	New walking and cycle link including path and new archway under the bridge	Frogghall Road	Flitwick
WK/08	Safe walking route between Greenfield and Pulloxhill	Greenfield and Pulloxhill	Greenfield and Pulloxhill
WK/09	Provide a safe walking route between Steppingley and Flitwick	Fordfield Road	Steppingley
WK/10	Pedestrian priority measures across access to Waitrose car park	Church Street	Amphill



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