



Central Bedfordshire Local Transport Plan

# Shefford, Silsoe and Shillington Local Area Transport Plan

Final Version



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# 1. Introduction

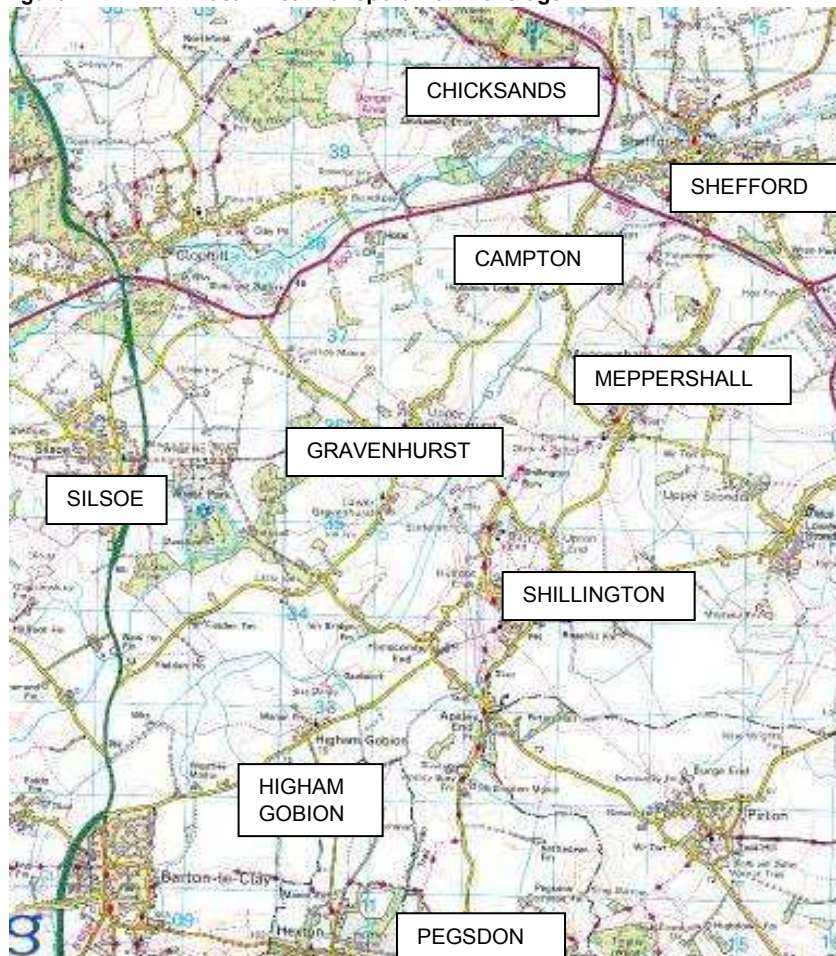
## 1.1 Scope of Document

This document is the Local Area Transport Plan (LATP) for the Shefford, Silsoe and Shillington area of Central Bedfordshire (see Figure 1.1) and sets out Central Bedfordshire Council's interpretation of the transport issues which affect the inhabitants of the area, presents the results of a consultation exercise and identifies a proposed programme of schemes for improvements to the transport network and to travel opportunities in and around the area to be delivered in the years 2012 -13, 2013-14 and 2014-15.

The LATP is just one mechanism for identifying the schemes which we shall endeavour to implement to meet the objectives of our Local Transport Plan. Other investment programmes for public transport and maintenance for example will also be used.

The LATP covers the two wards of Shefford, and Silsoe and Shillington and therefore the parishes of Shefford, Silsoe, Shillington, Gravenhurst, Campton & Chicksands and Meppershall. Other settlements in the area are Higham Gobion, Pegsdon, Apsley End and Bury End.

Figure 1.1 Local Area Transport Plan Coverage



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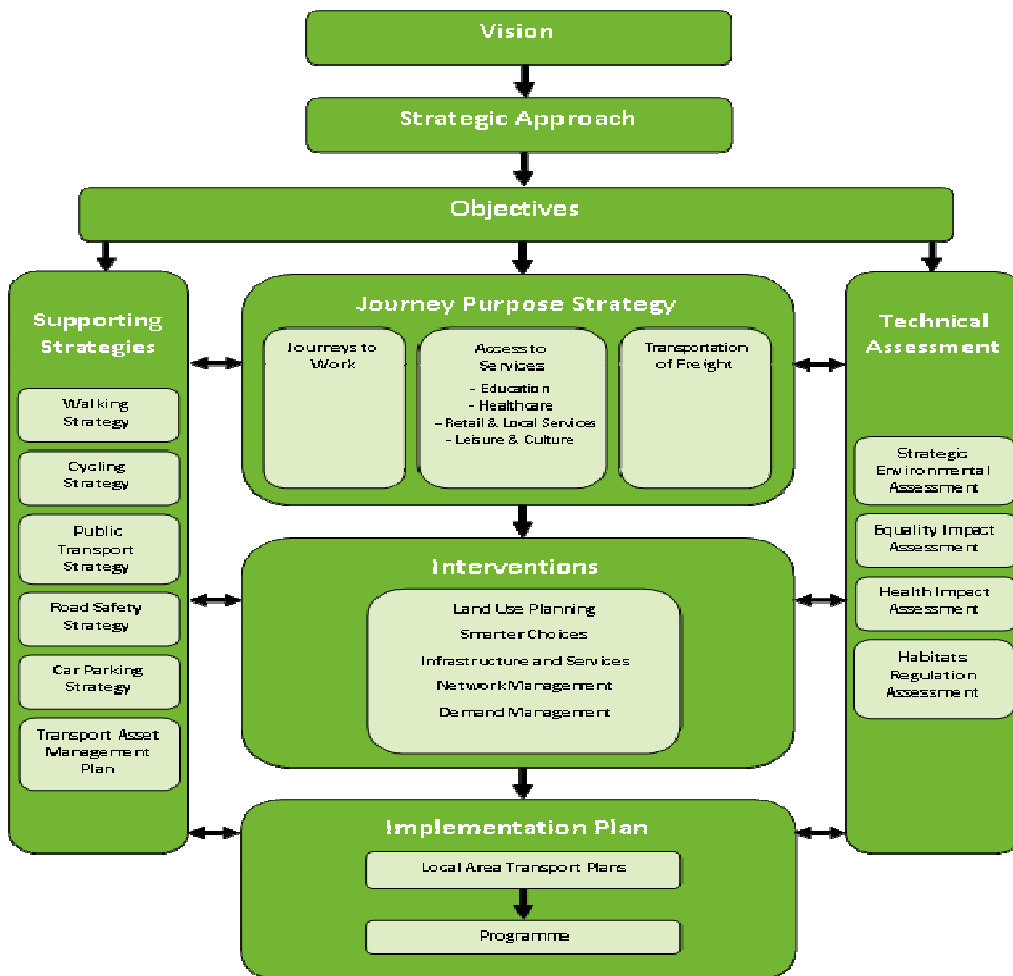
## 1.2 Local Transport Plan Framework

The Shefford, Silsoe and Shillington Local Area Transport Plan is one of a series of Local Area Transport Plans through which Local Transport Plan 3 (LTP3) for Central Bedfordshire will be delivered. The LTP3 draws upon a number of different sources of information to produce robust evidence using which the most effective and cost efficient transport schemes can be provided in the area. The evidence includes:

- § results of consultation with local residents and elected members;
- § census data and the Central Bedfordshire Householder Travel Survey;
- § previous studies and reports including the Parish Plans and Green Infrastructure Plans;
- § feedback from working groups, town and parish councils and other stakeholders;
- § future growth predictions and site allocations in the Local Development Framework, and
- § travel plans in place at schools, workplaces and new residential developments.

It is informed by the Journey Purpose Strategies in LTP3 which set out the high level, strategic approach to addressing travel behaviour in Central Bedfordshire, and by the supporting Modal Strategies which focus on specific issues in relation to walking, cycling, parking, public transport provision and road safety. The framework for the LTP3 is set out in Figure 1.2.

Figure 1.2 LTP3 Framework





The LATPs are being developed in three tranches and this Shefford, Silsoe and Shillington Plan is in Tranche 2 which is being developed in 2011/12 and then delivered in 2012/13, 2013/14 and 2014/15. It will be reviewed again in 2014/15.

## 1.3 Document Structure

The LATP is structured as follows:

- **Chapter 2 – Planning Context:** details the planning context within which the Local Area Transport Plan is being developed, including potential housing and employment allocations through the Local Development Framework process.
- **Chapter 3 – Local Studies:** reviews other local plans which have been produced and which highlight key issues that have been considered in developing this LATP.
- **Chapter 4 – Modal Issues:** includes an assessment of transport issues in Shefford, Silsoe and Shillington by different types of travel.
- **Chapter 5 – Consultation and Engagement:** we undertook an extensive consultation and engagement exercise to ascertain what local people wanted to see in the plan to deal with the issues and problems that they perceive to exist – this is described in this chapter.
- **Chapter 6 – Consolidation of Issues:** this chapter brings together all the issues that were raised and identifies for each locality the priorities which have been identified.
- **Chapter 7 – Programme:** this chapter describes the processes we used to identify the schemes which would appear in the programme of works for the next 2 years.

There are also a number of appendices containing the results of a Traveller Survey and summaries of Parish Plans.



## 2. Planning Context

### 2.1 Overview

In 2009 the area had a population of around 14,000, a rise since the 2001 Census of 2,000. The individual parish populations in 2009 were: Shefford (5,730), Campton and Chicksands (2,380), Meppershall (1,840), Shillington (1,810), Silsoe (1,640) and Gravenhurst (600). The population is not predicted to rise significantly from that figure by 2014.

In the 2001 Census 78% of the population in the Shefford ward was economically active compared to 69% in the Silsoe and Shillington Ward. These compare to a Central Bedfordshire figure of 73.8% and a national one of 66.9%.

As a result of a shortage of jobs locally, a large number of residents commute out of the area for job opportunities particularly to London, Hertfordshire, and other locations within Bedford and Central Bedfordshire<sup>1</sup>. This is drawn out in more detail in section 5.1.

### 2.2 Local Development Framework

The scale and location of development will have consequences for future travel demand within the area. The North Central Bedfordshire Local Development Framework (LDF) forms the basis of the identification of sites for future development in the period up until 2026.

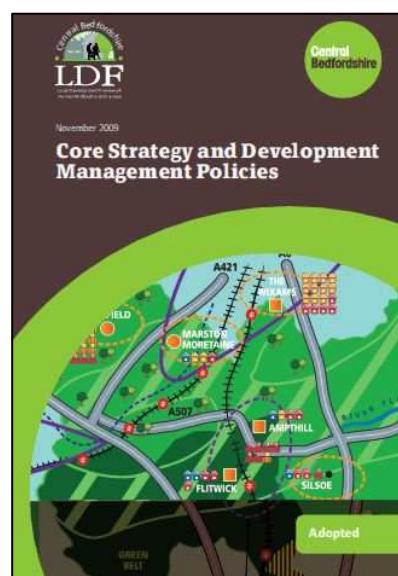
The key elements of the LDF are the Core Strategy and Site Allocations Document which are summarised below.

#### Core Strategy

The Core Strategy 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. In total some 18,000<sup>2</sup> dwellings are planned across the whole of North Central Bedfordshire.

**Shefford** is defined in the LDF as a **Minor Service Centre** serving a local catchment area and providing a range of shops and services. The town has experienced quite a high degree of housing growth over the past 20 years and further development is already planned. Local employment, however, has not kept pace and a number of employment sites have been redeveloped for housing. The majority of the local workforce therefore commute out of the town to work.



<sup>1</sup> Census 2001

<sup>2</sup> Core Strategy and Development Management Policies (Chp3, Page 22); November 2009



Shefford will consolidate its role as a Minor Service Centre during the period of the plan. Existing housing commitments will be built out and limited new housing development brought forward where it helps to deliver new community infrastructure and facilities which benefit the sustainability of the town or meet an important existing need. New employment opportunities will also be provided to balance with recent and new housing growth, including opportunities which arise through redevelopment in and adjacent to the town centre.

**Table 2.1 Development Proposed for Shefford**

Net Figures	Homes	Jobs (Ha)
<b>Already Built (2001-2008)</b>	250	-1.273
<b>Already Planned</b>	214	-0.37
<b>Total</b>	464	-1.643
<b>New Allocations Required</b>	150-250	2-4

Source: Core Strategy and Development Management Policies; November 2009

**Silsoe** is designated as a **Large Village** in the LDF and has grown to a limited extent over the past 20 years. It would not normally be a location to accommodate significant new development but in 2005 Cranfield University began the process of relocating activities from its Silsoe campus, in the South of the village, to the main campus at Cranfield. This left a large, previously developed site within the settlement envelope of the village, which has been granted planning permission for a mixed-use development.

Redevelopment will consist of a mix of uses including housing, employment and new community facilities, and will be planned in a way that complements and enhances the historic character of the village. Given the lower level of existing services and facilities available in Silsoe, development of the campus will deliver a higher level of new services and facilities than would normally be expected for a settlement of this size.

**Table 2.2 Development Proposed for Silsoe**

Net Figures	Homes	Jobs (Ha)
<b>Already Built (2001-2008)</b>	37	0.28
<b>Already Planned</b>	143	0
<b>Total</b>	180	0.28
<b>New Allocations Required</b>	400	1-2

Source: Core Strategy and Development Management Policies; November 2009

Meppershall and Shillington are defined as **large villages** while Campton and Upper Gravenhurst are defined as **small villages**. In the rural areas new development will be limited in overall scale and the Site Allocations Document makes small-scale allocations of new homes, jobs and community facilities that reflect the size and character of the communities.

## 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. The relevant sites for this area are shown in Figures 2.1 to 2.4 below – in Meppershall, Shefford, Shillington and Silsoe respectively.

### Key to Figures 2.1 to 2.4:



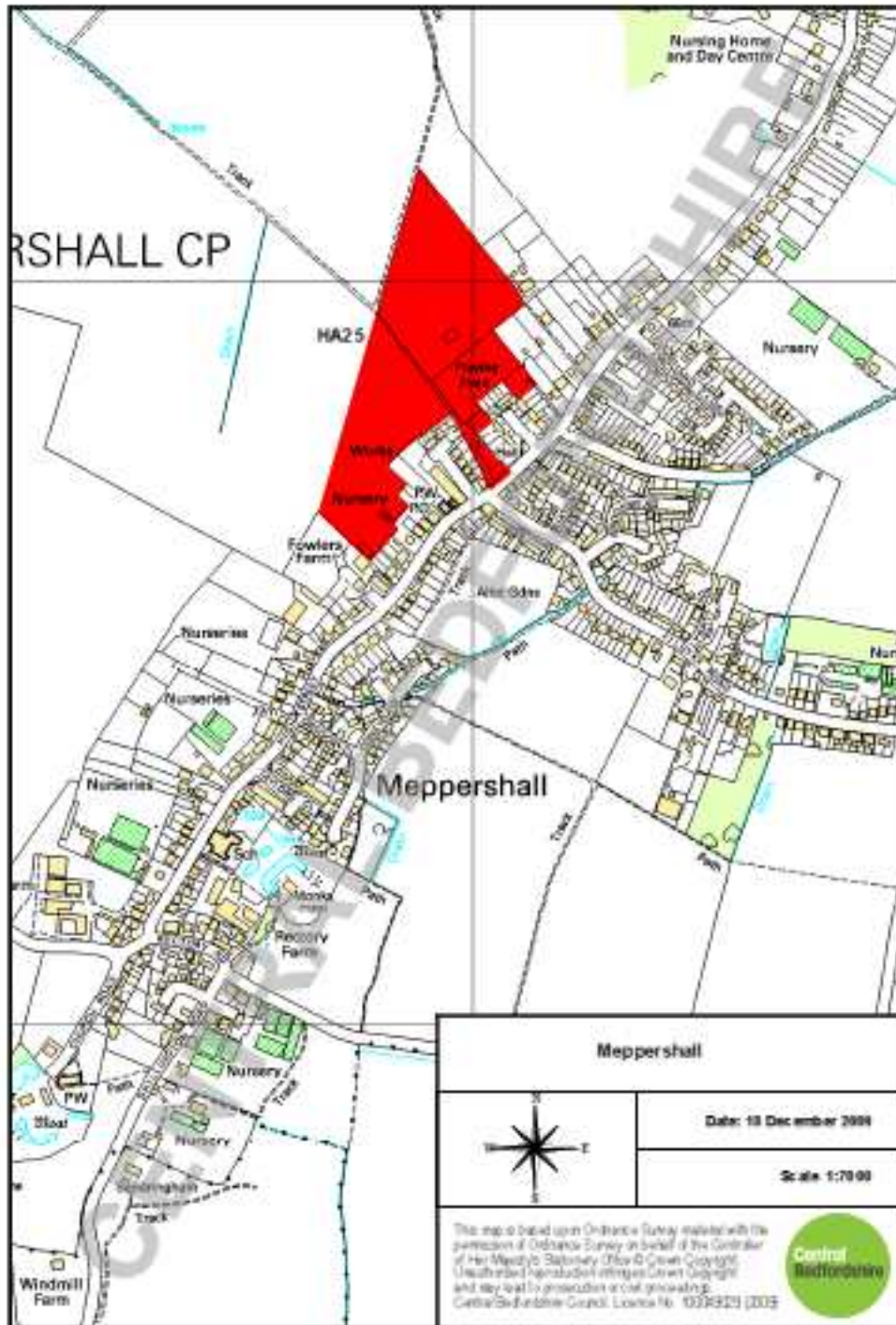
	Residential development
	Mixed use development



Figure 2.1 Site Allocations Meppershall, January 2010



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### Policy HA25 – Land rear of High Street, Meppershall

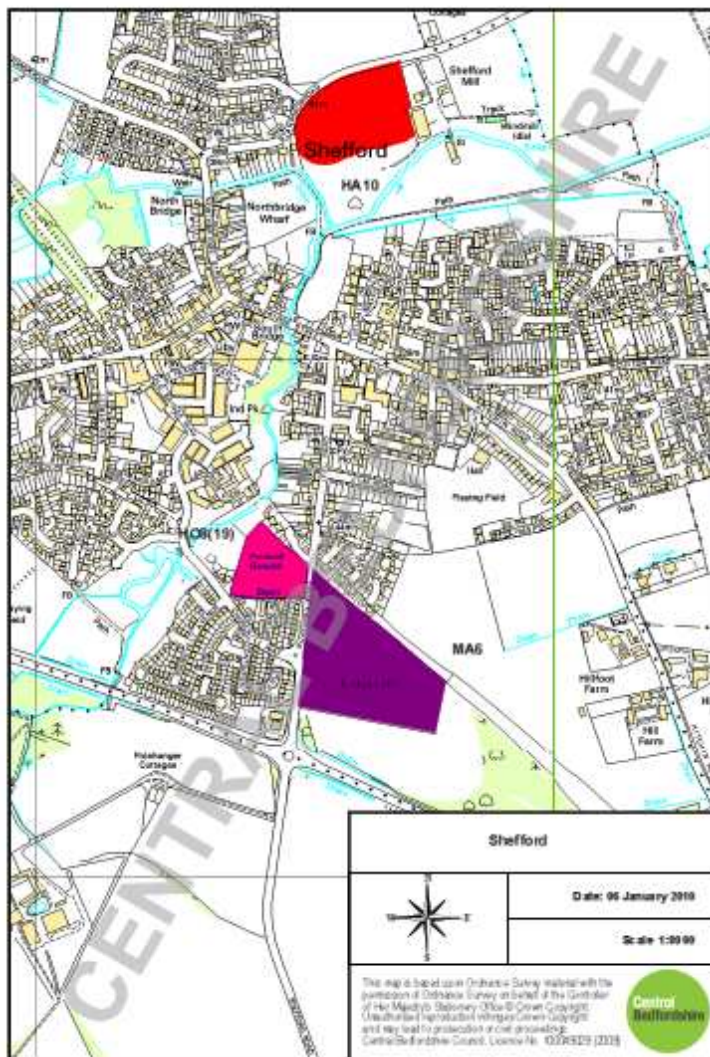
**Site Area: 6.7 ha**

Land rear of High Street, Meppershall is allocated for residential development providing a minimum of **68** dwellings, a multi-use community centre, recreation facilities, a cemetery and waste recycling centre.





Figure 2.2 Site Allocations Shefford, January 2010



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### Local Plan (Policy H08(19)) - Ivel Road, Shefford

The former Shefford Town Football Club site on Ivel Road, Shefford, was allocated in the Local Plan (Policy H08(19)) for housing development. Planning permission has been given for 59 dwellings and construction has begun.

### Policy HA10 – Land at Stanford Road, Shefford

**Site Reference: H055**

**Site Area: 4.46 ha**

Land at Stanford Road, Shefford is allocated for residential development providing a minimum of 120 dwellings, a nature reserve, and an extension to the Millennium Green

### Policy MA6 – Land at Bridge Farm, Ivel Road, Shefford

**Site Reference: H019/H171**

**Site Area: 5.02 ha**

Land at Bridge Farm, Ivel Road, Shefford is allocated for mixed-use development providing a minimum of 70 dwellings and 2 hectares of B1 employment land.

Figure 2.3 Site Allocations Shillington, January 2010





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## Policy HA27 – Land at High Road, Shillington

**Site Reference: H006**

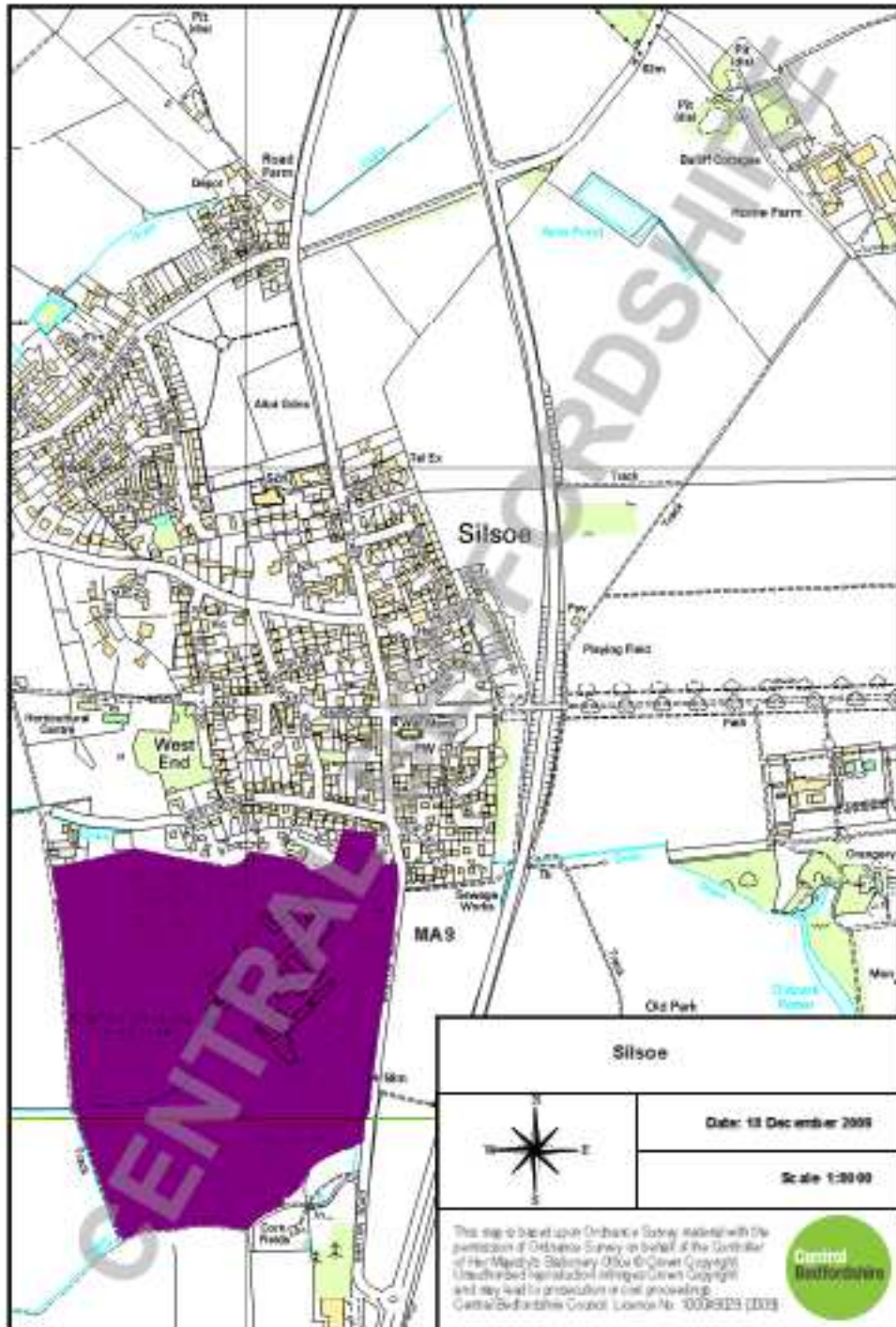
**Site Area: 0.77ha**

Land at High Road, Shillington is allocated for residential development providing a minimum of 24 dwellings.





Figure 2.4 Site Allocations Silsoe, January 2010



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## Policy MA9 – Cranfield University Campus, Silsoe

Site Reference: H106

Site Area: 25.29

Land at Cranfield University Campus, Silsoe is allocated for a mixed-use development in accordance with its approved planning permission.





## Safeguarded Key Employment Sites

The Council has a policy to safeguard Key Employment Sites. New allocations for employment land, including those within mixed-use schemes, will also be treated as Key Employment Sites and safeguarded through the Local Development Framework.

The following sites are safeguarded in the area of this LAMP:

Chicksands: Warren Court, Parripak  
 Meppershall ACO Polymer Site  
 Shefford Shefford Industrial Estate




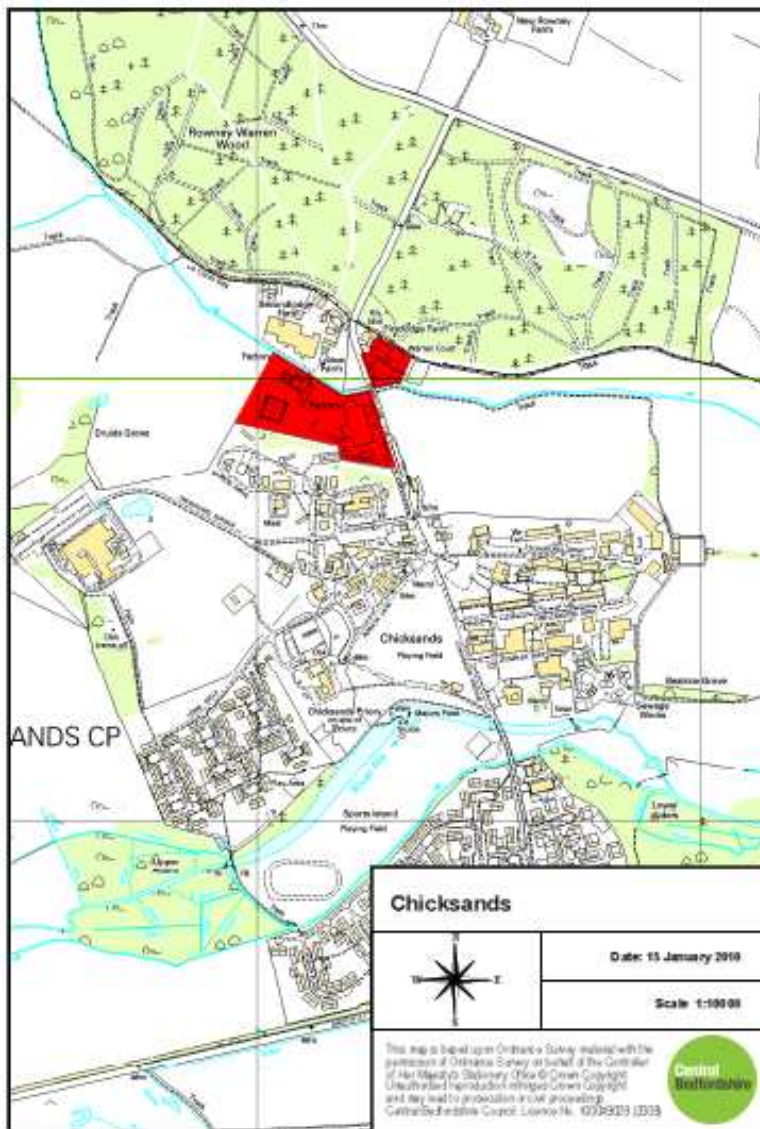
-  Key Employment Sites retained from the Local Plan (2005)
-  Newly designated Key Employment Sites
-  Formerly designated sites that are no longer Key Employment Sites

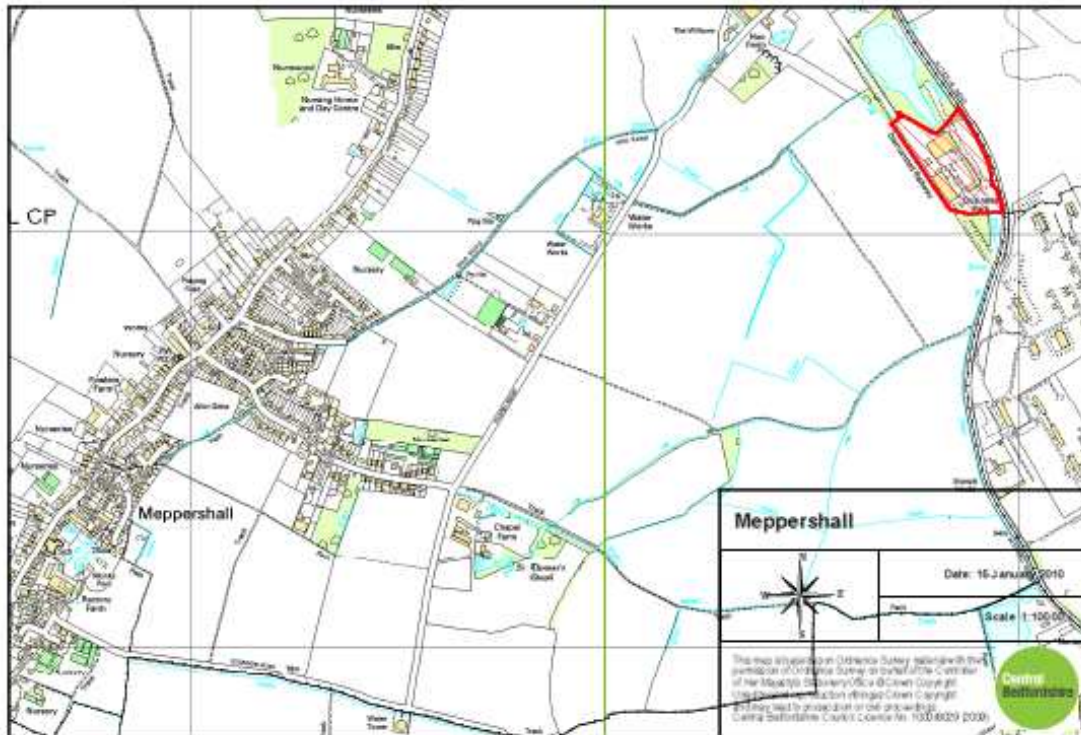
Figure 2.5 Safeguarded Employment Sites, Chicksands, January 2010



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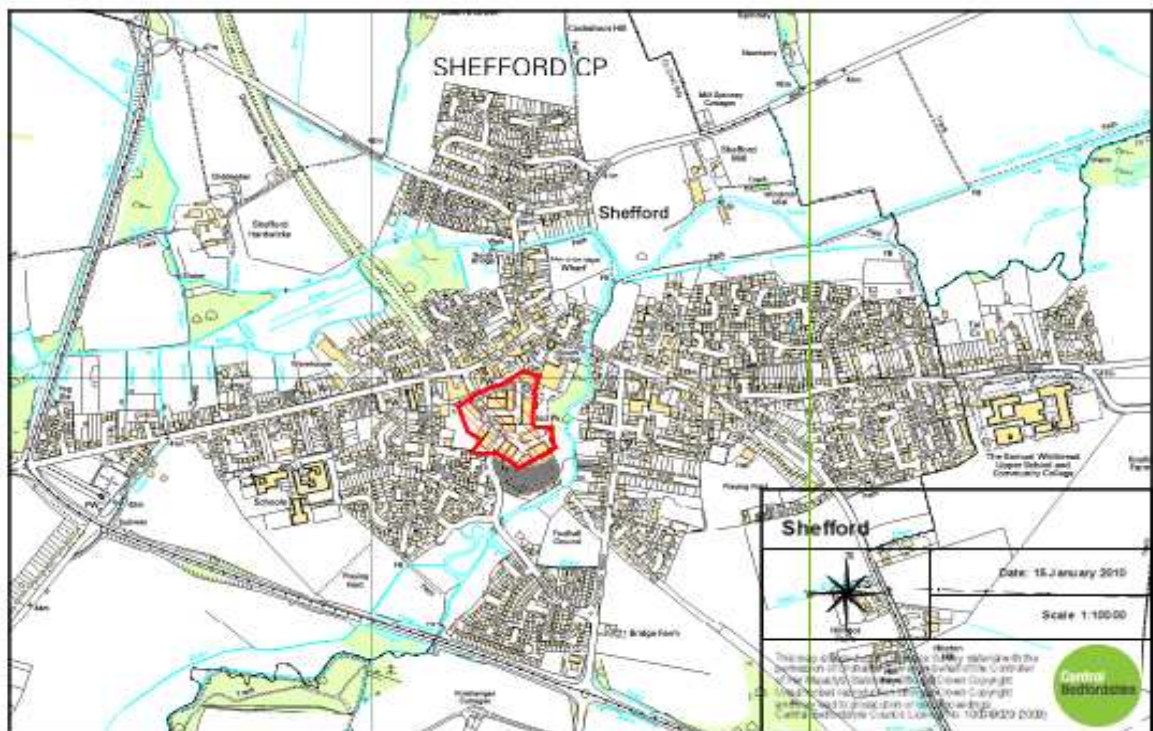


**Figure 2.6 Safeguarded Employment Site, Meppershall, January 2010**



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**Figure 2.7 Safeguarded Employment Site, Shefford, January 2010**



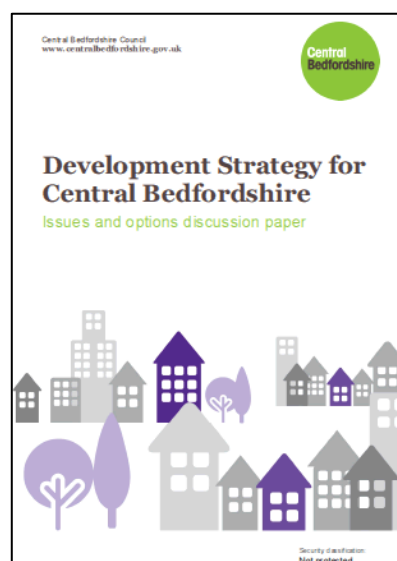
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## 2.3 Development Strategy for Central Bedfordshire

Central Bedfordshire Council has started work on a new Development Strategy covering the whole of Central Bedfordshire. 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<sup>th</sup> February 2012, Central Bedfordshire Council 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 for Central Bedfordshire**

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





## 3. Local Studies

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There are a number of plans which have been produced, or are ongoing, which include a consideration of the transport issues and growth agenda.

Each of the parishes in the area has produced a parish or village plan, except Gravenhurst, and the issues and actions which are relevant to transport and traffic have been extracted from these plans and have been presented below and in the Appendices. *Some of these plans are up to 5 years old and so it is possible that some of the actions identified in them have been undertaken already or are no longer relevant.*

In addition Green Infrastructure Plans have been produced for Meppershall, Shefford and Silsoe. These have focussed on the network of green spaces, **access routes**, wildlife habitats, landscapes and historic features which are defined as Green Infrastructure.

### 3.1 Shefford

The Shefford Town Plan was produced in 2005 but it is currently being reviewed by Members.

The 2005 Town Plan identifies that:

- there is a 7.5 ton HGV ban (except for access) along the High Street and on North and South Bridge Streets;
- there is a town centre car park, on street parking bays and a supermarket car park;
- the town's streets are not wide and traffic is seen as a major issue by residents;
- recent traffic surveys showed that a large percentage of the traffic on Bedford Road and Ampthill Road was driving above the speed restrictions;
- the people of Shefford want to see a significant reduction in the number of vehicle related problems, with HGV congestion, speeding and irresponsible parking being the main issues, and
- there is a long-term desire for the construction of a Northern bypass.

The 2005 Action Plan attached to the Shefford Town Plan identifies the following as key actions:

- reduce excessive speed of traffic in the town;
- promote correct use of HGV and bus routes to reduce pollution, damage and congestion;
- provide better parking facilities and improve policing of existing controls, introduce more yellow lines, and
- reduce the number of HGVs using and abusing certain roads - Stanford Road, Bedford Road.

For the 2012 version of the Town Plan the Town Council has identified the following transport issues:

- **Public Transport** – Improve information and infrastructure for rail and bus services, with rail and bus timetables to synchronise. Provide regular daily bus services to Arlesey station and Shefford medical centre.
- **Walking** – Pedestrian issues: Better information provision for the rights of way network; 20 mph zones outside all schools; improve paving; safe crossing of A507 from Shefford to Meppershall. Provide a safe route to school for children walking from Chicksands across A600/Ampthill Road.



- **Cycling** – Improve cycling safety through and around the town; create a cycle way along the A507 to Clophill; provide a cycle way along the old railway route.
- **Highways** – Introduce a one way system along New Street / George Street / Bloomfield Drive and also along Ivel Road in Shefford; double yellow line Clifton Road from Woolpack PH to Ivel Road; improve traffic calming measures throughout Shefford; review accident black spots on the A507; promote community speed watch scheme.
- **Parking** – Lobby developers of new builds, to provide more spaces for cars; improve parking provision throughout the town; repaint disabled bays outside Shefford House and North Bridge Street; explore options for more parking.
- **Freight** – Adopt section of Churchill Way / Old Bridge Way to provide HGV access; introduce an initiative to consider the removal of HGVs from Shefford town centre.
- **Maintenance** – Improve maintenance of footpaths and links into the rights of way network; school bus routes should be routinely gritted when necessary.
- **Smarter Choices** – promote car sharing in Shefford; introduce walking buses for children wherever possible.
- **Other issues** – maintain effective two way dialogue with local representatives; funding concerns – Shefford town council does not want to have to levy a cost on local residents for the provision of local transport schemes. Consideration should be given to the elderly and disabled when addressing all transport issues.

In the Shefford Green Infrastructure Plan the community priority aspirations which are relevant to this transport plan are:

- Create a new footpath alongside Shefford Road to Meppershall (actually in Meppershall Parish)
- Create new multi-user route along dismantled railway
- Improve drainage on FP1 at A507 underpass
- Improve FP4 surface from Northbridge Street and upgrade footbridge at Hit / Flit confluence
- Extend pavement along Stanford Road from Shefford Mill to track and create public footpath along track to link with Navigator's Way / Clifton FP15

## 3.2 Shillington

The parish of Shillington is a thriving community of 1,900 people with two active churches, a school, three pubs, two shops, (one incorporating the village Post office), a Village Hall and a sports field.

The Parish Plan maps out services and facilities already in the community, it discovers what issues and opportunities people feel need addressing and it forms the basis for an action plan showing how these issues can be tackled.

Only about 12% of residents work in the parish. Most people travel to work by car to over 60 locations, the most common outside of the village being Luton, London, Hitchin and Bedford. The increasing number of cars has resulted in parking difficulties and roadside parking is becoming a major problem with restricted access in some cases for emergency vehicles. Only 50% of residents park their cars in their own garages, the rest having to park on the roads as near as they can to their home.

One of the greatest areas of concern is the speed of traffic and the passage of heavy goods vehicles (HGVs) on unsuitable roads, often sent through by satellite navigation systems. 88% of people surveyed in the parish supported some form of restriction on the passage of HGVs through parts of the parish, ranging from simple signs to an outright ban in some areas.



There was considerable support for more measures to control speed. The principal areas of concern were the road near the Post Office and the Village Hall. 94% were concerned about the speed of traffic, particularly where more elderly and/or younger people need to cross the roads. There was wide support for more speed control measures including cameras, signs, humps and lower speed limits.

Only about 18% of people use the local bus service regularly but many said they would use it more often if the timing, frequency and route planning could be improved, with people aged over 60 being more likely to use the services more often.

The most popular times for additional services to be available reflect the commuting and shopping times. At present, it is possible to get to Hitchin but there is either too long or too short a time before the return bus. Additional comments and concerns about the local transport included requests for more frequent services, smaller minibuses, better laid out and visible timetables and supermarket and commuter pick up and drop off services. Extra services were requested to Bedford, Hitchin, (particularly the station) and Shefford.

The Parish Plan contained a number of Action Plans (see Appendix B).

### 3.3 Meppershall

From a questionnaire conducted throughout Meppershall the evidence shows that it is now a commuter village with the majority of the people working outside the village, many at some distance. The car is seen by 90% of the respondents as essential in order to live in the village. This reliance on the car is seen as creating problems, for example speeding, lack of parking and the low use of use of public transport leading to its reduced availability.

Eighteen percent of the people work in the village, including those who work from home, and a further twelve percent work in Shefford, but a further twelve percent go as far as London. Many people would like to see more work available in the village, though this will be totally dependent on market forces.

When a number of the issues are looked at in detail, it appears that the lack of, or ineffective information / communication are at the centre of a number of things with residents having a lack of knowledge about the availability of buses or the location of footpaths. The Parish Council planned to publish the local footpath map with the village plan and also to make copies available at various locations in the village.

A series of Action Plans were produced with the Village Plan (see Appendix C).

In the Meppershall Green Infrastructure Plan the community priority aspirations which are relevant to this transport plan are:

- a cyclepath along the river from Cow Bridge in Gravenhurst to Campton
- the upgrading of parts of the John Bunyan Trail to cyclepath / bridleway

### 3.4 Silsoe

The Silsoe Parish Plan is the end result of a lengthy process of consultation to establish what villagers considered to be community problems, shortcomings, requirements and aspirations for the future. This involved an initial 'Planning for Real' event in April 2006 followed by a very successful Questionnaire with a 73% response and a public consultation to review the draft plan.

The task of compiling a ten year plan for Silsoe was made much more difficult because of major social and economic change in the village with Cranfield University vacating the Silsoe campus and also the demise of the Agricultural Institute at Wrest Park. The impact of these two events has



resulted firstly in the proposed development of the vacated campus site – it is planned to build approximately 500 houses over a 10 year period which is likely to double the village population - and secondly the take over of Wrest Park and House by English Heritage to be restored as a national visitor attraction which will increase its attractiveness for visitors.

A series of Action Plans were produced with the Parish Plan (see Appendix D).

In the Silsoe Green Infrastructure Plan there were no community priority aspirations which are relevant to this transport plan.

### 3.5 Campton and Chicksands

This Parish Plan was published in 2010. In a Planning for Real exercise carried out during its development 35% of the comments which were received were to do with Traffic and Transport, double the number of any other topic.

In terms of transport there seemed little interest in a car sharing scheme with many concerned about Heavy Goods Vehicles (HGVs) and “rat-runs”. Other major concerns were overgrown bushes over pavements and potholes/road conditions. Very few of those questioned felt safe turning right into Greenway from the A507 and most would like to see some form of speed reduction measures implemented, particularly in Greenway. Parking is a perceived problem in many parts of the village. Very few parishioners use public transport and most show very little interest in doing so.

A series of Action Plans were produced with the Parish Plan (see Appendix E).





## 4. Modal Issues

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This chapter considers the key transport issues in Shefford, Silsoe and Shillington in terms of different modes of travel. It draws upon information derived from previous transport studies, a householder travel survey undertaken in April 2010 and local knowledge of the transport network.

### 4.1 Car Ownership

In the 2001 Census, **89%** of the households in the area had access to one or more cars which is slightly higher than across Central Bedfordshire as a whole (85%), and significantly higher than the country as a whole.

Around 95% of the respondents to the Central Bedfordshire Travel Survey carried out in 2010 indicated that they had access to a car. This figure was slightly higher at **98%** for respondents in Shefford, Silsoe and Shillington and is much higher than the national figure of 75%<sup>3</sup>.

Of those who do own cars, **30%** of respondents in the area own one car, **52%** own two cars, and **18%** own 3 or more cars. These compare to Central Bedfordshire figures of 34%, 46% and 15% respectively.

These high car ownership figures reflect the rural nature of the area with a low level of public transport, but also underline the difficulty experienced in persuading people to give up their cars and use other forms of transport.

### 4.2 Road Network

The Shefford, Silsoe and Shillington area is crossed from West to East by the A507, including a bypass of Shefford, and from North to South by the A6 including a bypass of Silsoe. In addition the A600 from Bedford to Hitchin runs North West to South East and utilises part of the A507 Shefford Bypass, while in the extreme South of the area Pegsdon lies on the B655 route between Hitchin and Barton. Shefford is also linked to Biggleswade by the B658 and is therefore very well served by good quality roads in all directions.

A network of C roads and unclassified roads link the smaller settlements and rural areas, most of them without any segregated cycling or walking facilities and many being too narrow for two large vehicles to pass each other.

### 4.3 Road Safety

The number of people killed or seriously injured on roads in the area of this LATP between January 2006 and December 2010 is set out in Table 4.1, whilst the location of road traffic accidents in the area are shown in Figure 4.1.

There is a very low level of fatalities in the area (just 2 in 5 years) and there do not appear to be any clusters of accidents which would indicate a specific problem needing to be addressed.

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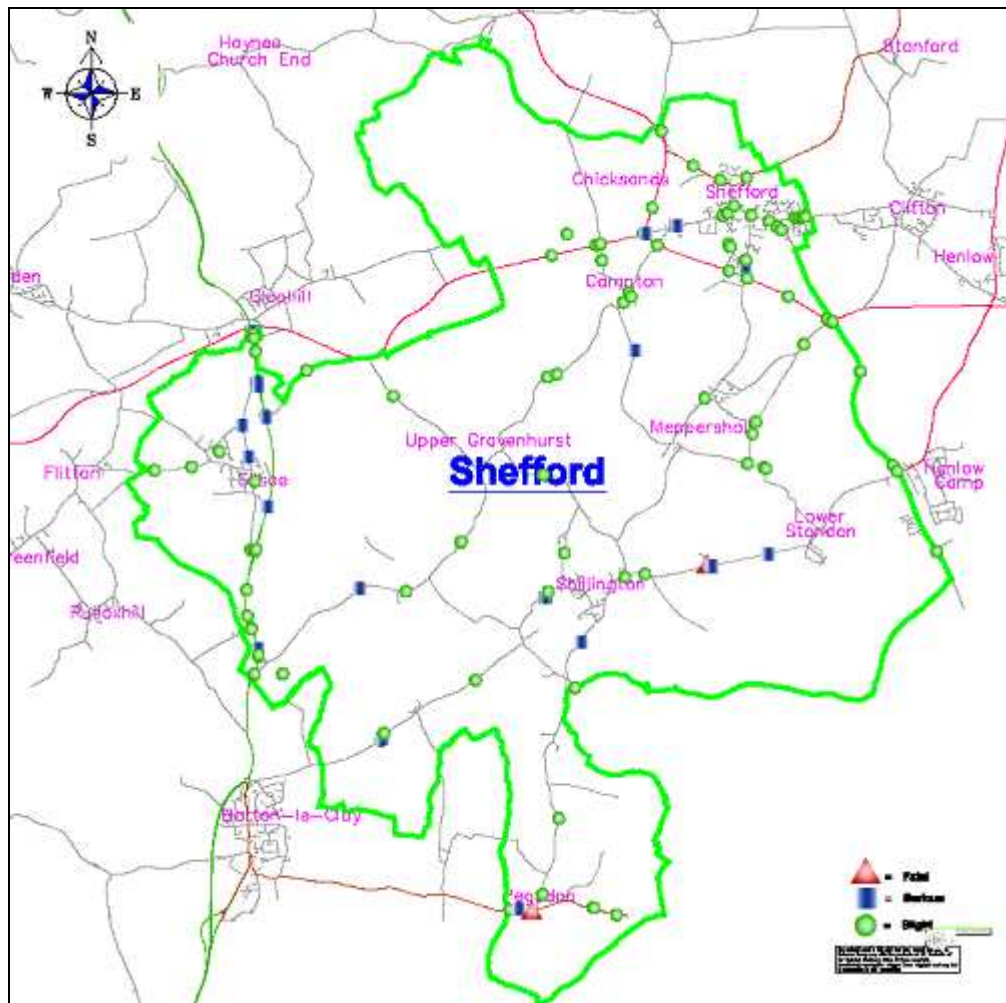
<sup>3</sup> Transport Statistics Bulletin; National Travel Survey 2008, Department for Transport.



Table 4.1 Road accident casualties, 2006-2010

Killed	Seriously Injured	Slightly Injured	Total
2	29	175	206

Figure 4.1 Location of Road Traffic Accidents 2006-2010



Source: Amey

## 4.4 Car Parking

Car parking is a key issue across the whole of Central Bedfordshire and a car parking strategy is being produced as part of the Local Transport Plan. Central Bedfordshire Council does not own, or control the off-street car parking provision in Shefford, Silsoe and Shillington. Responsibility for the management of the off-street parking, other than that which is privately owned, rests with the Town Council who have the powers to determine the nature of their operation.

In **Shefford** there is a 40 space free car park North of High Street managed by the Town Council while the car park attached to Morrisons supermarket, which has a capacity of 180, offers 2 hours



of free parking with no return within 3 hours, though the car park shuts one hour after the supermarket. In addition there are parking bays in lay-bys either side of High Street which are available for 2 hours free of charge with no return within 2 hours and another 12 spaces (plus 2 disabled) are marked out on Northbridge Street, an easy walking distance from local shops. There are only a few areas of yellow lines, principally in the town centre and around the main junctions and so kerbside parking is readily available.

This can cause problems and lead to traffic delays, for example close to the roundabout junction of Clifton Road and Hitchin Road.

In **Silsoe** there is a car park attached to the village hall which is close to the village centre but there are no parking restrictions and this leads to difficulties, with cars parked either side of the road outside the village shop, for traffic to get through the village and also to exit safely from the road to Wrest Park.

A Traffic Regulation Order is to be implemented to put yellow lines down restricting parking at the junctions of the High Street with Amphill Road and Park Street, while the footways are to be widened to facilitate pedestrian movement along the High Street.

In the other villages parking is more or less uncontrolled with no enforcement of any restrictions undertaken by Central Bedfordshire Council. There is a limited presence of enforcement officers in the area but this could change in the future with the introduction of Automatic Number Plate Recognition (ANPR) vans.

## 4.5 Buses

### Bus Services

There are very few commercial services which serve the Shefford, Silsoe and Shillington area on a daily basis (including Sunday). Stagecoach operate two interurban services which pass through the area: the 71 / 72 between Hitchin and Bedford which together operate at half hourly intervals during the day and serve Shefford, and the hourly 81 between Luton and Bedford which serves Silsoe.

Central Bedfordshire Council supports a number of other services run by other operators, but few of them are daily or more frequent than 1 or 2 per day. There are no services directly linking Shefford and Silsoe while Pegsdon in the South of the area is served by just one bus on a Tuesday. In addition there are a number of community bus services: Wanderbus focussed on Shefford and Flitibus ones which serve the Silsoe area.

The table below lists all the services to at least one of the villages in the area, with their frequency and days of operation. Consultation with the Parish Councils has suggested that some of the services provided are not necessarily the ones that are most required indicating that there could be necessary to review the whole structure of the timetables in the area. For example it was indicated that services to the smaller centres such as Amphill and Flitwick may be more important than service to larger centres further afield such as Bedford and Luton, while Meppershall was poorly served by services to Hitchin.

The future of many of these services may be in doubt as net support for bus services will be reduced from April 2012 and in addition from that date bus operators will face a 20% rate reduction in their Bus Services Operators Grant.



Table 4.2 Summary of bus services

Number	Operator	Type of service	Weekday Frequency	Days of operation	Communities in area served
<b>71 / 72</b> Bedford to Hitchin	Stagecoach	Commercial (some evening services supported by CBC and others)	Every half hour (Mon – Sat), 5 on a Sunday	Monday to Sunday	Shefford
<b>81</b> Bedford to Luton	Stagecoach	Commercial (Sunday and BH services supported by CBC)	Hourly, 2-hourly on Sundays	Monday to Sunday	Silsoe
<b>44</b> Bedford to Silsoe	Grant Palmer	Supported by CBC	1/2	Monday to Saturday	Silsoe
<b>77</b> Toddington to Hitchin	Grant Palmer	Supported by CBC	1	Tuesday	Silsoe, Pegsdon
<b>197</b> Biggleswade to Milton Keynes	Grant Palmer	Supported by CBC	1	Tuesday and Saturday	Shefford, Chicksands, (Campton and Upper Gravenhurst on Saturday only)
<b>200</b> Biggleswade to Flitwick	Grant Palmer	Supported by CBC	5 (M-F), 2 (Sat)	Monday to Saturday	Shefford, Campton, Chicksands, Upper Gravenhurst
<b>79</b> Meppershall to Luton	Centrebus	Supported by CBC	6/7	Monday to Saturday	Meppershall, Upper Gravenhurst, Campton, Chicksands, Shefford, Shillington, Higham Gobion
<b>89</b> Henlow Camp to Hitchin	Centrebus	Under contract to Herts CC with support from CBC	3/4	Monday to Saturday	Meppershall, Shillington
<b>90 Link</b> Chicksands / Shefford to Stotfold	J and D Travel	Supported by CBC	6/7	Monday to Saturday	Chicksands, Shefford
<b>E7</b> Letchworth to Biggleswade	J and D Travel	Supported by CBC	1	Monday to Friday	Shefford



## COMMUNITY SERVICES

Number	Operator	Type of service	Weekday Frequency	Days of operation	Communities in area served
<b>W1</b> Clifton Park to Bedford	Wanderbus	Community	1	1 <sup>st</sup> and 3 <sup>rd</sup> Wednesday of month	Meppershall
<b>W2</b> Shillington to Bedford	Wanderbus	Community	1	2 <sup>nd</sup> and 4 <sup>th</sup> Wednesday of month	Shillington, Upper Gravenhurst, Campton
<b>W3</b> Shefford to Letchworth	Wanderbus	Community	1	3 <sup>rd</sup> Wednesday of month	Shefford, Shillington, Upper Gravenhurst, Campton
<b>W5</b> Shefford to Baldock (Tesco)	Wanderbus	Community	1	Thursday	Shefford, Campton
<b>W6</b> Shefford to Upper Gravenhurst / Southill	Wanderbus	Community	2	Friday	Shefford, Campton, Upper Gravenhurst, Meppershall
<b>W7</b> Shefford to Letchworth (Sainsburys)	Wanderbus	Community	2	Thursday	Shefford,
<b>W8</b> Shefford to Southill	Wanderbus	Community	2	Alternate Mondays	Shefford
<b>W10</b> Langford to Stevenage (Tesco)	Wanderbus	Community	1	2 <sup>nd</sup> Tuesday of month	Meppershall
<b>W11</b> Shefford to Milton Keynes	Wanderbus	Community	1	3 <sup>rd</sup> Tuesday of month	Shefford, Campton, Meppershall, Shillington, Upper Gravenhurst
<b>W12</b> Shefford to Hitchin	Wanderbus	Community	1	4 <sup>th</sup> Tuesday of month	Shefford, Campton, Upper Gravenhurst, Shillington
<b>W14</b> Shefford to Welwyn Garden City	Wanderbus	Community	1	2 <sup>nd</sup> Monday of month	Shefford, Chicksands, Campton, Meppershall, Shillington
<b>W15</b> Shefford Health Centre Shuttle	Wanderbus	Community	3	Tuesday	Shefford
<b>W16</b> Shefford Health Centre Shuttle	Wanderbus	Community	3	Tuesday	Shefford, Meppershall, Campton



Number	Operator	Type of service	Weekday Frequency	Days of operation	Communities in area served
<b>FL1</b> Silsoe to Flitwick (Tesco)	Flittabus	Community	1	Mondays	Silsoe
<b>FL3</b> Haynes to Milton Keynes	Flittabus	Community	1	3 <sup>rd</sup> Tuesday of month	Silsoe
<b>FL4</b> Silsoe to Milton Keynes	Flittabus	Community	1	4 <sup>th</sup> Tuesday of month	Silsoe
<b>FL5</b> Silsoe to Bedford	Flittabus	Community	1	Wednesdays	Silsoe
<b>FL6B</b> Lidlington to Flitwick	Flittabus	Community	1	Thursdays	Silsoe
<b>FL7</b> Silsoe to Flitwick	Flittabus	Community	2	Fridays	Silsoe

### Bus Infrastructure

The overall quality of the waiting facilities in the area is variable. In a number of cases raised kerbs are provided to enable easier access onto buses, although there is often a lack of shelters, while lighting and service information is also of variable quality across the area.

The main stops in Shefford High Street are provide with open fronted shelters and timetable cases which contain information for the majority of services. However the timetables for the Grant Palmer services identified above are outside of the shelter attached to adjacent lamp posts, in one case at the back of the pavement and not easily spotted.

In Silsoe the stops in the centre of the village are uncovered though the two to the North of the village have small brick built shelters but do not appear to serve a large number of people.

In some of the villages there is no up to date timetable information and stops are indicated on one side of the road only. Information on bus services displayed at the stops is often not specific to that stop, but just the general timetable which can be difficult to read and interpret.

Bedford Area Bus Users have provided us with an inventory of the bus stops in the old Mid-Beds District Council area and we will us that to identify where work is necessary.

## 4.6 Rail Services

There is no railway line which passes through the area of this Local Area Transport Plan. The nearest station is at Arlesey on the East Coast Main Line but there are others which can be reached directly by local bus services – the nearest being Flitwick (on the Midland Main Line) and Hitchin (on the East Coast Main Line).

Shefford, Meppershall and Campton are covered by the Arlesey PLUSBUS zone which enables unlimited travel in the zone on any of the operators' buses for a fixed cost for anyone who purchases a rail ticket to or from Arlesey. Silsoe is in the Flitwick and Harlington PLUSBUS zone.





## 4.7 Walking

There are a number of elements to the provision of transport infrastructure for pedestrians, and these are set out in this section. Throughout the area the width of pavements, the quality of their surfacing, the standard of street lighting (if any) and the extent of on-pavement parking all have an impact on the attractiveness of walking to people living in the villages.

Many of the villages in the Plan are linked by one or more off-road rights of way, such as a footpath, permissive path, or public bridleway. These routes provide a comprehensive network of walking links throughout the area, particularly where they meet in rural villages to form off-road paths as alternatives to walking on street. However, their soft surfacing (particularly an issue in poor weather), poor legibility, lack of lighting, and long distances means that they are often used for more leisurely walking, as opposed to frequent walking trips between villages.

Owing to the size of settlements and the relatively flat topography, Shefford, Silsoe and Shillington are generally conducive to walking for many types of journeys. The majority of able-bodied people are able to walk 2 miles with relative ease, and the majority of services in the centre of settlements are within 2 miles of the settlement's extremities. However, walking between settlements can be difficult owing to a lack of facilities along the side of the roads, and, although a comprehensive network of rural footpaths does exist, they are not well signposted in all cases.

Although there are two underpasses under the A507, one giving access to Campton from the West end of Shefford and one from the centre of Shefford to the John Bunyan Trail which lies on a footpath across the fields to Meppershall, the A507 does form a barrier between Shefford and the area to the South. In a similar fashion the A6 forms a barrier between Silsoe and the area to the East with only the bridge which carries vehicles to Wrest Park providing a safe crossing. Also in Silsoe there is a lack of a footpath between the Nursing Home at the South of the village and the village itself but the construction of such a path is one of the items covered by the Section 106 agreement with the developers of the Cranfield University site.

A permissive footpath, which has recently had a hard surface installed, provides a more or less continuous link between Shefford and Meppershall alongside Shefford Road between the two settlements and links into pavements in Meppershall but users of this footpath then face a dangerous crossing of the A507 to access it. This footpath is not currently in the definitive network however and depends on the good will of the farmer to keep it in good condition.

In Shillington a network of Public Rights of Way criss-crosses the village but the main roads around the village do not have a continuous safe footpath with two major gaps – on Upton End Road between Bury Road and Meppershall Road and on Hanscombe End Road between Hillfoot Road and Higham Road.

### **Pedestrian Priority**

In Shefford there is one pedestrian crossing of the High Street while the traffic lights at the junction of Southbridge Street, High Street and Northbridge Street have a pedestrian facility on all approaches. Traffic calming measures in the form of raised platforms and road narrowing on the 3 roads approaching Shefford Town Centre help to control the speed of the traffic but there are no formal pedestrian crossings on Southbridge Street or Northbridge Street.

In Silsoe the pavements are currently being widened in the centre of the village to provide better access through the narrowest part of the High Street but there remains an issue with a large number of cars parking on the pavements forcing pedestrians to walk on the road. South of the village there is a nursing home but there is no pavement linking it to the village making it dangerous for residents to be taken to the village in wheelchairs for example.





In Shillington it is perceived to be dangerous to walk around owing to a lack of footpaths and narrow footways where they are in place while there are also concerns about safety around the area of the post office.

In Campton there is a lack of pavements in Rectory Road / Priory Road and, even where they are available, parked cars cause problems. This in particular affects the provision of a Safe Route to the school leading to children being bussed there from Chicksands.

## 4.8 Cycling

### Cycle Ownership

Around 66% of respondents to the Householder Travel Survey in Shefford, Silsoe and Shillington stated that they owned a bike. This figure is slightly higher than that for Central Bedfordshire as a whole across which cycle ownership is around 58%. Such high levels of ownership highlight the potential to increase the number of trips undertaken by bike in the area.

### Network Hierarchy

A cycling network hierarchy has been identified in Shefford, Silsoe and Shillington as part of a process undertaken across the whole of Central Bedfordshire. This has established a series of routes of national and regional importance, urban links, inter-urban routes and others which enable access to leisure provision and which utilise quiet roads and country lanes.

Part of the National Cycle Network (NCN) passes east-west through the area and provides a high quality, high profile link, connecting the area to the rest of the strategic network.

### Infrastructure Provision

There are a few cycle lanes and shared pedestrian / cycle paths in place in the area but in general there is a lack of dedicated provision for cyclists and where provision is in place there is often a lack of whole route treatment.

The A507 forms a barrier to cycling in the area and heavy traffic can also marginalise cyclists particularly at busy junctions on the A507 and the A6.

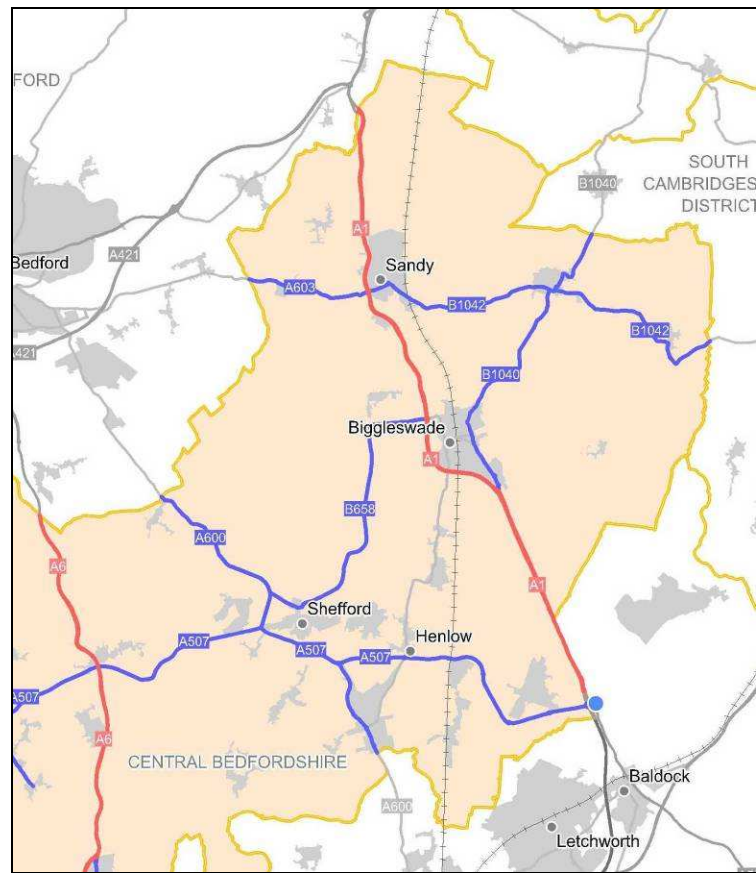
## 4.9 Freight

Freight forms the focus of the third Journey Purpose Strategy in the LTP3 and, as part of this, a number of broad areas of intervention are identified, including the signing and enforcement of a Designated Road Freight Network. This network seeks to focus freight trips on specific routes through the authority so as to minimise the impact on local communities and town centres, and the section in and around Shefford, Silsoe and Shillington is shown in Figure 4.2. The areas to the North of the A507 and West of the A6 are covered by Weight Restriction Area orders with a 7.5tonne restriction except for access, but currently no such order covers the area to the South of the A507 and East of the A6 and there is no provision in the Council's freight strategy for such an order to be implemented.



Figure 4.2

Designated Road Freight Network in Eastern Central Bedfordshire



Key:

- Primary Freight Route
- Secondary Freight Route (A)



# 5 Consultation and Engagement

## 5.1 Introduction

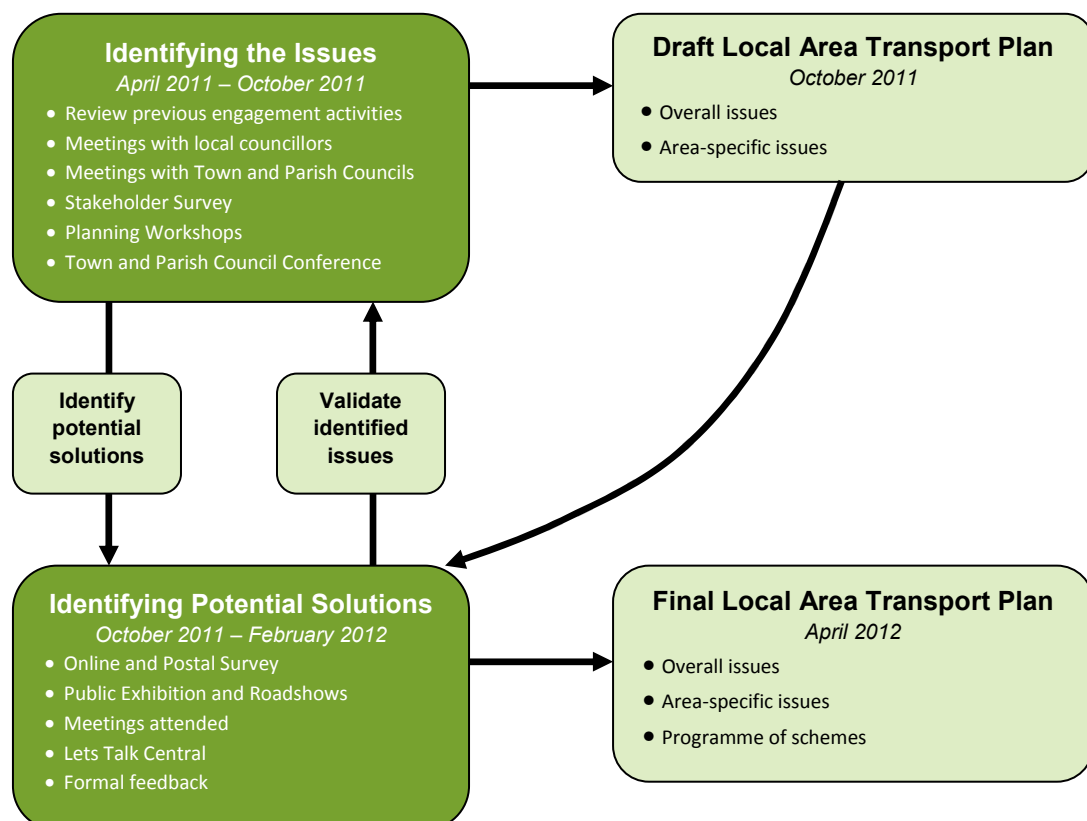
As part of the development of the Shefford, Silsoe and Shillington Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public was undertaken by Central Bedfordshire Council. The outcomes of these activities have provided evidence to inform the development of the final 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. **Appendix F** contains a summary of comments received during the process and a list of responses to those comments.

## 5.2 Our Approach

Engagement on the LAMP was split into two key phases: **'Identifying the Issues'** and **'Identifying Potential Solutions'**. As **Figure 5.1** 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 5.1** Process of engagement in the Local Area Transport Plan



## 5.3 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 19 September 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 Monday 3<sup>rd</sup> October 2011 to brief them on the Plan, which had previously been sent out to them, and to provide an opportunity for discussing 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 Wednesdays 21<sup>st</sup> and 28<sup>th</sup> 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 Wednesday 5<sup>th</sup> 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.

## 5.4 Identifying Potential Solutions

The methods used to identify the potential solutions to the issues identified in the Draft LAMP are detailed below:

- **Online and Postal Survey:** An online and postal survey was undertaken to give additional 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 LAMP 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 LAMP, and identify the improvements that they would like to see. A small exhibition was set up in Shefford Library for the week beginning 21<sup>st</sup> November 2011 and it was manned on 3 of those days. In addition the exhibition was taken to the Star and Garter PH in Silsoe on Monday 28<sup>th</sup> November 2011 and the Noah's Ark PH in Shillington on Monday 5<sup>th</sup> December 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 LAMP 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 LAMP, and what transport improvements they would like to see, as part of the consultation into the Draft LAMP. This was available during the formal consultation period on the Draft LAMP between Monday October 24<sup>th</sup> 2011 and Friday 3<sup>rd</sup> 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.

## 5.5 Informing the Local Area Transport Plan

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

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

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

All other comments identified were considered, either individually or as part of a combined package of different schemes, in developing the **LAMP Programme**. More information on how the LAMP Programme was developed is contained in Chapter 7.



# 6. Consolidation of Issues

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Having examined the issues in each area and for each mode, and having heard through the consultation and engagement process the problems that concern the local population, the next step is to develop a programme of interventions which we can deliver in the next three years within the budget that is available.

This chapter looks at each of the parishes in the area in turn and identifies issues which have been raised by the consultation process or in previous plans and documents and have been included in the “long list” of possible schemes for implementation. These schemes will then be prioritised across the whole of the study area using the process described in Chapter 7 before a final Programme is settled.

Many of the issues raised were to do with the provision of bus services and they are discussed below. However, the provision of many bus services is done on a commercial basis by Stagecoach and other bus operators and the Council has no control over those services though it can extend the services beyond their commercial viability by providing financial support.

A Public Transport Strategy is being prepared for Central Bedfordshire and this will incorporate the issues raised which cannot be funded through the LAMP process.

## 6.1 Shefford



Problems with defining what is the correct route for HGVs to use to access Shefford Industrial Park were identified during the consultation period. Owing to a legal problem which has remained unresolved for 10 years, which means that a part of the Old Bridge Way / Churchill Way route is still unadopted, it is not possible for commercial vehicles to be signed along what remains, in part, a private road. The signposted route is therefore along Ampthill Road to / from the bypass and accessing the Industrial Park and Morrisons supermarket from that direction. However, this brings the lorries into conflict with pedestrians using the Ampthill Road / High Street corridor and the nature of the turn into Old Bridge Way means that the carriageway surface is under strain. Notwithstanding the legal issues there are problems in accessing the Industrial Park via Churchill Way where houses are adjacent to the road with no front gardens to separate them from passing vehicles and a difficult right angled bend means that lorries have to use all of the road to get





around. The legal issues are still in the process of being resolved but there could remain an *impasse* for some time to come.

In order to improve the safety of pedestrians at the Old Bridge Road / Ampthill Road / High Street junction it has been suggested in the consultation process that a pedestrian crossing be installed in Old Bridge Way, away from the junction. A Planning application for the development of the land at the corner of Ampthill Road / Old Bridge Road may be resubmitted during the lifetime of this LATP and if this is the case then there will be increased traffic in the area and using the junction. Agreement will be sought from the developers about the amount of work that will require to be done to ameliorate the situation caused by their development and it may therefore be premature to undertake a new scheme there until this issue has been resolved.

We have included in the programme the construction of a pedestrian crossing on Hitchin Road which will mainly be funded by S106 contribution from the development of the old Shefford Town Football Club site in Ivel Road.

A number of comments were received about access to the new Health Centre with a general dissatisfaction regarding the lack of bus services to it. The nearest bus stop (at The Steamer PH on Clifton Road) is less than 400 metres by the advertised walking route but this is still an imposing prospect for patients with limited mobility.

The most frequent bus services along Clifton Road are Stagecoach 71 and 72. These services are wholly commercial and therefore under no contract obligation to CBC and it is unlikely that Stagecoach would divert these services away from the main road, given the major impact that this would have on the timetable. Grant Palmer service 200 operates under contract to the Council, but the timing is very tight and there little slack to divert the service away from Clifton Road without making the service less reliable or altering the route to miss out other parts of the route.

A limited service is currently being provided by the Wanderbus charity using its volunteer drivers but there is no guarantee that extending that service with another bus would be reliable if extra volunteers could not be found. All comments regarding the bus service will be considered in the Passenger Transport Strategy being developed by Central Bedfordshire.

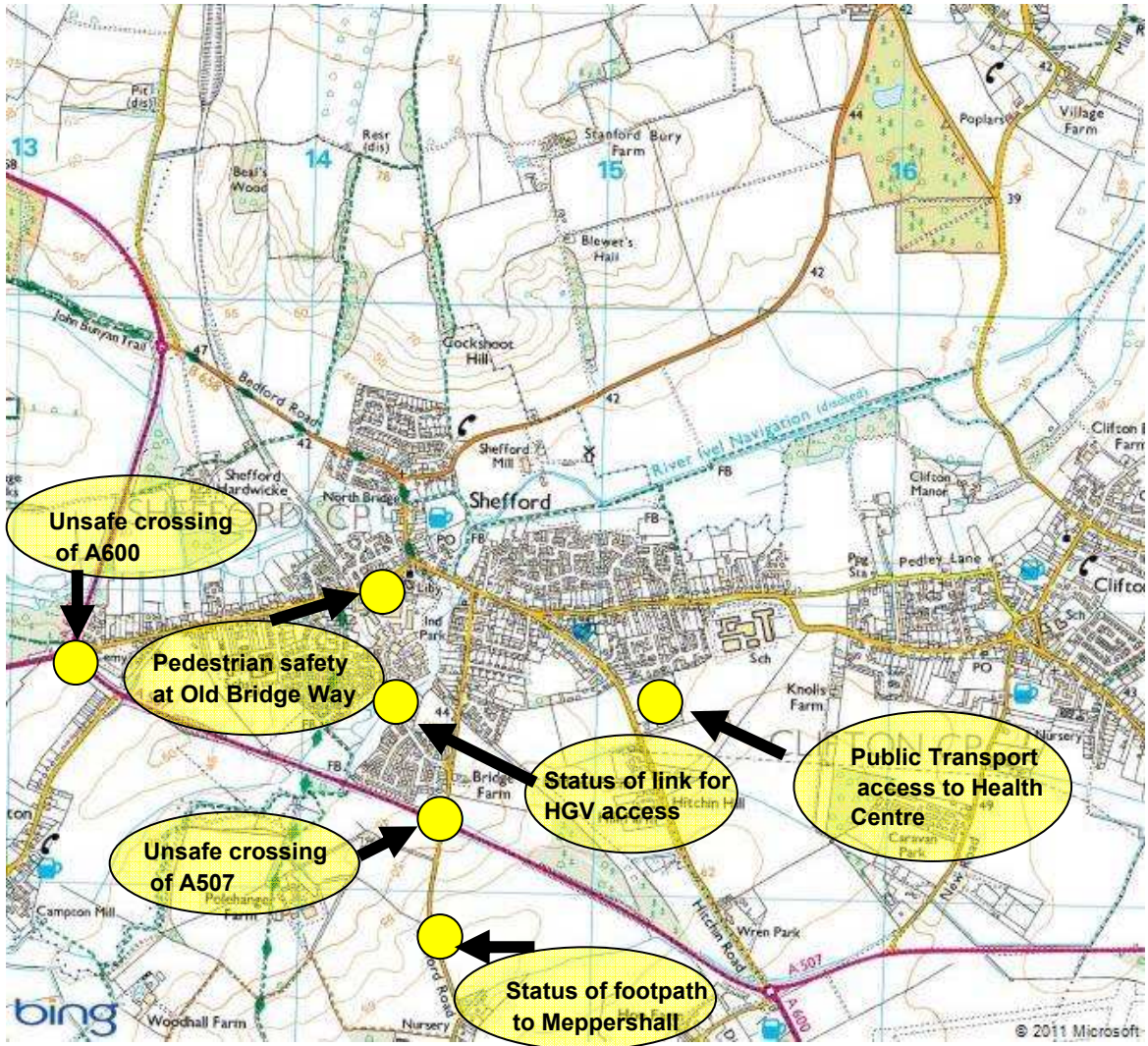
It may be possible to improve the access for pedestrians to the health centre from the bus stops and a proposal to investigate this is included in the “long list” of schemes for this LATP.

An additional crossing improvement has been considered for inclusion in the programme, to help pedestrians from Shefford to reach Chicksands, where the current facility across the A600 arm of the roundabout at the end of Ampthill Road is seen as unsafe. A proposal for this has been included in the “long list” for prioritisation.

A number of facilities to improve cycling around Shefford have been identified ranging from additional signs to guide users to the availability of dedicated cycleways to access various parts of the town, to a new shared cycle path / footpath along Ampthill Road to link in to the cycleway under the A507 to Campton and also advanced stop lines for cyclists at the two arms of the traffic signals in Shefford Town Centre which currently do not have them (South Bridge Street and North Bridge Street).







## 6.2 Meppershall



During the period of the development of this LATP, the permissive footpath which runs along the edge of the field on the East side of Shefford Road, Meppershall has been provided with a hard

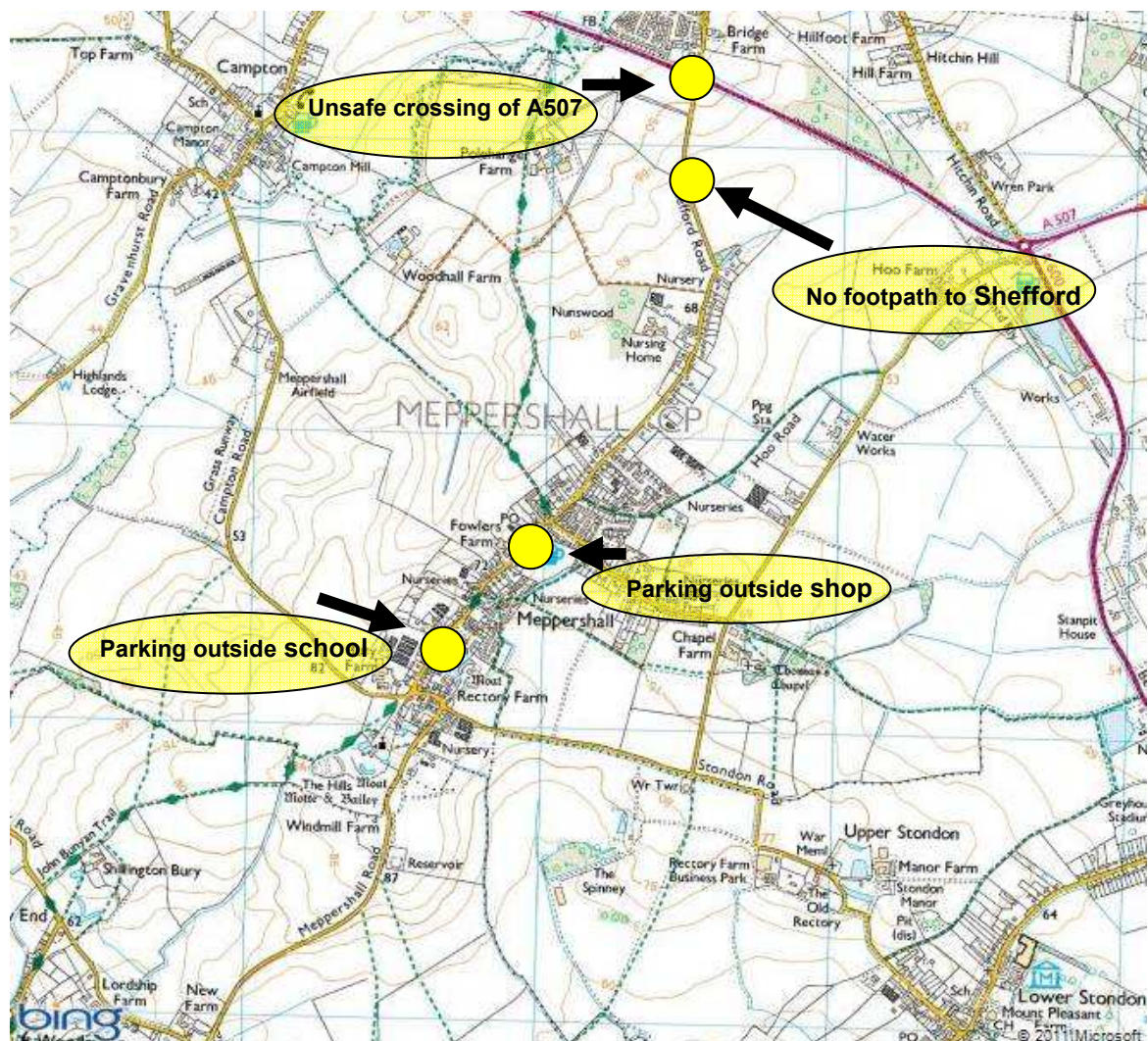




surface. The path crosses and re-crosses the road at three points: at the end of the Polehanger Farm drive; at the end of that field before the bend, and finally back to the pavement by 114 Shefford Rd. The reason that the path does not stay on the west side of the road throughout is the slope. Although it only appears to be slight, in time the soil will gradually move downhill and the path surface would be damaged.

Funding for the construction of the path has been shared by grants from Central Beds Council made to the Parish Council, and Polehanger Farms Ltd. on whose land the path lies.

While the footpath provides a safe route for pedestrians the area is unlit and consequently there are safety concerns about the crossing points of Shefford Road. Also the crossing of the A507 at the end of Shefford Road is difficult owing to the width of the road and the speed of the traffic. The “long list” of schemes for this LAMP includes schemes for lighting Shefford Road and also for a modification to the crossing point of the A507 as well as one to adopt the footpath and any further sealing required.



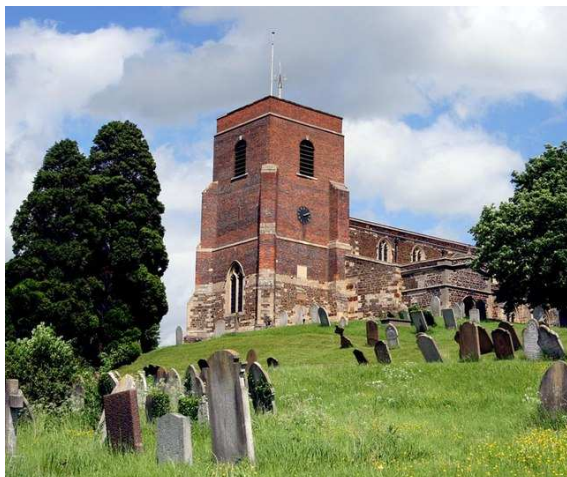
The other issues in Meppershall that have been raised centre around traffic movement up and down the high street and problems with parked cars around the shop and school. A scheme to



look at traffic calming options for the High Street has been included in the “long list” for prioritisation.

While some bus stops in Meppershall are of an appropriate standard there are others which may need to be updated and these have been included in an overall scheme to upgrade bus stops where necessary.

## 6.3 Shillington



The main issues around Shillington are to do with pedestrian safety with concerns in particular about the area around the junction of High Road and Church Street and the speed of traffic on a number of roads together with a lack of footpaths.

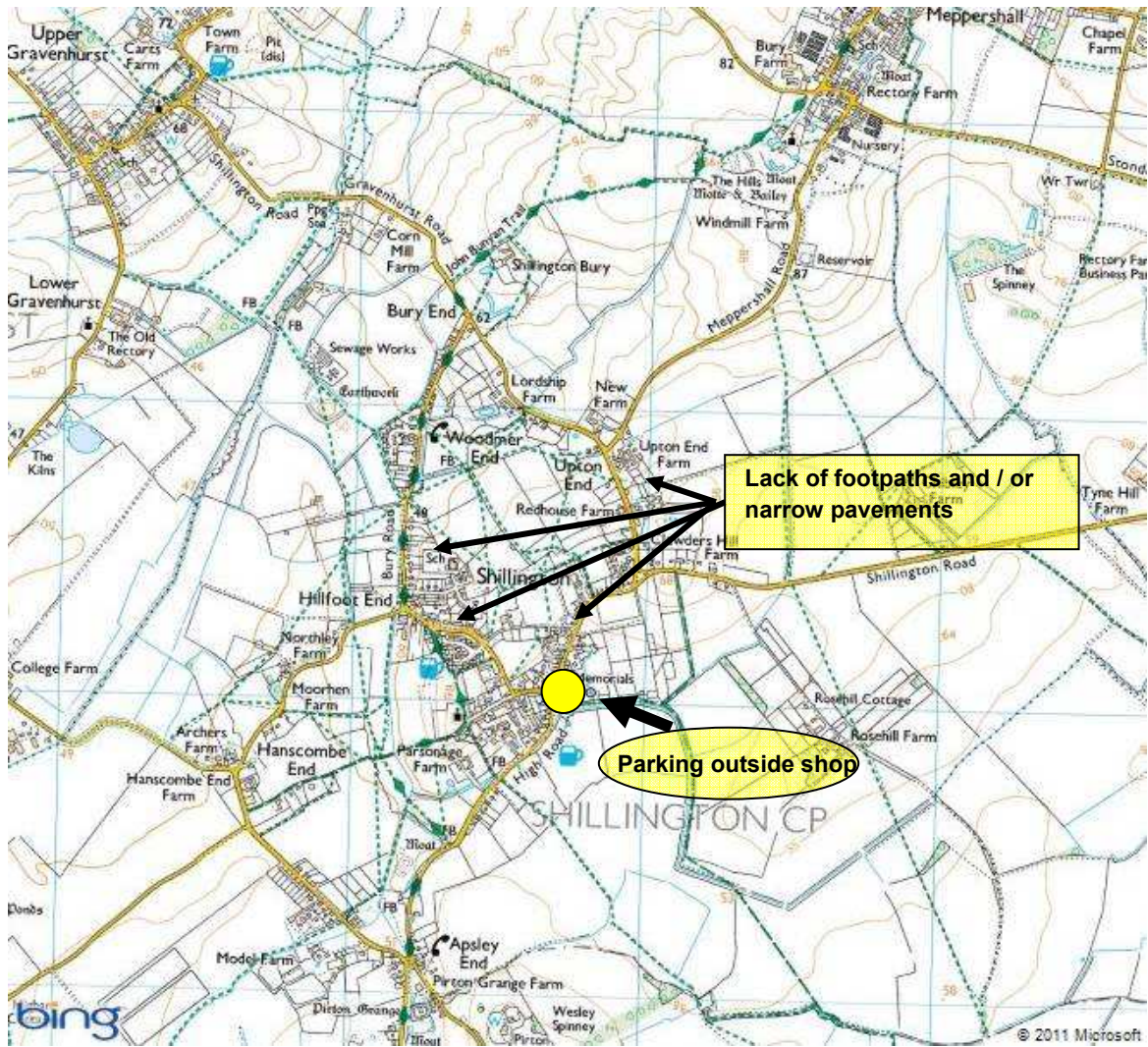
As a result of issues with parked cars and the number of accesses it is very difficult to install a pedestrian crossing near to the junction of High Road / Church Street and the further away it is put the less effective it would be. A wider look at the safety of the whole of that corridor with possible traffic calming in High Road has been included in the “long list” for prioritisation.

A petition was received from residents of Shillington proposing new footpaths in two areas of Shillington to help those in the outer parts of the village to get to the centre more safely. The initial thought behind the “Diamond Jubilee Leisure Path” was to create footways to link in with existing footways to create a circular off road route around the village which will be accessible for all. The petitioners have said that the new route does not have to be an official footway but a surfaced footpath around the village.

Before this footpath could be implemented there would need to be a study to determine the appropriate route and also to identify issues to do with land ownership and possible compensation, as it would probably be necessary to incorporate some sections which are not on







highway land where existing verges are not wide enough. It has been included in the “long list “ of schemes but the likely time scales involved would mean that only the feasibility study would be possible in the next year.

While some bus stops in Shillington are of an appropriate standard there are others which may need to be updated and these have been included in an overall scheme to upgrade bus stops where necessary.

## 6.4 Silsoe



One of the major issues for the village is the access to and from Wrest Park – the historic house and the business park, in particular by commercial vehicles but also by visitors to Wrest Park for special events and at weekends. The route which should be used on these occasions and by Commercial vehicles is via the Southern approach to the village from the roundabout on the A6, and, when approaching the area from the North, a brown tourist sign directs visitors along the bypass to this Southern access. An HGV ban exists on the Northern approach to the village but this is often abused and the Parish Council has asked that an advisory sign for commercial vehicles is placed adjacent to the brown tourist sign to make it clear that lorries are expected to use the bypass and Southern access as well.

In addition it is proposed that additional signing on the exit from Wrest Park will confirm that the exit from Wrest Park should be to the South. A sign does exist in the village at the junction with the High Street but it is proposed that an additional sign is placed between Wrest Park and the village.

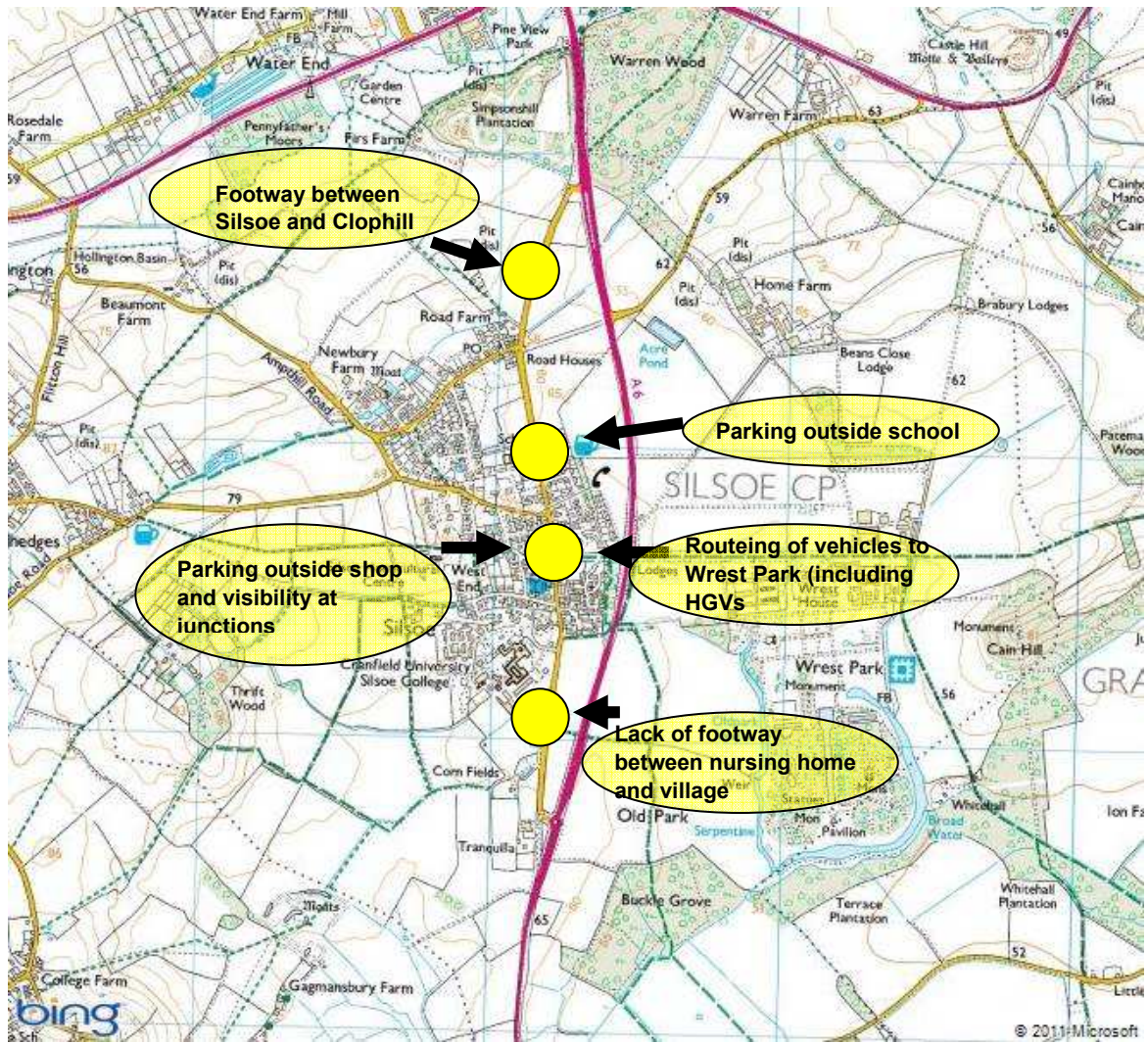
The ultimate priority for the Parish Council is that a direct access to Wrest Park is provided from a roundabout on the A6, approximately halfway along the bypass where the A6 emerges from the cutting across which the current access road to Wrest Park is carried. This is seen as a longer term scheme and is not affordable in the context of this LAMP. English Heritage in response to the Draft LAMP have stated that they would welcome early discussion regarding any measures to address the issue of access to Wrest Park and the movement of vehicles through the village in terms of the impact on the historic environment (of Wrest Park and the village).

While pedestrian movement about Silsoe is relatively easy and provided for the footpaths generally stop at the edge of the village. There have been comments raised about access to the village from both the North and the South. In the South the nursing home is not connected at all to the village with a footpath and this makes it unsafe for residents to be walked or wheeled there. A footpath has been included in the Section 106 agreement for the development of the Cranfield University site and will be constructed as that gets underway. In the North there used to be a footpath on the West side of the road and a scheme to reinstate this is included in the “long list” for this LAMP.

Although there are “School Keep Clear” markings outside the school it has been reported that cars still park on them causing visibility problems for those trying to get in and out of the school. It is possible to apply a traffic regulation order (TRO) to the markings and to enforce this using mobile camera vans and this suggestion has been passed to the traffic and road safety team for their consideration.







## 6.5 Campton and Chicksands



A number of respondents to the consultation have commented on the poor public transport service from Campton, even to Shefford. There is a 2 hourly service to Shefford during the day on the 200 service but the return journey is either within the hour or 3 hours after arrival. While it may be possible to shop in the hour, to combine this with a personal appointment may mean a three hour visit to Shefford. It was also suggested that maybe the Bedford to Hitchin bus could divert into the village to provide a better link to Bedford and Hitchin. However this service is operated on a commercial basis by Stagecoach and any major deviation from the current route would only be considered if there was no effect on the reliability of the service along the route. The improvement of bus stops in Campton, as well as elsewhere in the area has been included in a proposal in the "long list" for this LAMP.

The junction of the Greenway (the main street through Campton) and the A507 is a matter of concern with respect to the safety of vehicles turning in and out of the village. We have received a number of comments especially about the speed of through traffic on the A507 in spite of a 40 mph speed limit. We have passed this onto the police. While there are concerns about this junction there does not appear to be a safety issue as only 1 slight injury accident has been recorded here since 2006. Any solutions that banned right turns in and out would lead to increased congestion at the roundabouts on the A507 and could, unexpectedly, lead to an increase in accidents at those junctions. It may be possible to increase safety by additional islands and we have added a scheme to look at this to the "long list" for this LAMP.

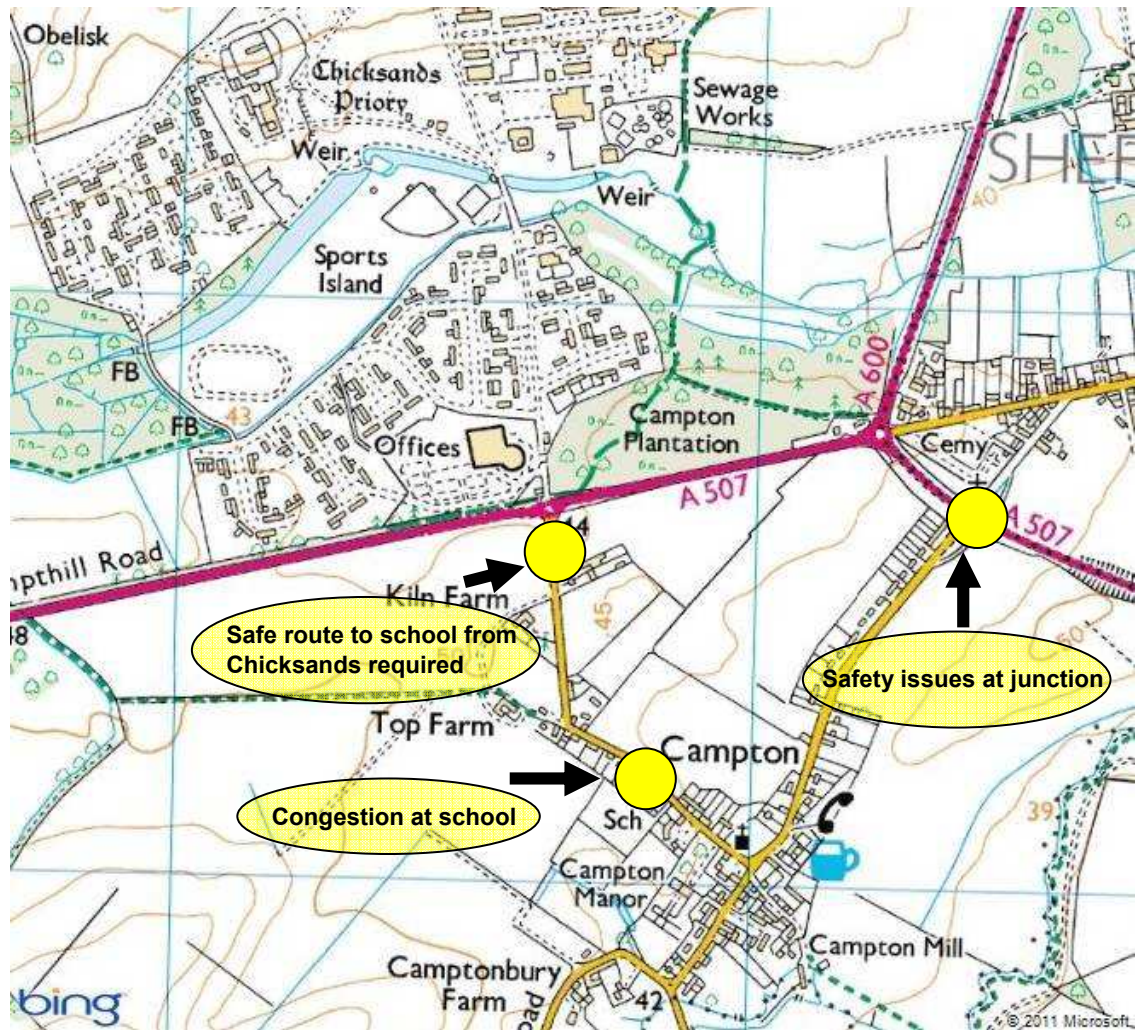
It has been reported that Heavy Good Vehicles (HGVs) regularly travel through Campton – many of them to get to the Hanlon's depot on the Gravenhurst Road. There is no restriction at the moment on HGVs but any that would be put in place would require an exemption to allow for access, as the only alternative is equally difficult through Gravenhurst. The road is not indicated as a lorry route on the Council's Freight Network so any intervention would require evidence of an exceptional amount of through lorry movements where there is an alternative route before action would be taken to implement a ban.

Campton is connected to Shefford via a cycling / walking underpass crossing of the A507 but once the Ampthill Road in Shefford is reached there is no dedicated / shared cycle path into Shefford. This issue was raised not only by Campton residents but also by Shefford Town Council. A scheme to construct such a facility has been included in the "long list" of schemes.





Access to the Lower School in Campton is considered dangerous for pedestrians as there is no pavement in Rectory Road / Priory Road and children are currently bussed in from Chicksands. If that bus service was to be withdrawn then there would be a serious issue regarding the safety of children travelling from Chicksands and any improvements required will be considered if a decision is taken to change the provision of school travel to the school.



# 7. Programme

## 7.1 What is the Programme?

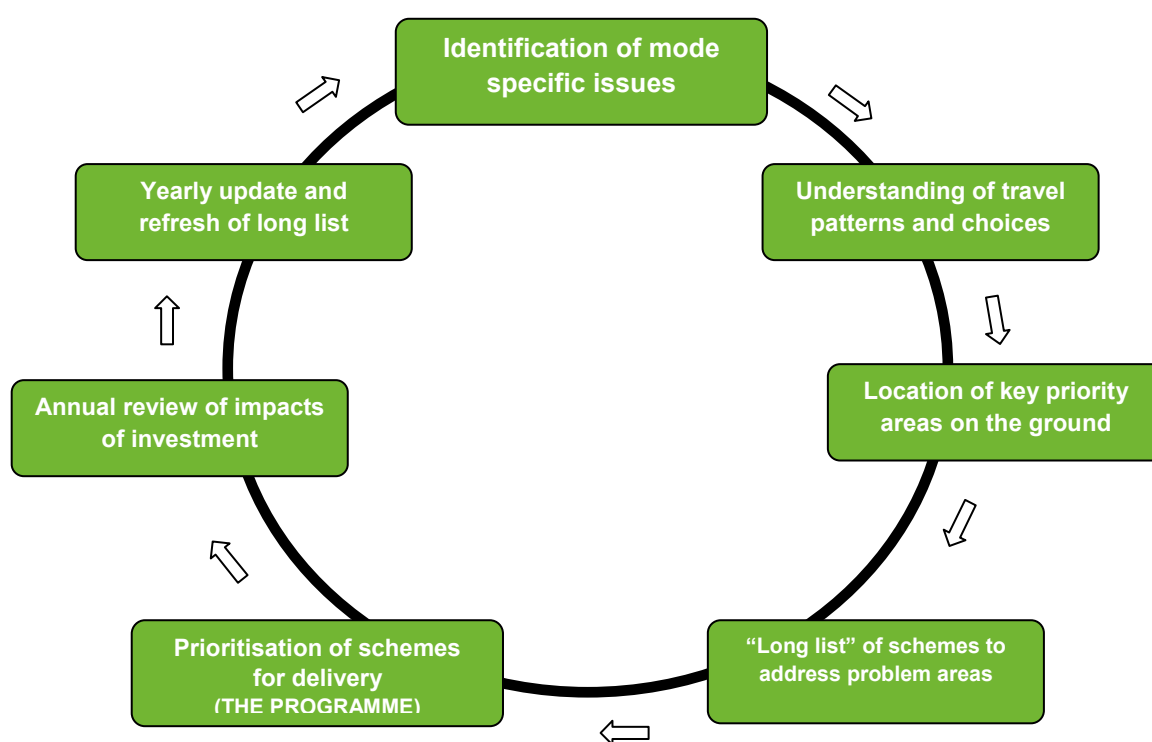
The Programme is the list of schemes which will be funded and constructed on the ground over the period of the Local Area Transport Plan. This chapter details the process through which the Programme has been derived, the level of funding available to implement it and what other sources of funding may be available to deliver improvements to transport provision in Shefford, Silsoe and Shillington.

The schemes in this Programme are 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 bus services for example. Specific road safety improvements are also omitted as these are funded separately.

Many of the proposals which have been discussed in this LAMP would be funded through other Council budgets. The findings of this LAMP with respect to bus services will be incorporated into the Passenger Transport Strategy which is currently being produced. So although an initiative or a proposal does not appear in the Programme, or in the “long list” from which the Programme has been derived, it does not mean that it will not be implemented if funds are available elsewhere.

**Figure 7.1** shows how the Programme has been developed based upon the problems and issues associated with different types of travel in the LAMP. Together with the assessment of the modes of travel used for different journey purposes in the area, the LAMP provides a sound evidence base upon which to develop the Programme necessary to address priority action areas.

Figure 7.1 Programme Development Process



## 7.2 How has the “Long List” been assembled?

The “long list” of schemes has been developed from an analysis of the issues identified in the LAMP and includes schemes identified as necessary by officers and engineers responsible for different elements of transport provision, ideas from local representatives and members of the public suggested during the consultation on the Plan and through an assessment of best practice from elsewhere. It excludes those schemes which would not be funded through the integrated transport funding available as described below.

The schemes which are valid for funding and have been included in the “long list” are set out in **Table G.1** 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 will be reviewed on an annual basis to produce any revised list of priorities for future funding taking account of delivery to date and funding available.

## 7.3 How much funding is available?

**The Department for Transport** allocates a small amount of funding to Central Bedfordshire for delivering the Local Transport Plan (called the Integrated Transport Block Allocation). They have allocated £1.34million in 2012-13 and have indicated that this sum would also be £1.34million in 2013-14, although this may change depending on the overall Government budget allocated to transport. There is no indication as yet as to what money will be available in 2014-15.

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

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

The priority areas, where the first tranche of LAMPs was initiated, were therefore Arlesey / Stotfold, Biggleswade / Sandy, Dunstable / Houghton Regis and Leighton Linlade where the LAMPs began to be delivered in 2011-12. The 2011/12 Programme of Works is focussed on the priority areas with only a few schemes being delivered in the Shefford and Silsoe and Shillington area, all of them externally funded either through Section 106 agreements or funded by the Parish Council – improved street lighting in Silsoe, and measures to deliver improved cycling and safe routes to school in Silsoe and some pedestrian and cycling improvements in Shefford.

The allocation of this integrated transport funding is set out in **Table 7.1** - £120,000 per annum has been allocated to authority-wide road safety schemes while the rest has been distributed among the LAMPs. The Shefford, Silsoe and Shillington LAMP is in the second tranche of LAMPs which has 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 level of funding which we will receive from Central Government for the final year of the LAMP, 2014-15, is unknown as yet but we will hope to be able to increase our allocation to the Shefford area as the 4 priority LAMPs will have been delivered.

The breakdown of this funding among the second tranche of LAMPs is highlighted in **Table 7.2**. The basis for this funding split is the population in each area.





Table 7.1 Integrated Transport Funding Allocation

Area	2012/13	2013/14	Total
Growth Areas (Tranche 1)	£913,500	£913,500	£1,827,000
Rest of Central Bedfordshire (Tranche 2 – 2012/13 and 2013/14) and tranche 3 (2013/14)	£304,500	£304,500	£609,000
Local Safety Schemes (authority wide)	£120,000	£120,000	£240,000
<b>Total</b>	<b>£1,338,000</b>	<b>£1,338,000</b>	<b>£2,676,000</b>

Table 7.2 Second Tranche of LAMP Areas Funding Split

Area	2012/13	2013/14	Total
Amphill 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	<b>£53,690</b>	<b>£39,553</b>	<b>£93,243</b>
<b>Total for Tranche 2</b>	<b>£304,500</b>	<b>£224,321</b>	<b>£528,821</b>
<b>Tranche 3 Areas</b>		<b>£80,179</b>	<b>£80,179</b>
<b>Total</b>	<b>£304,500</b>	<b>£304,500</b>	<b>£609,000</b>

It can be seen from the above that the funding available for Shefford, Silsoe and Shillington through the Integrated Transport Block is very limited but there are a number of additional sources of funding which may also be available:

- **Developer Contributions:** These are funds secured by the authority from developers, to be used to mitigate the direct impact of any specific development. Often called Section 106 Agreements.
- **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 for travel generated. The details of how the CIL will work are still being developed by Central Government and this source of funding is unlikely to be available imminently
- **National, Sub-National and European Funding:** The authority will apply for further funding from capital and revenue streams which become available at European, national



and sub-national levels – e.g. the Local Sustainable Transport Fund and the Better Bus Area Fund.

## 7.4 How has the Programme been derived from the “Long List”?

Owing to the financial constraints on the authority not all of the schemes identified in the “long list” can be delivered in the short term, and so a framework has been developed to prioritise the schemes based upon: their conformity with the objectives of the Local Transport Plan; their 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 7.3**. Each scheme in the “long list” has been scored against these criteria, and those which have scored highest and are affordable within the budget have then been included within the Programme for the Plan area.

**Table 7.3 Scheme Prioritisation Criteria**

Area of Assessment	Sub-Area of Assessment	Criteria
Policy Compliance	Local Transport Plan Objectives	Increase the ease of access to employment by sustainable modes
		Reduce the impact of commuting trips on local communities
		Increase the number of children travelling to school by sustainable modes of transport
		Improve access to healthcare provision by the core health service
		Ensure access to food stores and other local services particularly in local and district centres
		Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport
		Minimise the negative impact of freight trips on local communities
	Reduce the risk of people being killed or seriously injured	
Adopted Plans	Is the scheme included within any adopted plans, including the Town or Parish Plans?	
Deliverability	Affordability	Can the scheme be delivered within the LAMP budget?
		Can other sources of funding be levered in as contributions?



Area of Assessment	Sub-Area of Assessment	Criteria
	<b>Risk</b>	What is the level of risk associated with delivery?
	<b>Support</b>	Is there public support for the scheme?
		Does the scheme have Member backing?
		Do stakeholders support the scheme?
		Are there partners on board who support the scheme financially?
<b>Value for Money</b>	<b>Integration</b>	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?
	<b>Coverage</b>	What size of area would benefit from the scheme?
	<b>Revenue</b>	Would the scheme generate new funds or result in increased revenue costs for the authority?

In the cases where schemes have not scored highly enough to warrant being funded directly through the LATP, the “long list” provides a basis upon which to identify future priorities to be delivered when additional funding becomes available through some of the other funding channels detailed in Section 7.3.

The schemes included in the Shefford, Silsoe and Shillington integrated transport programme for 2012/13 and 2013/14 are set out in **Table 7.4**. 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.

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.



**Table 7.4**                      **Shefford, Silsoe and Shillington Programme of Schemes**

Ref	Scheme	Funding Profile		Notes
		2012/13	2013/14	
<b>Cycling Improvements</b>				
CY06	Advanced Stop Lines (2) at Shefford traffic signals	5,500		
CY05	Additional signs to encourage use of cyclepaths, Shefford	7,000		
CY02	Warning signs for cycle crossing of B655, Pegsdon		2,000	To protect cyclists using the Chilterns Cycleway
<b>Pedestrian Improvements</b>				
W08	Pedestrian crossing of Hitchin Road, Shefford	5,000		Plus £30,000 S106 contribution from Shefford Town FC site
W06	Improvements for pedestrian safety around High Road / Church Street junction, Shillington		10,000	Also S106 contributions from developments
W04	Improvements of footpaths in Shillington		8,500	Hanscombe End Road to Church
<b>General Traffic Improvements</b>				
GT01	Access signing for Wrest Park, Silsoe	4,000		To divert HGVs from driving through village to get to Wrest Park
GT02				
GT05	Traffic calming measures in Greenway / Rectory Road, Campton	20,000		
GT04	Traffic calming measures in Meppershall High Street		15,000	
ST01	Installation of 2 electric car charging points		4,000	Plus Grants from EValu8
<b>Public Transport Improvements</b>				
PT02	Improvements to bus stops across the area	12,500		
<b>TOTAL</b>		<b>£54,000</b>	<b>£39,500</b>	



## 7.5 'Smarter Choices' Measures

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

- **Information provision:**
  - § Cycle maps to accompany the development of new routes
  - § Up to date 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:**
  - § Integrated ticketing options to support the better interchange between bus services and between bus and rail services.
  - § Pre-paid ticketing to enable a faster transfer from one service to another.
- **Travel Plans:**
  - § Encouragement to employers to develop Workplace Travel Plans alongside access improvements to industrial areas.
  - § Work with schools to deliver their Travel Plan targets as part of wider initiatives to reduce the impact of the car in and around schools
- **Car Sharing:**

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

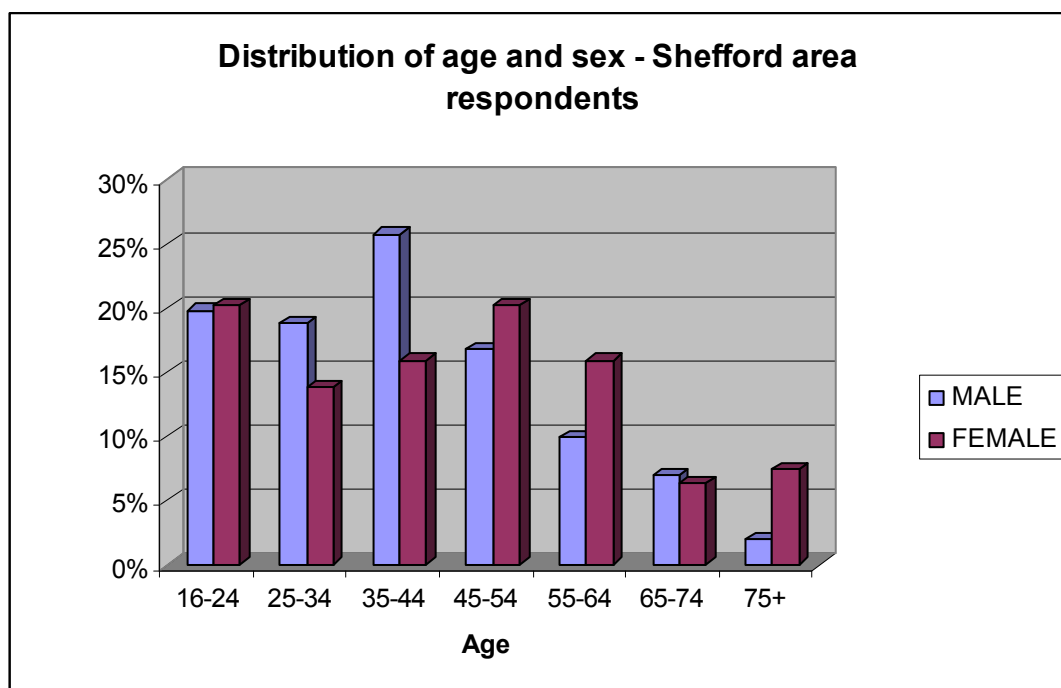




# Appendix A: Householder Travel Survey Analysis

A Householder Travel Survey was undertaken in March/April 2010 which looked at the travel patterns of residents of Central Bedfordshire. Within the total sample of around 2,000 there were approximately 200 responses from residents of the Shefford and Silsoe and Shillington wards, enabling an assessment of the specific issues relevant to local residents. The following section presents and analyses the results from the survey for this area.

Figure A.1 Travel Survey – age and sex of respondents



The Survey identified that 98% of the people living in the Shefford, Silsoe and Shillington areas who were interviewed had access to a car, which is much higher than the census figures of 89%, although 9 years had elapsed between the Census and the Survey. Since the following results are based on the responses to the survey this analysis will therefore produce one interpretation of the travel patterns of the residents of the area. Caution should be applied in using the figures as it seems likely that the results of the survey are biased in favour of car owners, and it will be necessary to undertake consultation with hard to reach groups who may have limited access to a car to fully understand the travel issues of the area.

The recorded use of the various modes (Table A.1) emphasises this point as a large majority of the respondents never use a bus and this proportion would need to be tested against a larger sample.



**Table A.1 Use of different modes of transport (number of respondents)**

	Car Driver	Car Passenger	Motor Bike	Bus	Train	Taxi	Bicycle	Walk	Other
Most Days	147	24	3	7	3	0	5	114	3
Once / Twice per week	26	99	2	13	11	4	30	52	1
Once a fortnight	0	14	0	12	7	2	8	4	0
Once a month	1	20	0	12	32	22	13	4	0
Several times per year	0	6	4	16	64	50	27	2	2
Once a year or less	0	7	0	13	19	21	9	1	0
Never	21	25	186	122	59	96	103	18	162

## A.1 Journey to Work

### Distance Travelled to Work

The distance travelled to work provides an indication as to the relative self containment of an area in terms of the ability for people to find employment locally. Table A.1 highlights the comparative distances travelled to work by residents of the Shefford, Silsoe and Shillington area and Central Bedfordshire as a whole. There is generally a similar distribution of distance travelled compared to the rest of the authority, though for journeys outside the local area, the longest trips make up a greater proportion.

**Table A.2 Distance Travelled to Work**

Distance	Shefford, Silsoe and Shillington	Central Bedfordshire
0-2 miles	21%	21%
2-5 miles	15%	16%
5-10 miles	20%	19%
10-20 miles	15%	19%
Over 20 miles	29%	25%

### Modal Split

The comparative modal split of journeys to work of residents in Shefford, Silsoe and Shillington with those for the rest of Central Bedfordshire is set out in Table A.2.



Table A.3 Modal Split for Journey to Work

Mode	Shefford, Silsoe and Shillington	Central Bedfordshire
Car	78%	75%
Car (passenger)	3%	2%
Walk	12%	11%
Cycle	1%	3%
Bus	1%	2%
Train	1%	6%
Other	4%	2%

These figures indicate a greater reliance on the car for access to work and a lower level of walking, which is similar to the rest of Central Bedfordshire Council, reflecting the rural nature of the area and the relative lack of local employment opportunities. The relatively low figure for bus travel reflects the poor availability of bus services in the area.

### Ease of Access to Work

Respondents to the Householder Travel Survey were also asked to rate the relative ease of their journey to work. Residents in Shefford, Silsoe and Shillington, in general find it easy to access employment with only **9%** stating that they had difficulty in getting to work. However the majority of those expressing difficulty are car drivers travelling long distances and so the difficulty of access may be more to do with the length of the journey and not so much to do with the ease of actually identifying a means of getting to a place of employment. It may be therefore that the difficulty of access is caused by issues outside of the immediate area rather than specific to the Shefford, Silsoe and Shillington area.

## A.2 Access to Services

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

### Healthcare

Access to healthcare in the form of a local doctor is an important factor in residents' perceived quality of life. Table A.3 highlights the modes through which Shefford, Silsoe and Shillington residents' access healthcare provision. The vast majority (**98%**) of those interviewed said that they had no difficulty accessing healthcare. However it should be noted that this survey was carried out before the opening of the new health centre in Shefford which has caused some issues as it is not directly served by buses. However buses do stop in Clifton Road, 350 metres from the Centre and a new Wanderbus service (W16) began on 26<sup>th</sup> July 2011 running on Tuesday afternoons only and serving Meppershall and Campton as well as areas of Shefford.



**Table A.4 Modal Split for Healthcare Trips**

Mode	Shefford, Silsoe and Shillington	Central Bedfordshire
Car	63%	55%
Car (passenger)	6%	5%
Walk	29%	37%
Cycle	1%	1%
Bus	1%	1%
Train	0%	0%
Other	0%	1%

## Education

Table A.4 details the usual modal choice of residents when taking their youngest child to school in the morning. It is probable that the low level of cycle use is not representative across education at all levels as the youngest child may be of primary school age and other factors may play a part in the mode choice. Only **88%** of local residents in Shefford, Silsoe and Shillington find it easy to access education provision, slightly lower than the figure for Central Bedfordshire as a whole of 93%. The main difficulty appeared to be access to Bedford schools by bus.

**Table A.5 Modal Split for Education Trips (related to youngest child)**

Mode	Shefford, Silsoe and Shillington	Central Bedfordshire
Car	20%	23%
Car (passenger)		
Walk	44%	52%
Cycle	0%	2%
Bus	33%	21%
Train	0%	1%
Other	3%	1%

It is possible to look at the mode of travel of pupils at each of the schools in the area of this LATP based on surveys done in the school classroom and this is set out in the table below.



Table A.6 Modal Split for travel to the schools in the area, 2011

	Car	Car Share	PT	Walk	Cycle
<b>Campton Lower</b>	35%	0%	46%	17%	2%
<b>Gravenhurst Lower</b>	42%	0%	0%	56%	2%
<b>Shillington Lower</b>	41%	6%	0%	51%	2%
<b>Shefford Lower</b>	44%	0%	0%	52%	4%
<b>Meppershall Lower</b>	14%	5%	0%	81%	0%
<b>Silsoe Lower</b>	45%	5%	0%	50%	0%
<b>Robert Bloomfield Middle</b>	13%	0%	56%	31%	0%
<b>TOTAL</b>	16%	2%	49%	32%	1%
<b>CBC All Lower</b>	33%	1%	2%	63%	1%
<b>CBC All Middle</b>	19%	5%	17%	59%	1%
<b>CBC All Upper</b>	10%	2%	32%	51%	2%
<b>CBC Total</b>	22%	2%	16%	58%	2%

The figures for Campton Lower School show an emphasis on public transport compared to other Lower Schools, but this is because of the provision of a school bus for the children living in Chicksands to access Campton Lower.

Compared to Central Bedfordshire as a whole there is a much larger proportion of travel to school by public transport to the Middle School which indicates its wide catchment area.

## Food Shopping

There is a wide variety of destinations for people from the area when they go for their major shopping for food. Nearly one third access the local supermarket in Shefford, Morrisons, but the presence of a large variety of alternatives within easy driving distance means that the majority of people leave the area.





**Table A.7 Destinations for Food Shopping Trips**

Destination	
Shefford	31.5%
Biggleswade	18.5%
Baldock	10.5%
Flitwick	8.9%
Hitchin	8.1%
Letchworth	7.3%
Bedford	5.6%
Luton	4.8%
Amphill	2.4%
Stevenage	2.4%

Converting those destinations to distances

**Table A.8 Trip length for Food Shopping Trips**

Distance	Shefford, Silsoe and Shillington
0-2 miles	25%
2-5 miles	22%
5-10 miles	45%
10-20 miles	7%
Over 20 miles	0%

The predominant mode of transport for shopping is the car, slightly higher for Central Bedfordshire as a whole. Not surprisingly all those who said they walked were accessing the local supermarket.

**Table A.9 Modal Split for Food Shopping Trips**

Mode	Shefford, Silsoe and Shillington	Central Bedfordshire
<b>Car</b>	77%	75%
<b>Car (passenger)</b>	11%	10%
<b>Walk</b>	9%	12%
<b>Cycle</b>	1%	1%
<b>Bus</b>	1%	2%
<b>Train</b>	0%	0%
<b>Other</b>	1%	1%

Very few people said they had difficulty accessing an opportunity to buy their food with **97%** saying it was fairly easy or very easy.

### A.3 Access to Leisure, Culture and Tourism

The majority of the respondents identified the last leisure trip they had taken and the destinations and details of the reason for that trip are widespread. There is insufficient data to identify a statistically accurate modal split to each site but the overall modal split for each mode was Car Driver – 58%, Walking – 24%, Car Passenger – 8%, Cycling – 3%.



The distribution of trip lengths for leisure trips are shown below.

**Table A.10** Trip length for Leisure Trips

Distance	Shefford, Silsoe and Shillington
0-2 miles	16%
2-5 miles	28%
5-10 miles	29%
10-20 miles	14%
Over 20 miles	12%

## A.4 Alternative Modes of Travel

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

§ **Car Sharing:**

- No one to share with,
- Varied travel patterns,
- Prefer not to car share.

§ **Walking:**

- Too far to walk,
- Need to transport goods.

§ **Cycling:**

- Too far to cycle,
- Do not own a bike,
- Unsafe to cycle,
- Need to transport goods.

§ **Bus:**

- Unsuitable timetable,
- Lack of direct route,
- Inconvenient,
- Need to transport goods.

§ **Train:**

- Take too long,
- Need to use car,
- No train service,
- Inconvenient,
- Need to transport goods.



# Appendix B: Shillington Parish

## Plan - Issues

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### Parking

Identify usage of local parking space - Survey parked vehicles to establish if all belong to nearby residents.

Identify alternative locations for parking - Approach public houses, Village Hall Committee, Aragon Housing (re the previous arrangement in Scytles Court) and householders who may have space available.

Encourage residents to use off road parking where available and avoid inconveniencing others - Publicise alternative parking locations using flyers and articles in the Parish News. Consider yellow lines.

Seek restrictions on parking where road safety or access by emergency vehicles is compromised - Request more frequent enforcement by police. Ask CBC to carry out a parking survey. Discuss with CBC where parking restrictions are appropriate and enforceable.

Ensure appropriate parking provision in new developments - Make representations to the Planning Authority to increase provision of off-road parking spaces.

### Traffic and road safety

Reduce traffic speed throughout the parish to within legal limits - Ensure that speed limit signs are suitably positioned and maintained. Discuss provision of more frequent speed checks. Lobby for introduction of 30 mph speed limit on village roads that are currently unrestricted. Encourage residents to keep to existing speed limits through articles in the Parish News

Establish a safe crossing of High Road near Church Street junction and the Post Office bearing in mind the needs of the elderly and parents with young children - Provide CBC with photographic and other evidence of current problems. Discuss potential locations for crossings with CBC.

Improve road safety in the vicinity of Shillington Lower School - Lobby for establishment of the School Safety Zone

Restricting passage of Heavy Goods Vehicles (HGVs) through Shillington - Lobby CBC to acknowledge the unsuitability of the roads for HGVs and provide signs prohibiting entry. Contact CBC for the results of the 2009 LGV SatNav Survey

### Enjoying the environment

Encourage cycling - Recommend to CBC that village roads are included in the Mid Beds Cycle Routes Mapping Project Promote the use of routes where traffic is light and slow.

Encourage walking - Maintain pavements in good condition. Encourage landowners and



homeowners to keep roadside hedges on their property trimmed. Publicise methods of reporting problems affecting pavement surfaces to encourage prompt repairs.

Complete pavement network - Complete pavement network in Upton End Road and Hanscombe End Road

## Local transport

Provide modified or additional bus services to meet the needs identified - Discuss changes in time-tabling and routes with providers. Open discussions about fare concessions for young people.

Promote public transport and other services as viable alternatives to car travel -

Display bus timetables, all route maps and information at bus stops. Display information about bus and local taxi services, Link-a-ride, Whitbread Wanderbus and Health Bus on the village website and in the Parish News.

Help the elderly and housebound to gain better access to shops, services and facilities -

Promote the role of Shillington Care.

Set up a car sharing scheme in the parish - Recruit a coordinator for a car sharing scheme.

Publicise the scheme in the Parish News and the village website.





# Appendix C: Meppershall Village

## Plan - Issues

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### Car Sharing

- Database of people willing to share – centrally available.
- Incentives to encourage sharing.
- Notice board (possibly at the shop) of those willing to car share.
- Support car parking tax at work as a means of encouraging car sharing.
- 

### Speeding

- Reduce speed limit to 20 mph for the central part of the Village.
- Automatic traffic speed signs.
- Relocate traffic speed signs.
- Chicanes.
- Mobile speed traps.
- Beat Manager to lead education on this matter.
- No speed bumps or at least very last option.

### Parking at the Shop

- Re-define and raise the kerb at the shop.
- Reduce the speed limit in this area.
- Liaise with the Sugar Loaf PH to be able to use the car park at slack times.

### Parking at the School

- Police to enforce parking law with respect to corners & obstructing the carriageway, with a view to encouraging more people not to use the car.
- Promote awareness of the Walking Bus.
- Prohibition of parking on marked zig-zags to be fully enforced.

### Parking – General

- Fildyke Road (near Brookmead and Fildyke Close) - Aragon to provide parking outside the bungalows to create space in the existing lay-bys for the overflow.

### Pavement to Shefford

- Provide footpath to Shefford. An underpass at the bypass roundabout is considered essential.

### Pavement on Chapel Road

- Pavement on Chapel Road.

### Use of Public Transport

- Buses are available from the Village to Bedford, Shefford & Hitchin.

### Highway Maintenance

- Grids to ditches need to be kept clear, before winter, not during.



# Appendix D: Silsoe Parish Plan - Issues

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## Traffic And Transport

To reduce through traffic and improve safety for all road users and pedestrians. To eliminate parking on pavements and at problem locations, and to provide sufficient off road parking.

### Reduce HGVs

- Enforce 7.5 tonne limit from A507 to Ampthill Road;
- Check planning permissions for logistics depot;
- Planning conditions to restrict through traffic associated with major future building developments.

### Car sharing

- Promote awareness of existing web-based schemes;
- Encourage car sharing scheme in future developments.

### Poor road conditions

- Conduct road condition survey;
- Publicise in Silsoe News how to report road issues.

### Obstruction to pavements caused by overgrown bushes

- Contact homeowners with overgrown bushes;
- Consider enforcement action for persistent offenders.

### Traffic Calming

- Develop an integrated traffic calming scheme in conjunction with Beds CC Highways (*sic*)
- Reduce limit to 20 mph from school to church crossroads;
- Install raised road crossing point in centre of village at narrow pinch point widening footpaths to ease access in particular for the disabled (*now being implemented, August 2011*).
- Install chicanes at both ends of Village with priorities;
- Relocate 'Slow down' flashing sign by school into better location;
- Install another 'Slow down' flashing sign at south end of Village.

### Parking by the School

- Develop parking improvements from the following strategies:
- Install bollards on verges;
- Educate parents of school children;
- School to provide sustainable transport policy;
- Expand and utilise allotment car park and entrance

### Parking by the Newsagent

- Short term – Parking restrictions combined with improved use of Village Hall car park during the day - possibly extending the car park towards the High Street.
- Long term – consider new shop in different location (see village facilities/shop)

### Parking by Church and Star and Garter



- Investigate with Beds CC Highways (*sic*) the feasibility of a lay-by possibly with chevron parking

#### Parking Restrictions

- Identify key areas where restrictions are appropriate particularly on junctions (*TRO proposed September 2011*);
- Encourage reporting of dangerous parking to the police.

## Public Transport

To improve use of existing public transport and identify new demand

#### Improved bus services

- Seek to influence CBC (for possible subsidy) and service providers to provide additional routes, extend hours of service and frequency
- Publicise current routes to encourage greater use

## Pedestrian and Cyclist Safety

To discourage use of cars within the village by providing a safer and improved environment for pedestrians and cyclists.

#### School

New walking bus as part of safer routes to school

Consider options as follows:-

- within the village;
- meet at Village Hall

#### Cycle Lanes

- Provide cycle lanes as appropriate along the High Street.

#### Improve narrow pavements and crossing points in village High Street

- Investigate with CBC the installation of a safe crossing point combined with a raised section of road at the narrowest part of the High Street (also see traffic calming).

#### Disabled access to pavements

- Investigate with CBC the locations for the installation of dropped kerbs - also see above.



# Appendix E: Campton and Chicksands Parish Plan - Issues

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## Campton and Chicksands Parish Plan

Road condition/potholes - Parish Council to seek improvements and discuss with Highways Department.

Serious concerns about the safety of the A507 turn into Greenway - Discuss options for improved safety.

Speeding through village - Conduct a full traffic survey. Review options with police: residents favour village gates, flashing speed restriction signs, school 20mph zone.

Bushes etc. from houses overgrowing pavements - Parish Council to approach relevant owners

Road Drainage - a) Rectory Road/Mill Lane-keep watch following drainage improvement works. b) Greenway run off from road into gardens. c) Greenway-Discuss sewer lockage situation with Anglian Water. d) Underpass-review maintenance situation.

Concerns over pedestrian and cyclist safety - Review with relevant authorities the proposals supported strongly by residents in the questionnaire: a) Wide pavement from A507 to school (raised crossing also); b) Wide pavement from Campton to Tesco Garage; c) Generally wider "cycling" pavements; d) Dropped kerbs at junctions and crossing points; e) Footpath to Gravenhurst with pavement to Campton Court.

Heavy Goods Vehicles travelling through Campton are considered a problem - Discuss with Police / Central Bedfordshire Highways Dept / Parish Council / Hanlons.

Parking at village hall, school, recreation ground, church and pavements and verges - Discuss options with police and Campton Lower School.

Public transport routes and timetables - Advise bus operators of results. Publish timetables in newsletter and on website.

Street Lighting - Review questionnaire comments. Considered a problem by 73 residents. Further survey needed.





# Appendix F: Public 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
Natural England	Replied but had no comments to make	n/a
Greensand Trust	No reference to the Green Infrastructure Plan which provides specific references to walks local residents want enhanced. Shefford and Silsoe both have Parish GI (Living Networks) Plans which identify local improvements to walking and cycling networks.	Green Infrastructure Plans now referenced. Meppershall also has one.
	No reference to recreational journeys in the journey purpose analysis, with key recreational sites ignored	New section included on the analysis of leisure trips.
	Access to leisure should also be considered including swimming pools and leisure centres	Not so relevant to Shefford / Silsoe plan
	What about the impact of Center Parcs?	Taken as relevant to Ampthill and Flitwick plan rather than Shefford and Silsoe one
Bloor Homes	Points out the legal framework within which the mitigation of the impact on the local highway network must occur. Concern that some of the schemes identified in draft LAMP at Table 6.1 would not meet the legal tests. Not clear why certain schemes have been associated with particular developments when they have demonstrable links to others.	Table has been removed from Final LAMP to avoid legal difficulties.
English Heritage	Note that Plan identifies routeing of traffic into Wrest Park as a "Priority action area" to address concerns regarding the movement of vehicles through the village of Silsoe. EH would welcome early consultation regarding any measures to address this issue.	EH will be consulted before any changes are made. Current proposals in plan are simply to reinforce the current arrangements.
Bedford Area Bus Users Society	There is no logic for including Silsoe in a study of the Shefford area.	The LAMP is not a study of the Shefford area. The LAMP boundaries are based on the Wards of the Borough Council. The two wards included for study in this area are a) Shefford and b) Silsoe and Shillington. Each village is looked at independently.
	Section 1.2 – Who are the other stakeholders?	A stakeholder survey was sent out before we produced the provisional LAMP. The number of responses to the Shefford / Silsoe plan was 1 from one of the local schools.
	Advertising of bus services is poor and marketing of bus services is non-existent	Comment passed on to the Public Transport team at CBC
	Why should there be a bus service linking Shefford and Silsoe? For what purpose?	This was just a statement of fact included in the text
	BABUS has provided CBC with a comprehensive audit of bus stop infrastructure across	Has provided a useful source of information for the LAMP

CONSULTEE	COMMENT	RESPONSE
	<p>the former Mid Beds area</p> <p>Is it appropriate to ask how improved bus services with rail connectivity might enhance work opportunities across an area where there is little well-paid employment? Especially for young people who may be disadvantaged if they do not have access to a car.</p> <p>Samuel Whitbread Upper School is included – this inclusion highlights the false premise upon which this LATP is based as the school is located outside the defined area.</p> <p>Smarter Choices. It would be sensible to prioritise the simplest and lowest cost options before being dazzled by technology which is unlikely to be favoured by smaller public transport providers unless public subsidy is provided.</p>	<p>Getting young people to employment needs improvements to all modes of transport as the cost of owning and running a car increases. We need to encourage consideration of all modes of transport.</p> <p>Many of the routes to the school are within the area and so the presence of the school will have an impact on transport issues in Shefford – e.g. Safe Routes to School. Data for the school has been removed from the Travel Survey information but the school is still considered an issue which needs addressing within the LATP area.</p> <p>Noted and will be considered when options are discussed.</p>
Shefford Library Public consultation comments (November 2011)	<p>Bus times to Biggleswade do not allow sufficient time or too much time in Biggleswade.</p> <p>Speeding vehicles in Southfields</p> <p>Cars parked outside the new development at Olivers Court</p> <p>Disabled spaces in North Bridge Street need re-painted</p> <p>Churchill Way should be the preferred route for HGVs to Industrial Park</p> <p>Developers should be asked to provide more than the current parking levels for residential development</p> <p>Parking on Clifton Road</p> <p>Number of comments on Health Centre bus service</p> <p>Amphill Road – provision of cycle path on North side</p> <p>A600 pedestrian crossing</p> <p>Pedestrian access to the Health Centre from Clifton Road by the Steamer PH</p> <p>Late night service from Hitchin not well used as not advertised</p> <p>Lettering on temporary signs warning of road closures too small</p> <p>90 LINK should stop for longer at Priory House – 10 minutes not enough time</p> <p>Advertise that 90 LINK bus can be used for getting to Arlesey Station</p>	<p>Comment passed to Public Transport team for consideration in preparing Public Transport Strategy</p> <p>Comment passed to police</p> <p>Passed to Traffic and Road Safety team</p> <p>Passed to Bedfordshire Highways</p> <p>Passed to Development Control – comments re the legal situation included in LATP</p> <p>Passed to Development Control section</p> <p>Included in Prioritisation of schemes</p> <p>Comment passed to Public Transport team for consideration in preparing Public Transport Strategy</p> <p>Added to schemes for prioritisation</p> <p>Added to schemes for prioritisation</p> <p>Added to schemes for prioritisation</p> <p>Comment passed to Public Transport team for consideration in preparing Public Transport Strategy</p> <p>Passed to Bedfordshire Highways</p> <p>Comment passed to Public Transport team for consideration in preparing Public Transport Strategy</p> <p>Comment passed to Public Transport team for consideration in preparing Public Transport Strategy</p>
Shillington Public	No timetable info at bus stops	Scheme to update bus stops included in prioritisation



CONSULTEE	COMMENT	RESPONSE
consultation comments (December 2011)	On street parking causes congestion and road safety concerns – make roads one way, need off street parking, infill development has caused parking problems	Passed to Traffic and Road Safety team for further consideration – no immediate scheme identifiable
	Need for pedestrian crossing near shop	Not possible to install pedestrian crossing owing to road layout and various accesses but scheme for traffic calming in High Road included in prioritisation
	Roads need gritting	Passed to Bedfordshire Highways
	Footpaths need resurfacing	Passed to Bedfordshire Highways
	Lack of bus services to Bedford and Hitchin	Comment passed to Public Transport team for consideration in preparing Public Transport Strategy
	Lack of footpaths	Scheme for additional footpaths included in prioritisation
Petition received regarding a proposed Jubilee Footpath around Shillington	“We the undersigned would like the village to be linked by a DIAMOND JUBILEE LEISURE PATH. Particularly between 1; Hanscombe End Road through to Hillfoot Road. 2. Bury Road through to Upton End Road. Which would enable Walkers, Joggers, Cyclists, Mums with pushchairs etc. Wheelchair and Mobility Scooter users to travel in relative safety around the village.”	Scheme has been included in prioritisation exercise. May be unaffordable in the context of the LATP.
Silsoe Parish Council comments (telephone call (1 February 2012)	No reference to business park traffic accessing Wrest Park	Now included in text
	Want an alternative access off A6 – needs highlighting in LATP	Mentioned in LATOP and included in prioritisation
Comments online at myJourney	Better bus service to Hitchin from Meppershall – after a certain time the 89 only goes as far as Pirton.	Comment passed to Public Transport team for consideration in preparing Public Transport Strategy
	Bus service to Arlesey station	Comment passed to Public Transport team for consideration in preparing Public Transport Strategy
	Cycle path to Arlesey station along A507	For Arlesey LATP – will be included in review of LATP
	Speeding traffic on A507 at Campton turning	Passed to Traffic and Road Safety team and scheme to improve safety at junction put in long list for Prioritisation
	Speed humps need to put in Greenway, Campton	Scheme for traffic calming in Campton put in long list for prioritisation
	Could number 71 bus be diverted through Campton	Comment passed to Public Transport team for consideration in preparing Public Transport Strategy
	HGV route to Shefford Industrial Estate needs to be down Churchill Way to take pressure off Ampthill Road	Passed to Development Control – comments re the legal situation included in LATP
	Traffic congestion caused by parked cars on Hitchin Road near the Woolpack	Included in long list for Prioritisation
	Attach a counter to speed warning lights so that can see how many times it has been activated	Passed to Traffic and Road Safety team
	Alter signage at bottom of Ampthill Road to divert cars into Station Way to “Town Centre	Included in long list for Prioritisation

CONSULTEE	COMMENT	RESPONSE
	Car Park 400 yards* rather than simple P sign	
Silsoe Lower School (Stakeholder Survey)	Congestion at Clophill roundabout on the A6	Passed to Flitwick / Ampthill LAMP
	Parking on Silsoe High Street / narrowness of street	Traffic management scheme put in place
	Parking outside school	Possible TRO on Keep Clear markings – passed to Traffic team
	No specific cycle tracks	
	Poor street lighting	Been improved in 2011/12
	More frequent bus service	Comment passed to Public Transport team for consideration in preparing Public Transport Strategy





# Appendix G: Programme of Schemes “Long List”

**Table G.1** Shefford, Silsoe and Shillington LAMP “Long List” of Schemes

Ref	Scheme Name	Location	Town
CY01	Shared use cycleway / footpath	Amphill Road	Shefford
CY02	Cycle crossing warning signs	Crossing of B655 by Chilterns Cycleway	Pegsdon
CY03	Hard surface for bridleway	Gravenhurst to Wrest Park	Gravenhurst / Silsoe
CY04	Advance stop lines for cyclists at traffic lights	Junction of High Street / North Bridge Street / South Bridge Street	Shefford
CY05	New signing of cycle friendly routes to the town centre	Churchill Way / Old Bridge Way and other cycle ways	Shefford
GT01	Direction sign for HGV access to Silsoe and Wrest Park	A6 North of Silsoe	Silsoe
GT02	Access signing for Wrest Park	High Street / Wrest Park entrance	Silsoe
GT03	Junction on A6 to Wrest Park	A6 Silsoe Bypass	Silsoe
GT04	Traffic calming measures	High Street	Meppershall
GT05	Traffic calming measures	Greenway	Campton
GT06	Traffic calming measures	High Road	Shillington
GT07	Traffic islands to protect turning traffic.	A507 / Greenway junction	Campton
P01	Revised signing to Station Way Car Park	Amphill Road / High Street	Shefford

Ref	Scheme Name	Location	Town
P02	Double yellow lines to control parking	Clifton Road	Sheffield
PT01	Move bus stop location	Hillfoot Road	Shillington
PT02	New bus shelters with timetable cases and bespoke timetables	Across the area	Across the area
RS01	Install street lighting	Sheffield Road between A507 and Meppershall	Sheffield / Meppershall
SR01	Development of Level 2 School Safety Zone	Gravenhurst Lower School	Gravenhurst
SR02	Shared cycleway / footpath	Between Sheffield Lower School and Middle School	Sheffield
ST01	Provision of 2 electric car charging points	Central car parks	Sheffield
W01	New pedestrian crossing	Old Bridge Way	Sheffield
W02	Adopt current permissive footpath and seal surface	Sheffield Road between A507 and Meppershall	Sheffield / Meppershall
W03	Reinstatement of footpath	West side of Clophill Road between Newbury lane and A6	Silsoe
W04	Improve safety for pedestrians at junction	Church Street / High Road	Shillington
W05	Improve safety for pedestrians at junction	Crossing of A600 at A600 / A507 roundabout	Sheffield
W06	Provide improved footpaths for pedestrians	Upton End Road and Hanscombe End Road	Shillington
W07	Improve access to Health Centre for pedestrians by shortening route from bus stops in Clifton Road	Health Centre	Sheffield
W08	Pedestrian crossing to improve safety of route to Samuel Whitbread School	Hitchin Road	Sheffield
W09	Improve pedestrian safety for crossing A507	A507 junction with Sheffield Road	Sheffield





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