

Appendix D

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Central
Bedfordshire



Central Bedfordshire Local Transport Plan

Potton Local Area Transport Plan

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

Version: 130207 – Version for Overview and Scrutiny Committee



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1. Background

1.1 What is the Local Area Transport Plan?

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

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

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

1.2 What area does it cover?

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

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

1.3 How does the LATP relate to the LTP?

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

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

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



Figure 1.1: Potton LATP within the LTP3 Structure

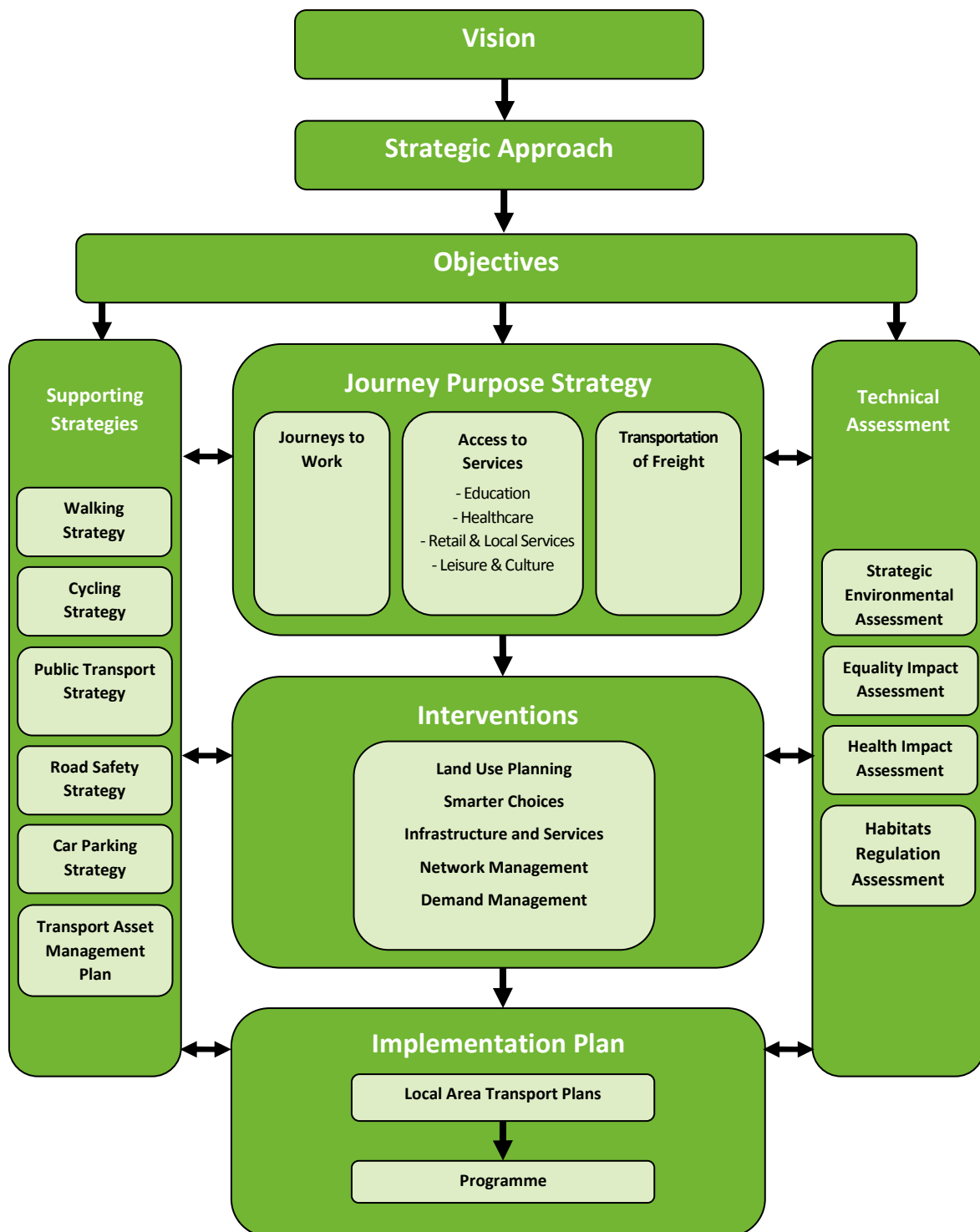


Figure 1.2: LAMP Areas



1.4 How is the LATP Structured?

The LATP is structured around the following chapters:

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



2. Planning Context

2.1 Potton Overview

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

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

Table 2.1: Key Statistics

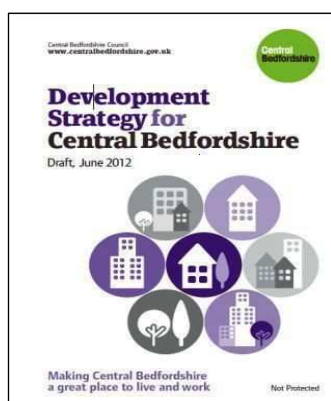
Area	Potton	Surrounding Villages	Plan Area	Central Beds
Population (2009)	5,050	3,130	8,180	252,900
Journey time to Central London				
Road	1 hr 30 mins		Up to 1hr 50mins	
Rail (fastest service)	46 mins (to Sandy)		30-55mins	

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

2.2 Development Strategy for Central Bedfordshire

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

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



The main elements of the Development Strategy are:

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



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

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

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

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

Site Allocations Document

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

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

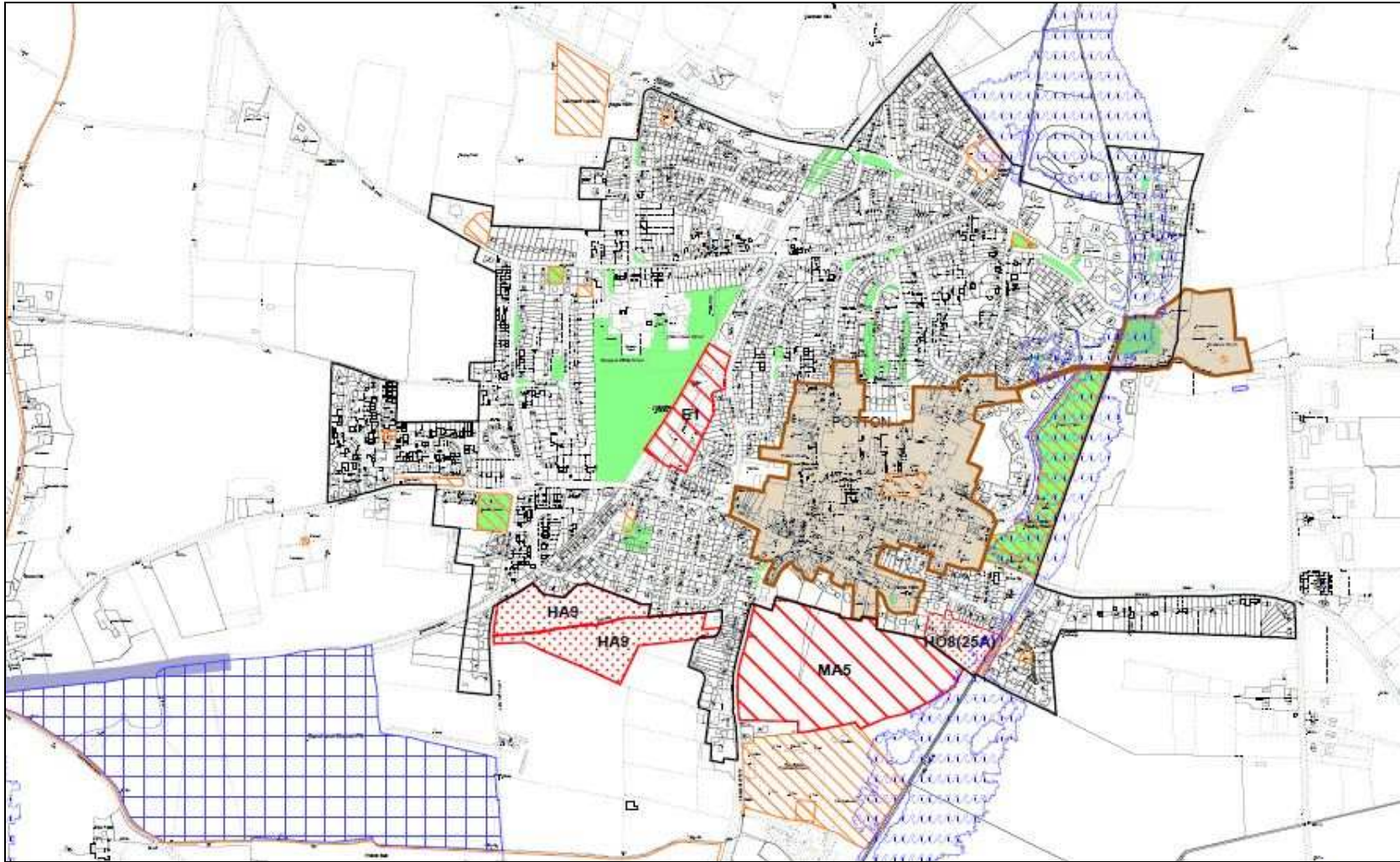
Key to Figures

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

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

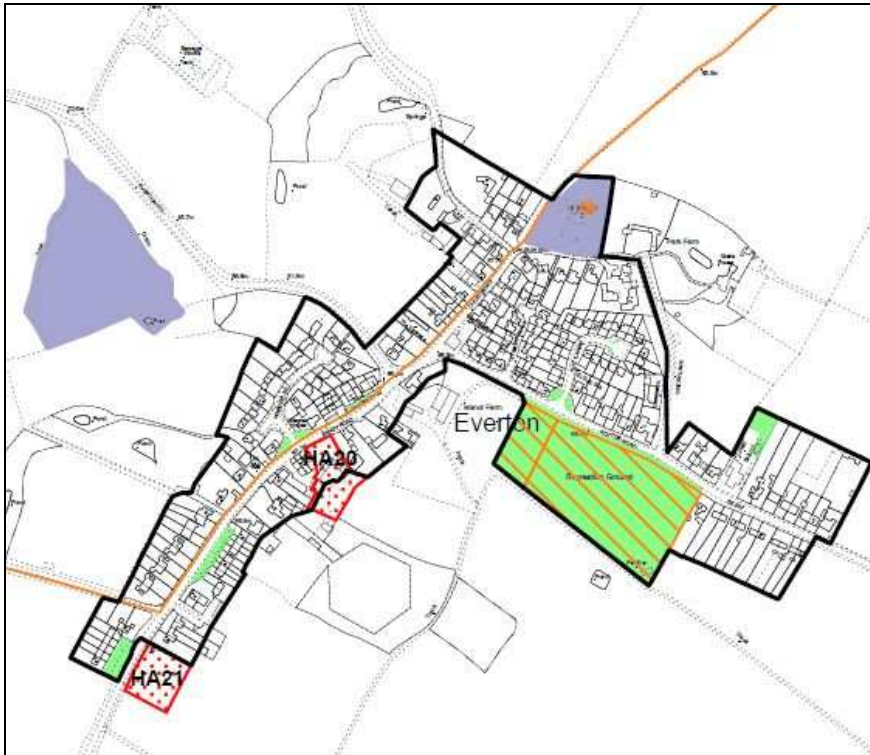


Figure 2.1: Potton Development Sites



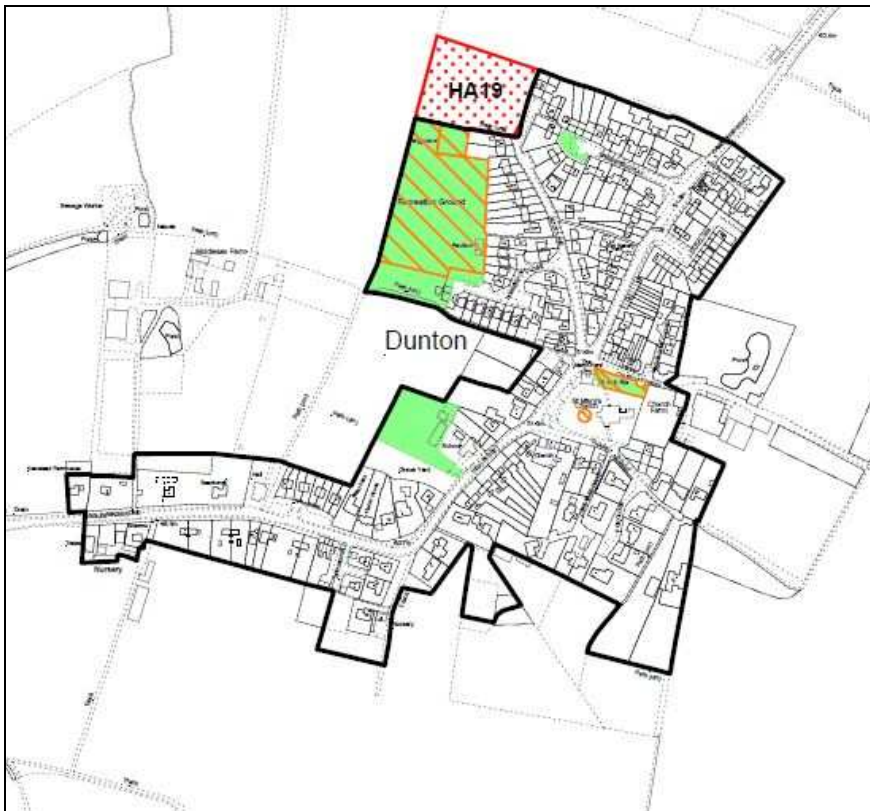
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Figure 2.2: Everton Development Sites



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Figure 2.3: Dunton Development Sites



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2.3 Developments Granted Planning Permission

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

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

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



3. Local Studies

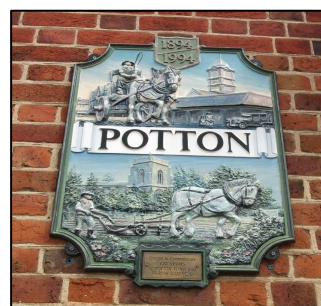
3.1 Potton Town Plan

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

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

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

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



Potton Town Council sign



Potton town centre

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

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



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

3.2 Dunton Parish Plan

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

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



Dunton gateway feature

3.3 Wrestlingworth and Cockayne Hatley Parish Plan

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

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



Wrestlingworth village centre

Table 3.2: Transport Issues in Wrestlingworth and Cockayne Hatley

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

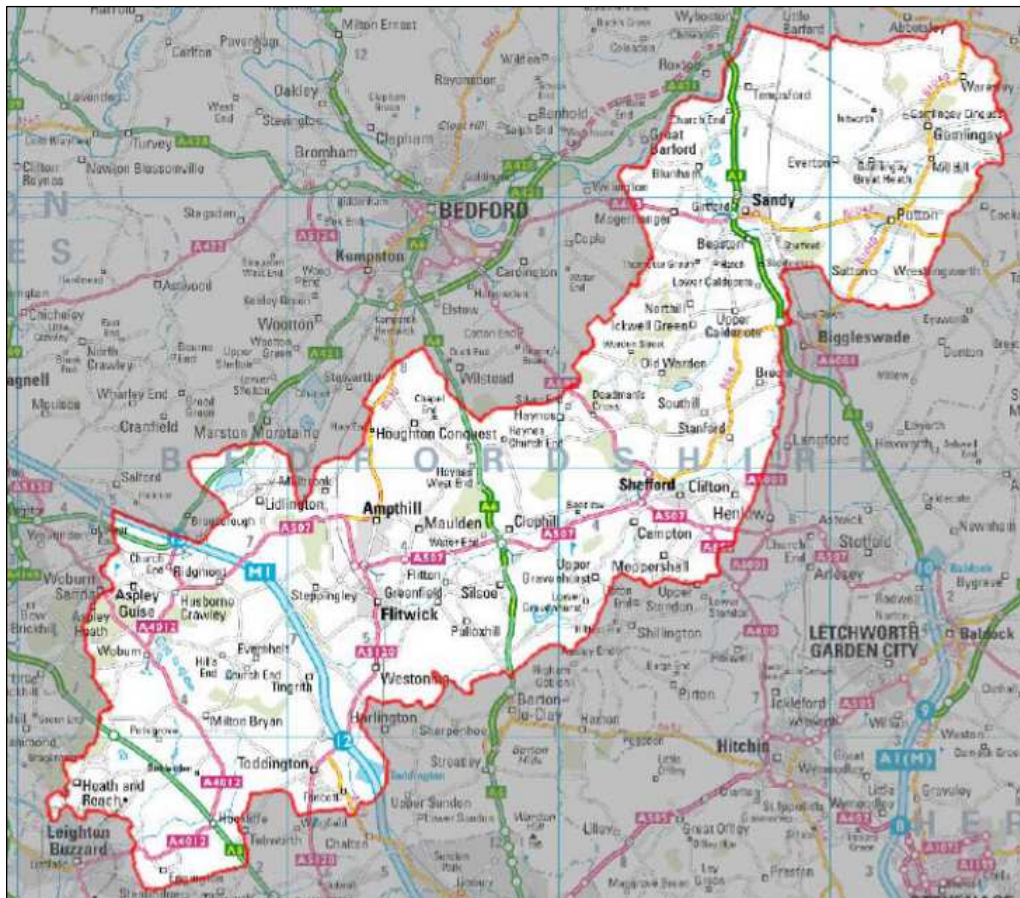


3.4 Greensand Ridge Local Development Strategy

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

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

Figure 3.1: Greensand Ridge Development Strategy Area



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

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



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

3.5 Green Infrastructure Plans

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

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

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

Table 3.3: Green Infrastructure Plans Priorities

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

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



4. Modal Issues

4.1 Pedestrians

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

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

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

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

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

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

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



Dropped kerbs and tactile paving in Potton town centre



Narrow footpaths on approaches to Potton town centre

4.2 Cycling

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

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



Lack of provision for cyclists in Potton



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

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

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

4.3 Public Transport

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



Bus shelter, flag and timetable in Dunton

Bus Infrastructure

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

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



Low floor bus serving Potton town centre

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

Bus services

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

Rail Services

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

4.4 Highways

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

Table 4.1: Car Ownership

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

Source: Census 2001; Office of National Statistics

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

Strategic Road Network

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

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

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

Local Road Network

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

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

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



Road Safety

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

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

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

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

4.5 Car Parking

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

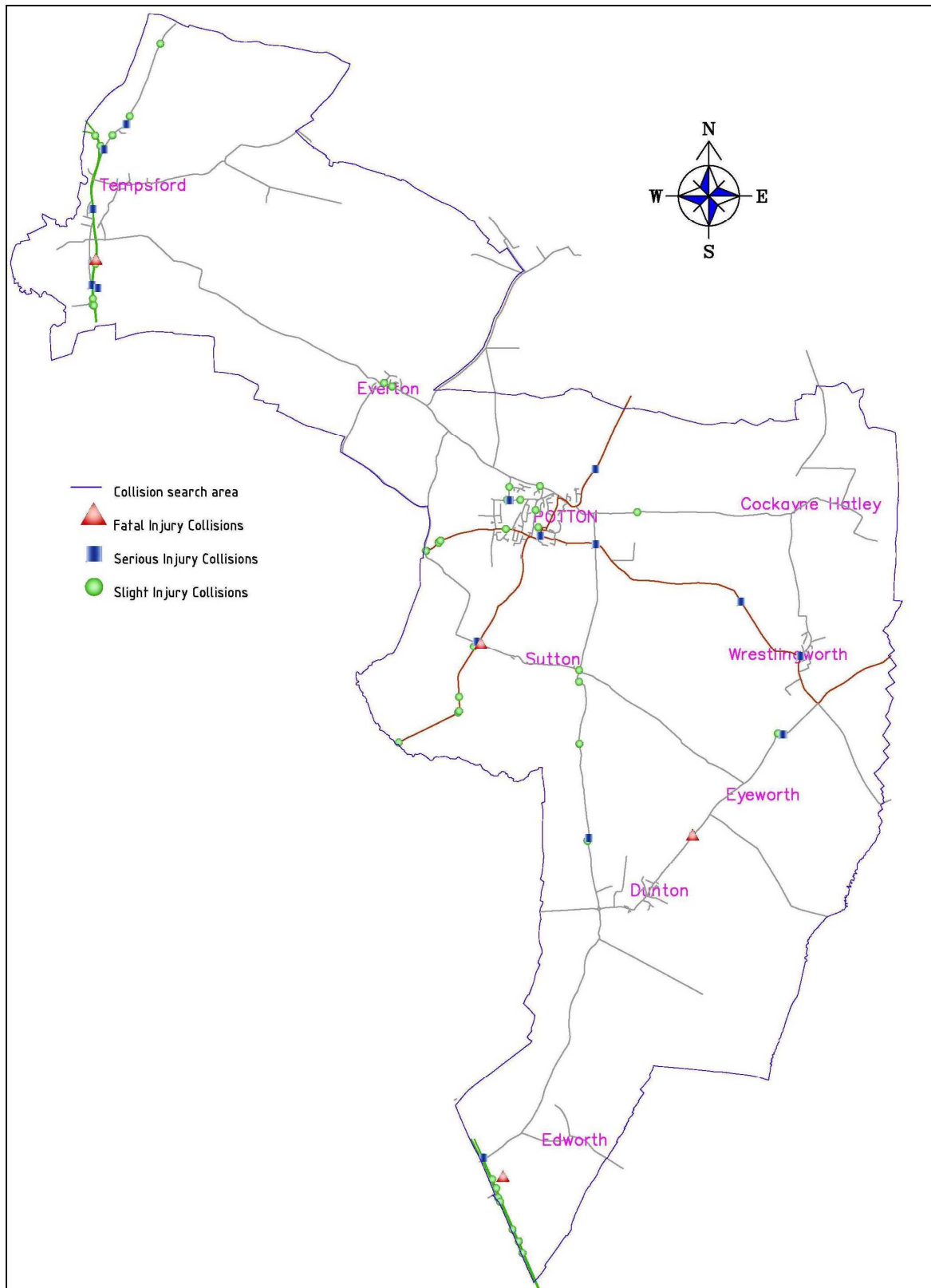
Table 4.3: Main Car Parking Provision in Potton

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

*Estimated

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

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



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



5. Journey Purpose Analysis

5.1 Overview

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

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

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

5.2 Journeys to Work

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

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

Table 5.1: Distances Travelled to Work

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

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

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

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

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

Table 5.2: Journey to Work Modal Split

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

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

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

5.3 Access to Healthcare

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

Table 5.3: Distance Travelled to the Doctors

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

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

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

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



Table 5.4: Access to Doctors Modal Split

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

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

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

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

5.4 Access to Education

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

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

Table 5.5: Comparison of Travel to School Mode Share

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

Source: Central Bedfordshire School Census 2011

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

5.5 Access to Retail Provision

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

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

Table 5.6: Distance Travelled to Supermarkets

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

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

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

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

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

5.6 Access to Leisure, Culture and Tourism

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

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



Table 5.7: The Lodge Nature Reserve Travel Patterns

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

Source: The Lodge Nature Reserve Travel Plan, May 2005

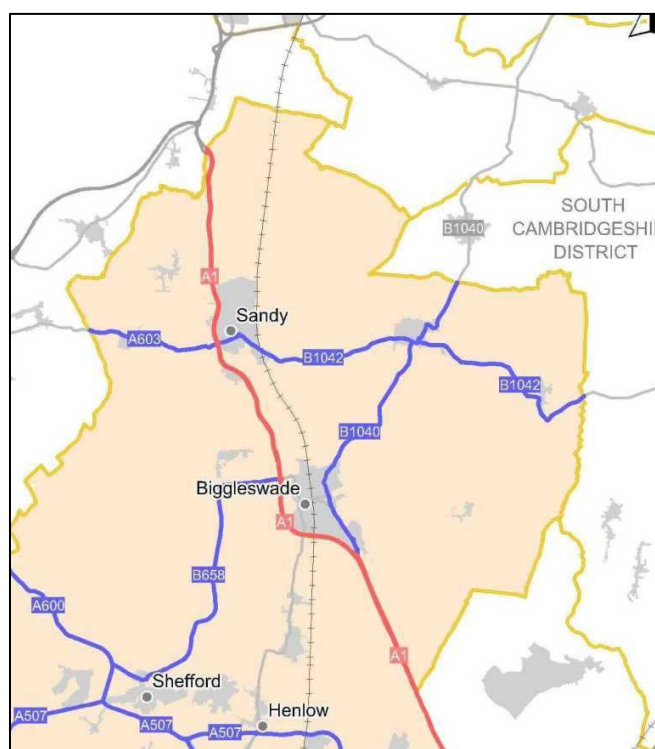
The RSPB provide a staff bus to the site which is reflected in the modal split, and the authority will continue to work with the RSPB to encourage the development of a number of the measures highlighted within the Travel Plan, through which to further reduce the car dependency of the site.

5.7 Movement of Freight

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

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

Figure 5.1: Designated Road Freight Network in Potton



Key

- Primary Freight Routes
- Secondary Freight Routes

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

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

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

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

6. Consultation & Engagement

6.1 Overview of Process

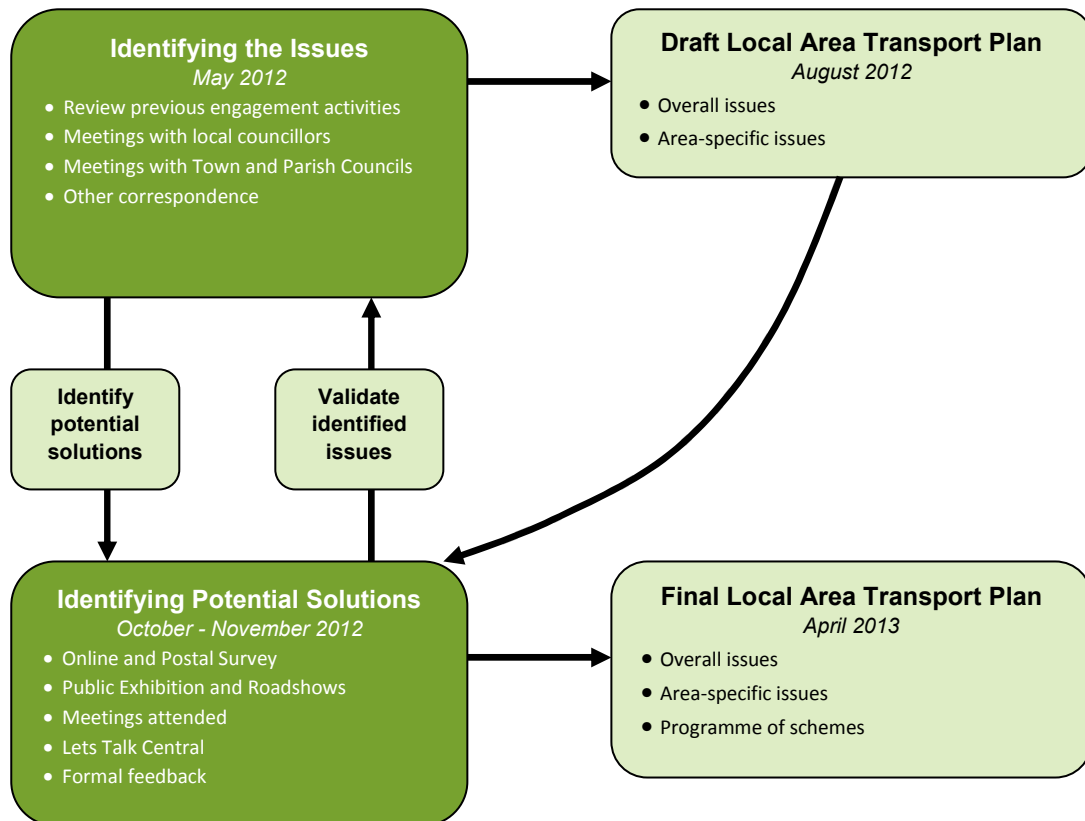
As part of the development of the Potton Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public is being undertaken by Central Bedfordshire Council.

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

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

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

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



6.2 Identifying the Issues & Potential Solutions

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

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

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

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

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

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

6.3 Informing the Local Area Transport Plan

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

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

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

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

7. Priority Action Areas

7.1 Identifying Priorities

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

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

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

7.2 Priorities in Potton

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

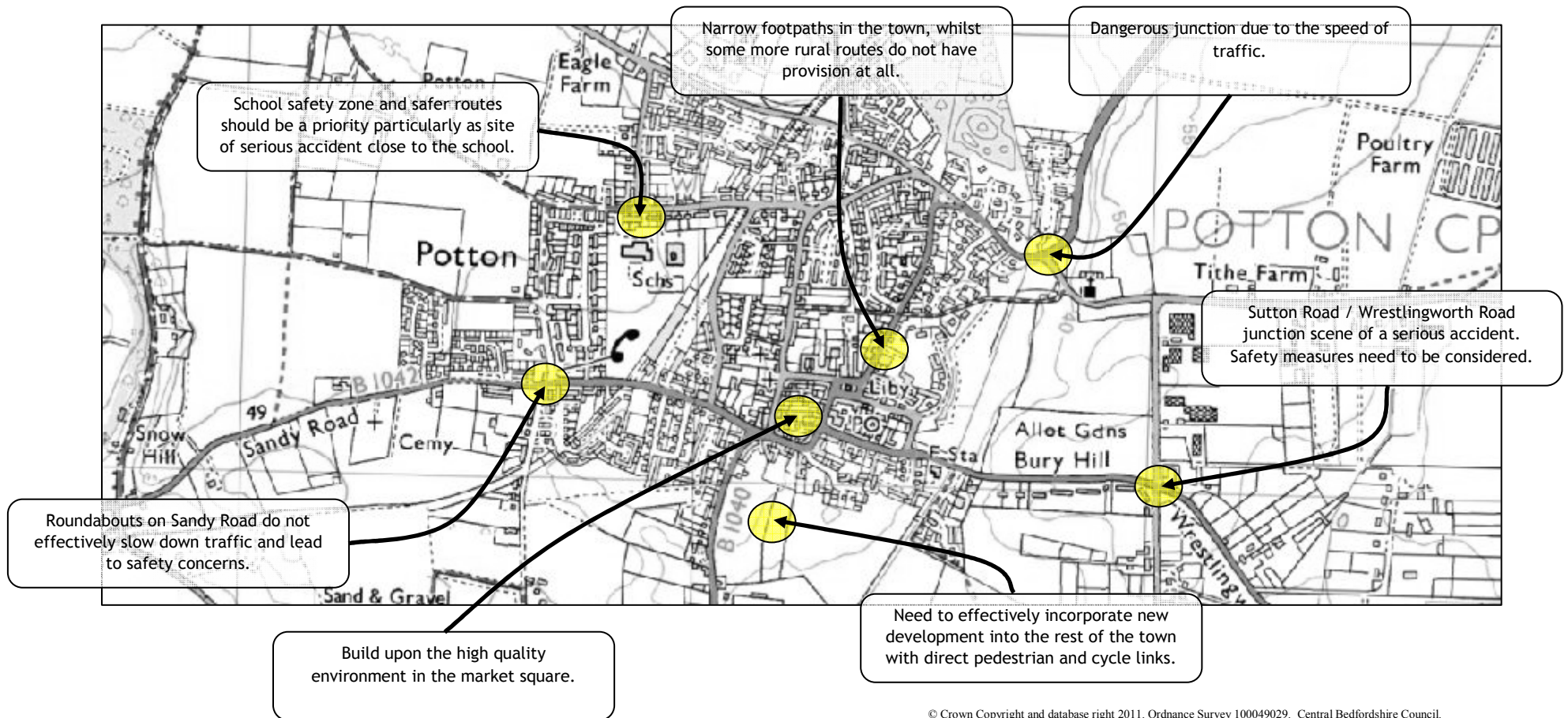
The focus of the town is the Market Square and this is shared by a number of different transport users from motorists and freight, to bus users, pedestrians and cyclists. The area has been subject to investment in recent years and is finished to a high quality with dropped kerbs and York Stone paving.

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

Priorities to be addressed are summarised in Figure 7.1.



Figure 7.1 Priorities in Potton

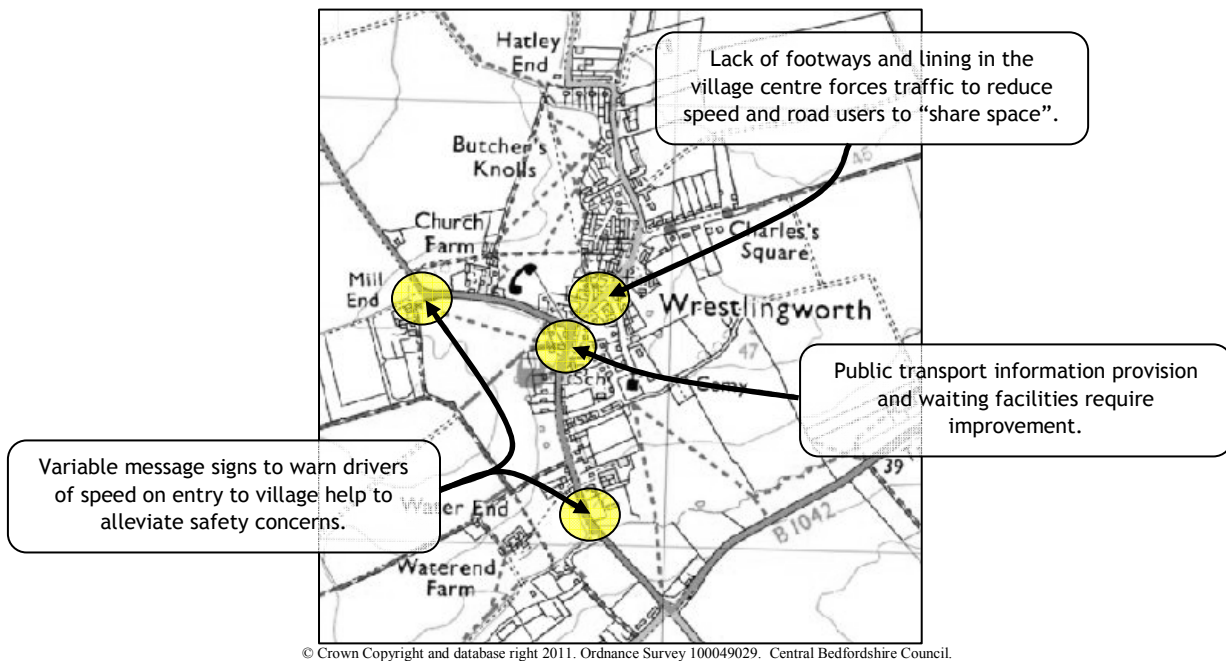


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7.3 Priorities in Wrestlingworth

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

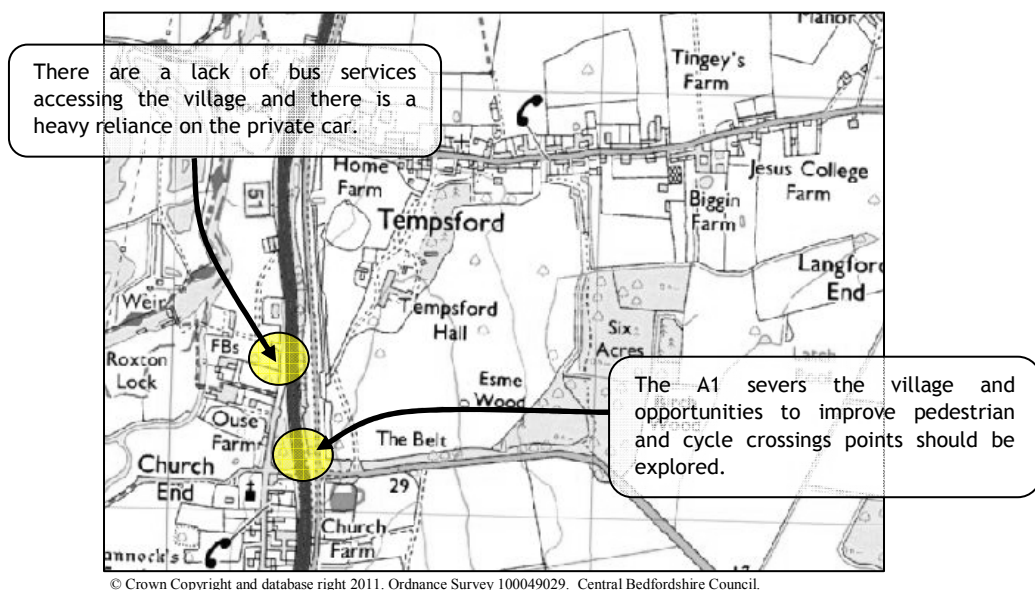
Figure 7.2: Priorities in Wrestlingworth



7.4 Priorities in Tempsford

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

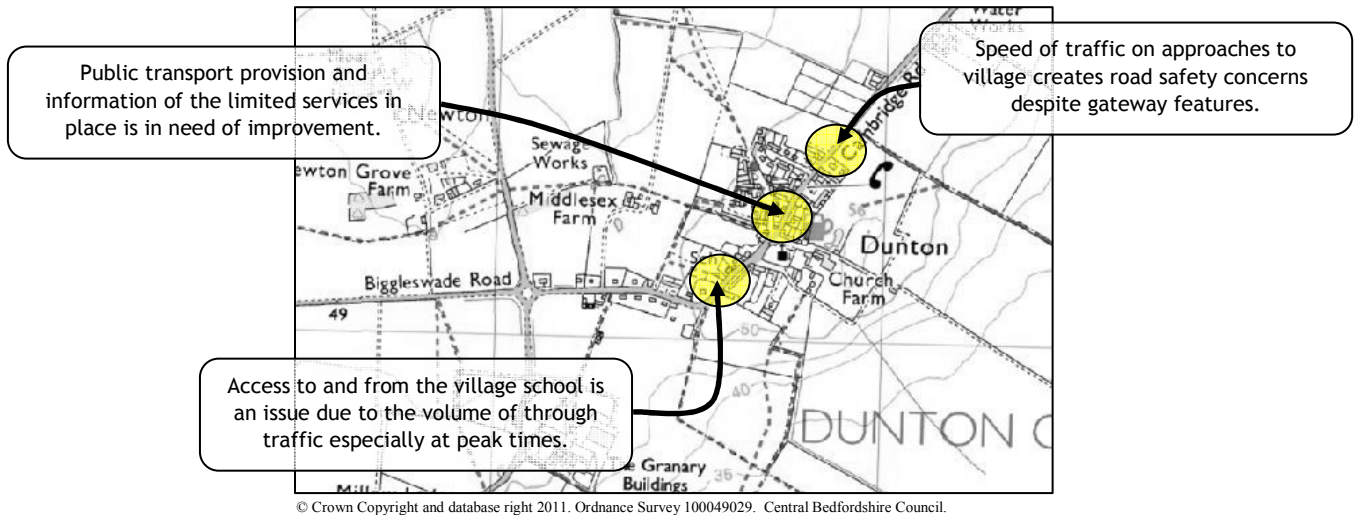
Figure 7.3: Priorities in Tempsford



7.5 Priorities in Dunton

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

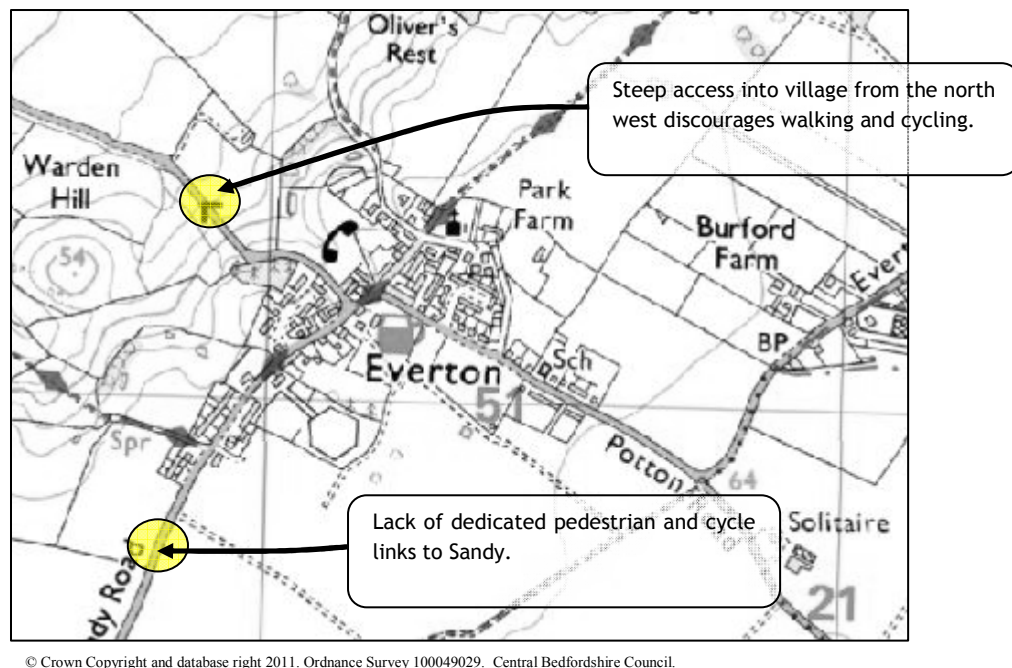
Figure 7.4: Priorities in Dunton



7.6 Priorities in Everton

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

Figure 7.5: Priorities in Everton



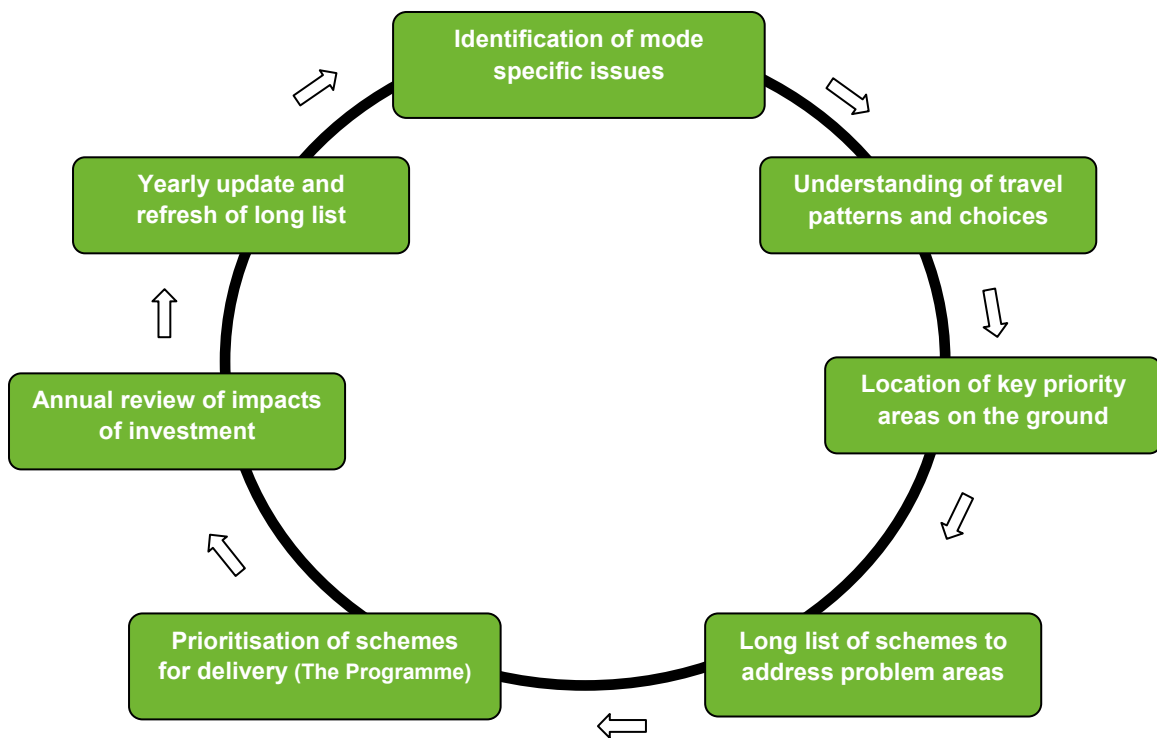
8. Programme

8.1 What is the programme?

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

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

Figure 8.1: Programme Development Process



8.2 How have the schemes been prioritised?

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

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



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

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

Table 8.1: Scheme Prioritisation Criteria

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

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

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

8.3 How much funding is available?

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

Table 8.2: Integrated Transport Funding Allocation

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

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

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



Table 8.3: Third Tranche of LAMP Areas Funding Split

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

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

8.4 What schemes are in the programme?

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

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

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

Works will be undertaken by Bedfordshire Highways who are the authority's contractors for the delivery of integrated transport schemes.

8.5 What schemes are in the long list?

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

Table 8.4: Potton LATP Programme of Schemes

Ref	Scheme	Town	Funding Profile			Notes
			2013/14	2014/15	Total	
Cycling						
CY/03	Potton to Sandy cycle route, via the RSPB	Potton	-	£25,000	£25,000	Total cost of scheme is £640,000 and includes further contributions from the Biggleswade and Sandy LATP, the Potton Combined Charities and the RSPB.
General traffic						
GT/03	Introduction of a 20mph speed limit across Potton	Potton	-	£35,000	£35,000	Funding of the Traffic Regulation Order and associated signing and consultation.
Public transport						
PT/01	Real time information displays at 3 bus stops	Potton, Wrestlingworth and Dunton	£13,100	£1,600	£14,700	Provision of electronic displays of real time public transport information in Potton Market Square, Wrestlingworth and Dunton.
PT/02	Bus shelter with raised kerbs	Eyeworth	£10,000	-	£10,000	New bus shelter with flag, timetable, and raised kerb in the village.
Total			£23,100	£61,600	£84,700	

Note: The provision of the Potton to Sandy cycle route is subject to the success of a bid submitted to the Department for Transport for cycle safety funding. If this is not forthcoming, the £25,000 allocation in the Plan will be redirected towards the undertaking of a freight study for Potton, together with the funding of works based upon the recommendations generated by the assessment of freight issues in the town (subject to remaining funding).



9. Other Schemes & Funding

9.1 Schemes to be funded by S106 Agreements

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

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

Notwithstanding this, S106 funding is a vital source of investment in the local transport network to compliment that provided by the Local Transport Plan itself. The level of funding which has been secured from developers but has not yet been received by the authority or allocated to specific schemes is set out in Table 9.1. Table 9.2 shows where funding has already been spent in the same period. It relates to all developments which have been granted planning permission between 1 January 2001 and 31 October 2012.

In total the authority currently still has around £15,000 of funding to undertake mitigating works to the transport network from these developments. The funding has to be spent on specific areas of transport investment notably:

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

Table 9.1: Unallocated Section 106 Funding

Area	Sustainable Transport	Highways / Road Safety	Public Transport	Rights of Way	Town Centre Improvements	Total
Dunton	£506	-	-	-	-	£506
Potton	£14,556	-	-	-	-	£14,556
Total	£15,062	-	-	-	-	£15,062

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

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

Within this remit however, the scope exists to use these monies to supplement the funding which the Potton area has been allocated directly through the LAMP in seeking to address local priorities. In addition to this funding some £17,000 has already been received and spent on schemes over the same period across the five areas of investment detailed above, in the following areas:

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

Area	Sustainable Transport	Highways / Road Safety	Public Transport	Rights of Way	Town Centre Improvements	Total
Dunton	£370	-	-	-	-	£370
Potton	£5,753	£10,000	-	-	-	£15,753
Tempsford	£634	-	-	-	-	£634
Wrestlingworth	£506	-	-	-	-	£506
Total	£7,263	£10,000	-	-	-	£17,263

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

9.2 Smarter Choices Measures

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

Information provision:

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

Ticketing:

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

Car Sharing:

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

Travel Plans:

- Encourage employers to develop Workplace Travel Plans alongside access improvements to industrial areas.
- Work with schools in delivering their Travel Plan targets as part of wider initiatives to reduce the dominance of traffic in and around schools.
- Develop a Station Travel Plan for Biggleswade and Sandy Stations

Promotion:

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



9.3 Future Funding Sources

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

- **National, Sub-National and European Funding:** The authority will seek to apply for further funding from capital and revenue streams which become available at European, national and sub-national levels. The Growth Area Fund for example has helped to fund the improvement scheme in Stotfold town centre.
- **Community Infrastructure Levy:** A levy on new development will help to fund new transport infrastructure across the authority where it is required to facilitate growth and mitigate the increase in demand to travel.

Appendix A: Potton Cycle Network

[To be inserted]



Appendix B: HGV Restrictions

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

Location	Route	Restriction	Date of Order
Potton	British Rail Bridge no.27, Everton Road	9t weight limit	23 May 1994
Potton	All roads bounded by but not including: - Station Road - Blackbird Street - Sun Street - Market Square - King Street - Myers Road - the western boundary of the residential properties between Sandy Road and Everton Road	7.5t weight limit	27 June 1994

Appendix C: Consultation Summary

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

CONSULTEE	COMMENT	RESPONSE
Cllr Adam Zerny (via various emails to Central Bedfordshire Council and Bedfordshire Highways, from October 2011, January, August and September 2012)	Concern as to the routing of freight through Potton and perception that it is due to the use of satellite navigation systems by drivers.	A series of concerns have been raised concerning freight and these will be assessed through an all encompassing freight study of Potton and the surrounding area, a proposal for which has been assessed through the Scheme Prioritisation Framework.
	Request for a new bus shelter at Eyeworth (also formed a request from Cllr Doreen Gurney on 23 July 2012 in an email to the Assistant Director).	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Request for re-location of 30 mph speed limit sign on Sandy Road, Potton.	Research undertaken into the record of collisions involving personal injury on Sandy Road from a point 300 metres west of the 30mph sign through to Sutton Mill Road. There has not been any injury collisions reported by the police in the last three years over this length of Sandy Road, so this request cannot be given a priority.
	Schemes and issues in Potton : <ul style="list-style-type: none"> • 20mph speed zone throughout the town. • HGVs in Bull Street causing damage to buildings. • HGV in Horslow Street, also unsuitable. • Traffic speeding at Deepdale. • Traffic speeding on Sandy Road well before the mini-roundabouts. • Station Road/Willow Road junction to wide given lack of visibility for elderly/those with pushchairs. • Station Road/Chapel Street junction to wide given lack of visibility for elderly/those with pushchairs. • Speeding on the road into Potton, past the Hollow where mothers with pushchairs cross the road • Speeding on the hill on the way into Potton from Gamlingay • Speeding on the B1040 as it passes the Sutton crossroads • Salt bins in a number of locations e.g. Judith Gardens (would this be relevant) • Lack of visibility on Biggleswade Road/Station Road junction due to motorists parking on bend. 	Schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme, with the exception of speed enforcement which is the responsibility of the Police. Measures to reduce speed within Potton itself have been included within the long list. A series of concerns have been raised concerning freight and these will be assessed through an all encompassing freight study of Potton and the surrounding area. Traffic management team of Central Bedfordshire Council due to undertake a speed assessment of Potton at the end of the financial year (2012/13) with associated works & funding.



CONSULTEE	COMMENT	RESPONSE
	<ul style="list-style-type: none"> • Mill Lane/Everton Road dangerous junction • Mill Lane speed limit (school) <p>Schemes and issues in Wrestlingworth</p> <ul style="list-style-type: none"> • Speeding on the way into Wrestlingworth from Potton and on the High Street • Speeding and lack of signage at the Wrestlingworth crossroads (B1042) <p>Schemes and issues in Everton</p> <ul style="list-style-type: none"> • Speeding on the way into Everton from Sandy <p>Schemes and issues in Tempsford</p> <ul style="list-style-type: none"> • Speeding on Church Street in Tempsford. A child was knocked down by a Royal Mail van earlier this year. 	
Cllr Doreen Gurney (request to Bedfordshire Highways, August 2012)	Request for traffic island on Sandy Road, Everton	This has been incorporated into a wider scheme for Sandy Road safety improvements, included within the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
Potton Town Council (meeting of 7 February 2012)	Request that a 20mph limit be put in place from Sun Street via the Market Square to the end of King Street.	This has been incorporated into a wider scheme for the creation of a new 20mph limit for the town, included within the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
Debra Baker (email to Bedfordshire Highways of 4 May 2012)	Request for a zebra crossing on Sandy Road, Potton.	<p>A zebra crossing on a raised table could address the speeding problem. However, it was felt that the HGV content of the traffic would cause maintenance problems at a raised table, and give rise to noise and vibration nuisance. Because a zebra crossing requires the removal of parking on both sides over a considerable distance, then there could be objections from local residents. Also, because of the removal of parking, there could be an increase in vehicle speeds.</p> <p>An alternative could be a footway build-out which would remove a small amount of parking, but could reduce speeds and provide additional safety for parents and children crossing Sandy Road.</p>
Eyeworth Parish Meeting (letter to Bedfordshire Highways from Mr Reid dated 6 April 2012)	Request for a potential weight restriction on Sutton Road, Eyeworth (has also involved correspondence from Cllr Adam Zerny on the issue)	A series of concerns have been raised concerning freight and these will be assessed through an all encompassing freight study of Potton and the surrounding area.
Angela Humphreys (request to Bedfordshire	Yellow line request on Church Lane, Wrestlingworth. We are having a repeated number of problems accessing this road due to parked cars.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.

CONSULTEE	COMMENT	RESPONSE
Highways, June 2012)		
Mark Dilley (request to Bedfordshire Highways, July 2012)	Introduction of parking controls in Baker Avenue, Potton because residents and one in particular are parking a large number of cars in the road, blocking the turning availability and other residents' driveways.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
Mrs Pounce (request to Bedfordshire Highways, July 2012)	Marker posts on the bend of Wrestlingworth Road, Potton due to vehicles leaving the road and damaging property.	There have not been any collisions involving personal injury in the last three years no safety works can be justified, and so the scheme was not included within the "Long List".
Charles Belcher (email of 12 September 2012)	Given the shortage of funds, I would suggest that it should concentrate on a few "big issues". Potton would benefit from the following initiatives:	
	<ul style="list-style-type: none"> "20's Plenty". This is an initiative which is spreading through the country, and is of course in force in part of Sandy. A blanket 20 mph limit throughout Potton would not only reduce accidents, reduce speeds and therefore encourage walking and cycling but also cut down on noise and emissions. It would also deter freight traffic(see under).Specific measures may need to be imposed at known accident black spots as identified in the draft (e.g. Royal Oak and Gamlingay/Hatley Road junctions). 	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	<ul style="list-style-type: none"> Through Freight Traffic. The B1040 and B1042 are shown as designated secondary freight routes. This is a real problem for the Town, given its lay out and road widths. CBC should remove this status and take action to encourage through traffic to use the main highways such as A1/A428 etc. 	A series of concerns have been raised concerning freight and these will be assessed through an all encompassing freight study of Potton and the surrounding area.
<ul style="list-style-type: none"> Buses. A separate review by is being carried out very much with a view to reducing costs. Nevertheless, the LAMP does cover the issue and acknowledges our problems. The defects of the present arrangements are poor connections with trains at Sandy and Biggleswade, lack of through services to Bedford and Cambridge and no evening services which is a real problem for commuters and those wishing to go to Stevenage/Bedford for leisure purposes (this is a real constraint for young people without access to cars); an on demand taxi/bus arrangement perhaps with premium fares similar to the now defunct Dart service could address this problem. 	These comments will help to inform the development of the Central Bedfordshire Public Transport Strategy which will consider the review of service provision.	



CONSULTEE	COMMENT	RESPONSE
<p>Town and Parish Council meeting attended by Potton and Wrestlingworth representatives (minutes of meeting on 16 May 2012)</p>	<p>Walking</p> <ul style="list-style-type: none"> Distances between villages are too great to walk in most cases. Proposal was put forward to upgrade a bridleway between Sutton and Wrestlingworth over land owned by Central Bedfordshire Council. The lack of width of footpaths is off putting to pedestrians and a number have been hit by wing mirrors of cars in the town centre. Requests from Andy Gibb (via Val Moles) for zebra crossing at Sandy Road / Everton Road junction at the school crossing patrol points, safety improvements to Hatley Road, Gamlingay Road junction near Judith Gardens, and safety improvements at Sandy roundabouts. 	<p>Schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p>
	<p>Cycling</p> <ul style="list-style-type: none"> Its not too far to cycle between settlements Potton are looking to fund a new off road cycle route to Sandy at a cost of an estimated £600,000. The Town Council have allocated £60,000 towards a feasibility study into the works and have been talking to Sustrans about the possibility of some match funding and linking it into the wider network. It would effectively form an extension to the existing National Cycle Network route which runs across the authority from Milton Keynes. Vision for Potton as a cycle hub with routes out to the surrounding villages and over to both Sandy and Biggleswade. Could also see a network extend northwards to Gamlingay and Cambridge for example. 	<p>The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p>
	<p>Public Transport</p> <ul style="list-style-type: none"> People want to go to Cambridge and Bedford but there are no direct services. Could improve timetabling of bus services so that they link in with train services at Sandy and Biggleswade. This doesn't happen at present and stops a number of people from using the buses. Better integration with trains and between different bus services is required. No bus services from Cockayne Hatley which should be addressed. Access to Addenbrooks Hospital is important for local people but there are no public transport links. A number of existing bus services stop short of Potton and could be extended to cover a larger population, depending upon commercial viability, for example: <ul style="list-style-type: none"> Cambridge – Wrestlingworth service Cambridge – Gamlingay service There is a need for through ticketing, an improvement in the quality of bus stops, clear timetabling, and maybe even Real Time information. Recognise that there is an issue with cross-border bus subsidy grants. Would like to see the development of Travel Plans at both Sandy and Biggleswade 	<p>Bus services are not funded through the LATP but the request for better information and real time information at bus stops has been included within the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> <p>The request for Station Travel Plans at both Biggleswade and Sandy stations have been included in the respective LATP.</p>

CONSULTEE	COMMENT	RESPONSE
	Stations. Arlesey Station could benefit from one as well.	
	<p>General traffic and Freight</p> <ul style="list-style-type: none"> • Desire to see a 20mph speed limit across the whole of Potton, and potentially in surrounding villages. • HGV access restrictions into the town are either not effective enough or obscured from approaching vehicles by overgrown vegetation. • More HGV restrictions are required and steps taken to dissuade vehicles from travelling through the area. • It is felt that freight problems are caused not just by local vehicles and those delivering to the area, but also by through traffic looking for a short cut, although there is no evidence for this. • Deliveries in the town centre cause problems, not just in reducing the carriageway down to one lane but the routing of vehicles through the town. The movement of Tesco bound lorries was cited as an example. • Perception that the Designated Road Freight Network sent out the wrong messages and actively promoted a route through the Potton ward. 	<p>The proposed 20mph scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> <p>A series of concerns have been raised concerning freight and these will be assessed through an all encompassing freight study of Potton and the surrounding area.</p>
	<p>General comments</p> <ul style="list-style-type: none"> • Because Potton is more isolated than some other parts of Central Bedfordshire, it should be prioritised for investment in improving accessibility. • The good quality of the local schools works against the area in transport terms, as they attract children from further afield who tend to travel by car. 	Noted. Consideration will be given to the accessibility of rural communities in future decisions on the capital settlement.
Highways Agency (email of 6 November 2012)	<p>The HA is supportive of the general transport principles of the LATP and the positive stance being taken towards recognising the importance of sustainable transport modes and infrastructure.</p> <p>Any opportunities to increase sustainable mode share should be explored including improving links to the nearby market towns of Biggleswade and Sandy. The need to increase the use of non-car modes is critical, particularly in relation to planned development which may increase pressures on the surrounding network.</p>	Comments noted.
Bedfordshire Rural Communities Charity (email of 21 November 2012)	<p>Priorities for Potton – would highlight the need for inclusion of direct pedestrian and cycle links as part of the priority of incorporating the development east of Biggleswade Road into the rest of the town.</p> <p>7.4 – Priorities for Tempsford – the A1 forming a barrier is certainly an issue – but not sure what is meant here – it is a statement rather than an action.</p>	<p>Reference has been included.</p> <p>Reference has been amended.</p>



CONSULTEE	COMMENT	RESPONSE
	Projects for the Long List: Potton – Sandy cycleway – either alongside the Potton – Sandy road or via the dismantled railway track.	The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
Bedford Area Bus Users' Society (letter of 19 November 2012)	It would be more sensible if the needs of Potton and district were covered by the Biggleswade LATP from which location bus and rail services are provided and accessed. As the defined area is based on a false premise that must surely influence the acceptability of the whole of the Plan.	It is recognised that the Potton area looks towards Biggleswade and Sandy for a lot of service provision, however if having a separate, distinct LATP, more localised concerns can be addressed and delivered which may otherwise have failed to have been prioritised if the area was incorporated into the larger Biggleswade and Sandy area.
	Wrestlingworth Parish Plan - It is suggested there is a need to improve bus services to, for example, healthcare facilities. Does this imply providing for access to Gamlingay GP Surgery which is outside the Plan area but which is included within the Bedfordshire health economy?	This is something which will be considered through the Central Bedfordshire Public Transport Strategy which will undertake a review of service provision in 2013.
	Given the future outlook for Council-funded bus services it would be helpful to know how the defects with existing service arrangements - poor connections with trains at Sandy and Biggleswade, the lack of through services to Bedford and Cambridge and no evening services - can be addressed.	
	This section fails to recognize that pupils over the age of 13 need to travel to school or college. Why is this?	There are no upper schools in the Plan area and so these are not listed in the section on travel to school. The pupils in question will have been accounted for in the corresponding sections in the LATPs within which the schools they attend are situated.
Andrew Gibb, Simon Shohet, Charles Belcher, local residents (email of 20 November 2012)	Many vehicles, of all sizes, travel throughout Potton at excessive speed. A recent police survey on Sandy Road found nearly 30% of the vehicles travelling into town were exceeding the limit by a significant amount. This excessive speed increases risk to all road users, particular sites at poor visibility bends. For pedestrians the risks are greater, especially when crossing the roads and on narrow pavements in close proximity to speeding vehicles.	A number of schemes have been identified, incorporated into the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme, to tackle concerns associated with speeding traffic. It is however the responsibility of the Police to enforce the speed limit in the town.
	Lack of safe crossing points. There is not one single pedestrian priority crossing in the whole of Potton. Our historic market square has a ring of shops bisected by the main road. The road effectively cuts the square in two and due to the width of the road it is a considerable crossing time for the infirm, elderly and children. This crossing time combined with the general speed and density of traffic increases risk to pedestrians considerably. The local businesses in the square would benefit from a more welcoming pedestrian environment allowing free movement between the town and the shops.	A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.
	Heavy goods vehicles. Compounding the above problems, Potton faces increasing pressures from a significant number of large, heavy goods vehicles using our historic, narrow, twisting and congested roads, often directed into town by satnavs. These continue to	A scheme to look into issues associated with freight movements and implement the recommendations of any further study has been included in the long list and assessed against the Scheme Prioritisation

CONSULTEE	COMMENT	RESPONSE
	<p>damage buildings, the highway surface and pavement curbing. The vehicles regularly mount pavements even when there are elderly or child pedestrians present and consequently they considerably increase risk and fear for pedestrians.</p> <p>De-registration as secondary freight routes of the through-roads leading into Pottton to discourage HGV use as an alternative to the major trunk roads in the region. Impose weight restrictions, except for access to the town itself.</p>	<p>Framework for inclusion in the programme.</p>
	<p>A core zone of a '20mph-is-plenty' speed limit in the centre of town; defined with very clear entry points presenting physical changes and obstructions to the traffic and repeated, unavoidable, physical reminders of the zone.</p>	<p>A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p>
	<p>Outside of the centre, more well-defined physical entry points into the town at the 30mph speed limits are needed. Many nearby villages and towns have either give way chicanes for incoming traffic or speed bumps at their entry points. Further benefit would come from examining the points at which the 30mph zone starts and if any 40mph zones are required, such as Deepdale.</p>	<p>A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p>



Appendix D: Programme of Schemes “Long List”

Rank	Ref	Scheme Name	Location
1	FR/01	Restrictions on movement of HGVs (study of issues together with delivery of recommendations).	Various
2	CY/01	Potton to Sandy Cycleway [ALSO IN BIGGLESWADE / SANDY L ATP]	Either alongside the Potton – Sandy road or via the dismantled railway track
3	PT/03	Replace 20 bus stop flags and timetable cases across the Plan area	Potton
4	GT/03	Introduce a 20mph speed limit across the whole of Potton	Various
5	PT/01	Real time information signs at 4 bus stops in Potton and the surrounding villages	Sites include: (1) Potton Market Square, (2) Wrestlingworth, (3) Sutton, (4) Everton
6	GT/09	Safety improvements at the Willow Road and Chapel Street junctions with Station Road	Willow Road, Chapel Street, Station Road
7	WK/12	Pedestrian crossing(s) in Potton Market Square.	Market Square
8	SSZ/06	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 Intervention)	Burgoyne Academy Mill Lane Potton, Sandy, Bedford
9	GT/02	Defined physical entry points into the town at the 30mph speed limits are needed	Various
10	PT/02	Bus shelter with raised kerb	Eyeworth
11	WK/02	Widening of footways within Potton	Various
12	SSZ/01	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 intervention)	Potton Lower School Everton Road, Potton Bedfordshire,
13	SSZ/02	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 intervention)	Everton Lower School Potton Road, Everton, Bedfordshire,
14	SSZ/03	Development of a School Safety Zone incorporating: 20 mph signage (Level 1 Intervention)	Wrestlingworth Lower School Church Lane, Wrestlingworth, Bedfordshire

Rank	Ref	Scheme Name	Location
15	SSZ/04	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features, carriageway surface treatments (Level 3 Intervention)	Dunton Lower School High Street, Dunton, Bedfordshire
16	SSZ/05	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 Intervention)	Sutton Lower School High Street, Sutton Bedfordshire
17	GT/10	Speed reduction measures through the village	Various
17	WK/08	Zebra crossing on Sandy Road	Sandy Road
19	GT/07	Safety improvements at Everton Road / Mill Lane junction	Everton Road, Mill Lane
20	WK/06	Dropped kerbs to improve pedestrian access	Various
21	WK/01	Upgrade of bridleway between Sutton and Wrestlingworth	Various
22	GT/01	Safety improvements on Sandy Road roundabouts	Sandy Road
23	WK/07	Create permanent right of way on existing permissive routes in Pegnut Wood	Various
24	GT/06	Safety improvements at the Hatley Road / Gamingay Road junction	Hatley Road and Gamingay Road
25	WK/04	Dropped kerbs to improve pedestrian access	Various
26	GT/08	Safety improvements at Carthagen / Deepdale / Sandy Road junction	Carthagen / Deepdale / Sandy Road
27	WK/10	Potton Bw14 to Wrestlingworth Bw 15 by upgrading Wrestlingworth Fp 14 and connection within Cams.	Potton to Wrestlingworth and County Boundary
28	WK/11	Create 3.0 km bridleway north from Sandy Bw 21 along east side of main ditch to Tempsford Rd, then on the west side of ditch to Station Rd, Tempsford near railway crossing.	Sandy to Tempsford
29	WK/03	New crossing point for pedestrians and general safety improvements on Hatley Road near Gamingay Road junction	Hatley Road close to St Marys Church
30	GT/04	Safety improvements at the Horslow Street / Everton Road junction	Horslow Street and Everton Road
31	WK/05	Improved pedestrian links to Biggleswade, Potton and Wrestlingworth	Various
32	CY/02	Potton to Gamingay cycle route	Various
33	WK/09	Upgrade Potton Fp1 and Sutton Fp2 to cycleway/bridleway – 1 mile.	Sutton to Potton
34	GT/05	Safety improvements at the Everton Road / Myers Road junction	Everton Road, Myers Road



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Za Informacije

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