



Central Bedfordshire Local Transport Plan

Haynes and Old Warden Local Area Transport Plan

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



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1. Background

1.1 What is the Local Area Transport Plan?

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

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

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

1.2 What area does it cover?

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



Village sign at Old Warden

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

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

1.3 How does it relate to the LTP itself?

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



Figure 1.1: Local Area Transport Plans Areas



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

1.4 How is the LAMP Structured?

The Plan is structured around the following chapters:

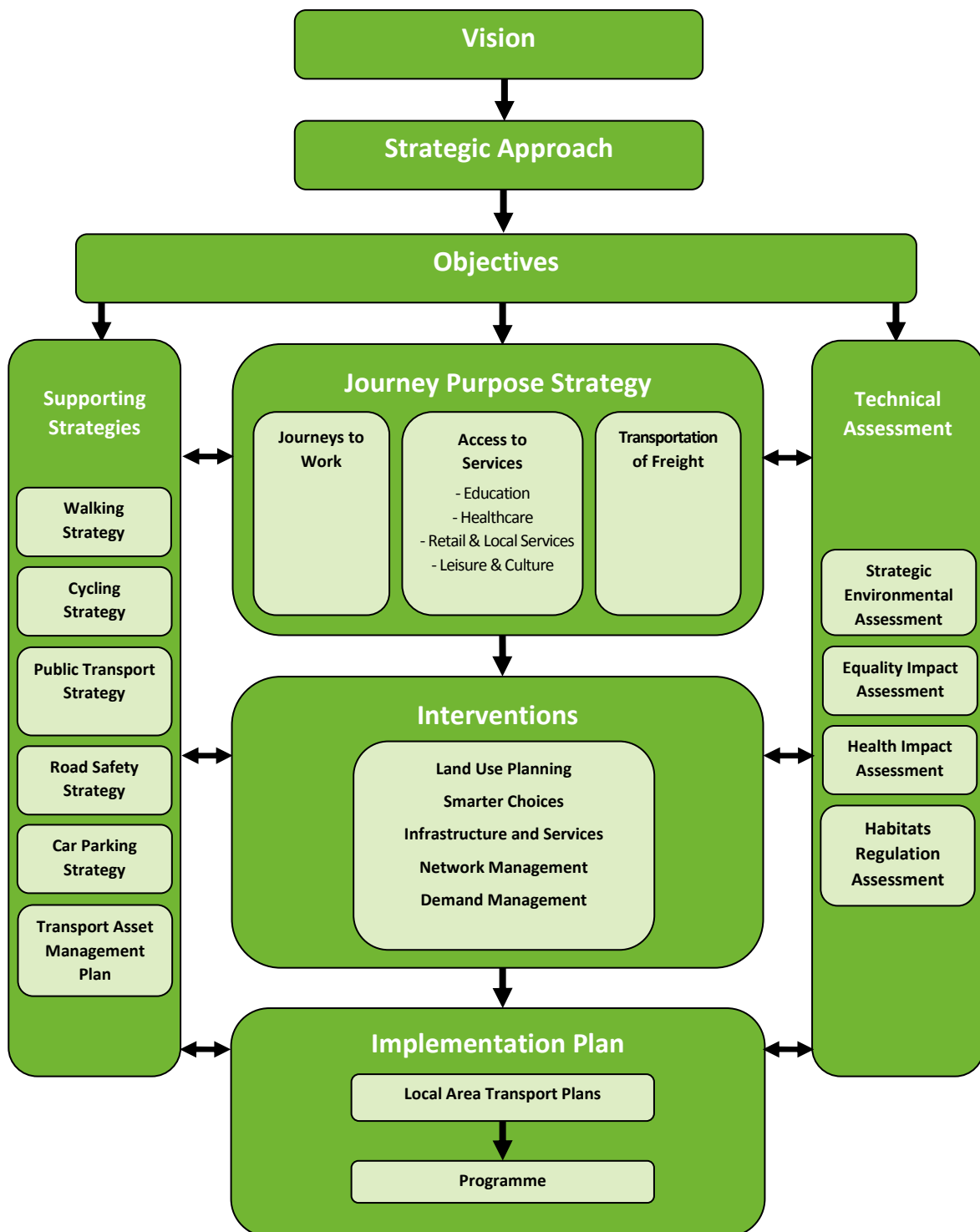
- **Chapter 2 – Planning Context:** Details the planning context within which the Local Area Transport Plan is being developed, including potential housing and employment allocations through the Local Development Framework process.
- **Chapter 3 – Local Studies:** Reviews previous transport studies undertaken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



Wilstead Hill



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



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

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



2. Planning Context

2.1 Overview of local areas

Houghton Conquest

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

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



All Saints Church, Houghton Conquest

The village is characterised by high levels of out-commuting, with residents commuting to work in Bedford, Hertfordshire, and London. Car ownership is very high in the area, with 58% of residents owning 2 or more cars, and this is reflected in commuting figures that show over 70% of residents drive to work.

Haynes

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



Haynes Park

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



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

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

Old Warden

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



Shuttleworth College

Old Warden itself is linear village, with no services within the village. Shuttleworth College is the main education provision in the area, but this is a specialist Land and Agricultural College. Old Warden has good highway links close by, notably the A600 to the South West, and the B658 to the East providing access to the A1. This is reflected in the journey to work patterns, which show over 75% of journey to work trips are undertaken by car.

Northhill

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

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



Ickwell Green War Memorial

The excellent links to the strategic road network, notably the A1 to the East, combined with high levels of car ownership (55% of households owning 2 or more cars), means that



travelling to work by car is popular in the Parish. Over 75% of residents of the Parish commute to work by car, with Bedford, Biggleswade, and Hertfordshire being the most popular commuting destinations.

Southill

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



Southill Lower School

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

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

Moggerhanger

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



Crossroads in Moggerhanger

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

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



2.2 Major Developments

The Wixams

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

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

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



Overview of The Wixams

The development will consist of:

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



Map of Village One (Source: Gallagher Estates)

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



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

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



Lakeview Lower School

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

Wixams Southern Extension

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

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

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

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

Land off Broadmead Road, Stewartby

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

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



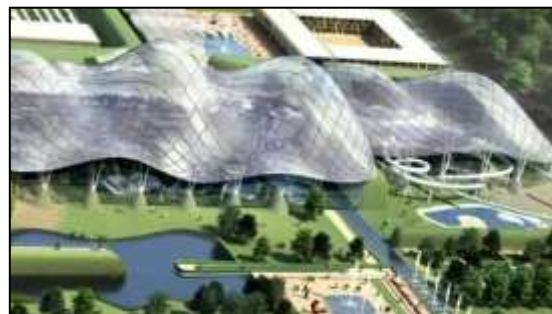
- Contributions towards school provision;
- Improvements to the A421
- A new road linking Rousbury Road and Broadmead Road to serve the development.

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

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

National Institute for Research into Aquatic Habitats

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



Artist impression of NIRAH

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

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

Working Woodland Centre, Maulden Wood

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

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





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

The development is currently under construction.

2.3 Development Strategy for Central Bedfordshire

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

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

The main elements of the Development Strategy are:

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



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

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



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

New development will be planned for at the following locations

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

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

Site Allocations Document

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

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

2.4 Collective impact of known development

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

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



3. Local Studies

3.1 Greensand Ridge Local Development Strategy (2008-2013)

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

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



Greensand Ridge Walk sign

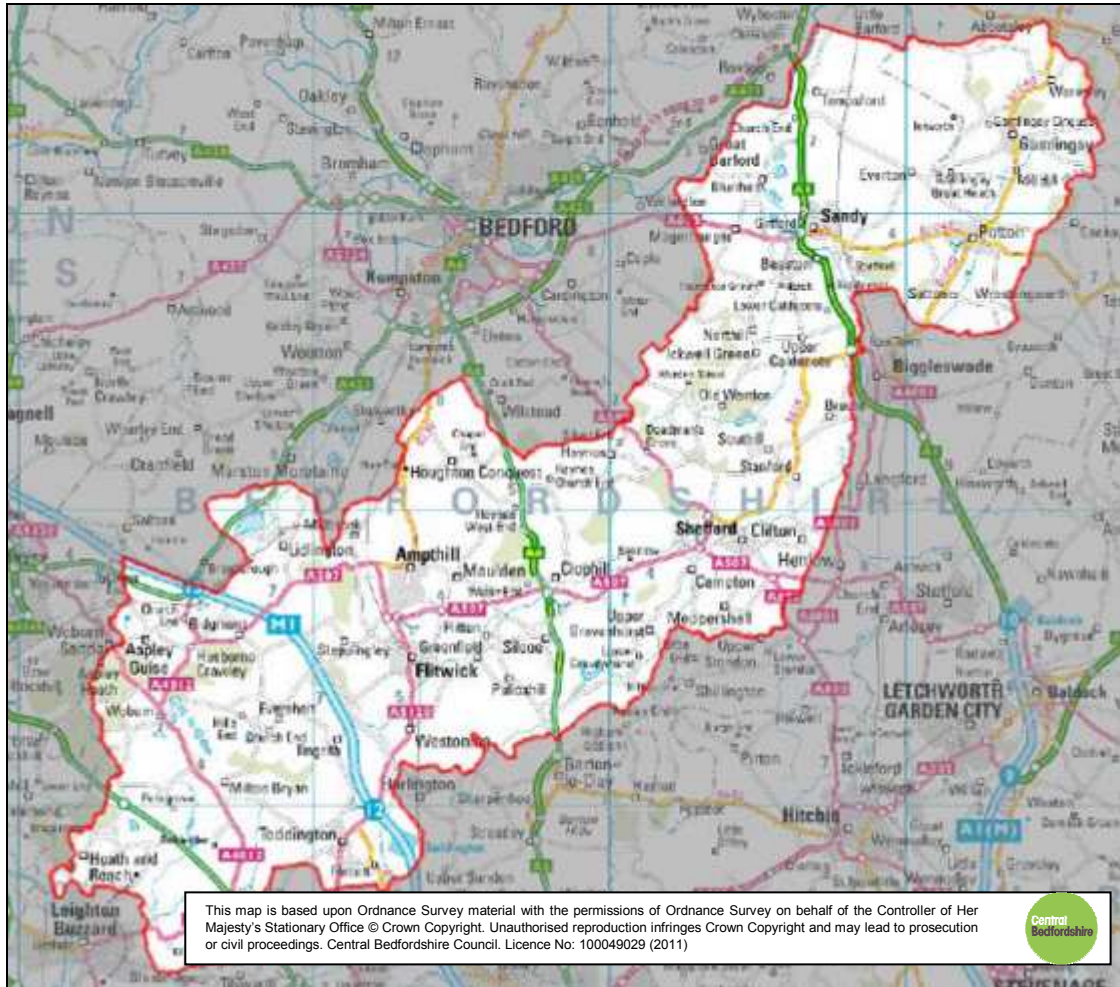
The strategy particularly focuses on economic growth, highlighting that economic growth and the nature of the rural economy is probably the areas greatest challenge. This challenge manifests itself in a number of different ways:

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

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



Figure 3.1 – The Greensand Ridge Development Strategy Area



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

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

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

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

3.2 Northill Parish Community Plan 2008

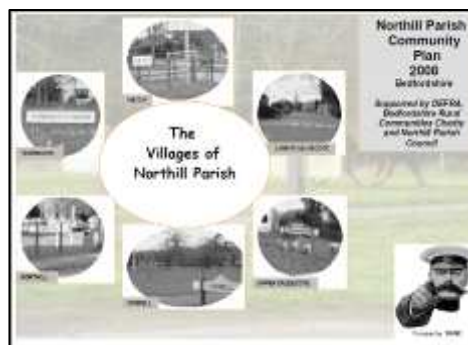
The Northill Parish Plan was produced in 2008, setting out a vision and action plan for the future of the villages of Hatch, Thorncote, Northill, Ickwell, Upper Caldecotte, and Lower Caldecotte. Whilst the issues raised in the villages were many and varied, traffic and transport



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

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

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



Northhill Parish Community Plan

3.3 Houghton Conquest Green Infrastructure Plan 2010

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

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



Houghton Conquest Green Infrastructure Plan



3.4 Landscape Character Assessments

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

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

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



4. Modal Issues

4.1 Pedestrians

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



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

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

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

Pedestrian Priority and Permeability

Broom

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



Broom village green

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

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



Haynes

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



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

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

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

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

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



Houghton Conquest

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

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

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



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

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

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

Lower Caldecote

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

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

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

Moggerhanger

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



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

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

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

Northhill and Ickwell

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



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

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

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

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

Old Warden

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



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

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

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

Southill

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

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



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

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

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

Upper Caldecote

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

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

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

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

Street Furniture

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



Street furniture in Haynes main village

4.2 Cycling

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



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

Network Hierarchy

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

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

Infrastructure Provision

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

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

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

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



Cycling along Route 51. Image from Let's Go



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

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



4.3 Public Transport

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



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

Public Transport Infrastructure

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

Bus services

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

Commercial bus services

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

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

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



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



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

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



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

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

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

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



Supported bus services

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



44 bus service at Bedford Bus Station

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

Rail Services

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

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



Train at Biggleswade Station

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

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

The Wixams Station

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



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



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

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

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

PlusBus

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

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



Figure 4.2: Flitwick PLUSBUS

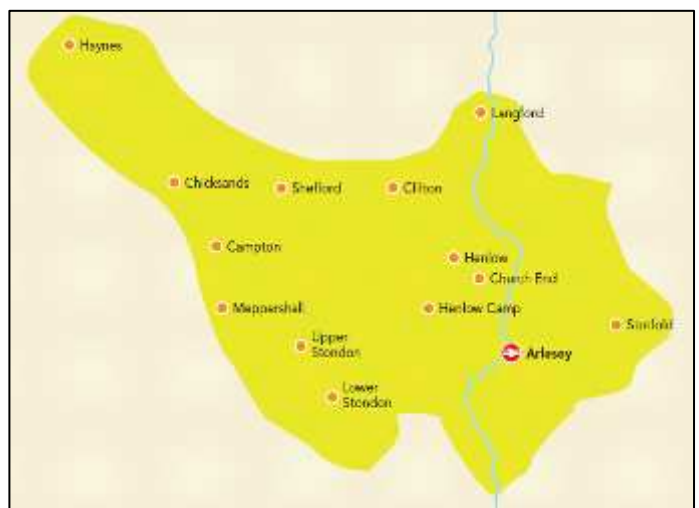


Figure 4.3: Arlesey PLUSBUS



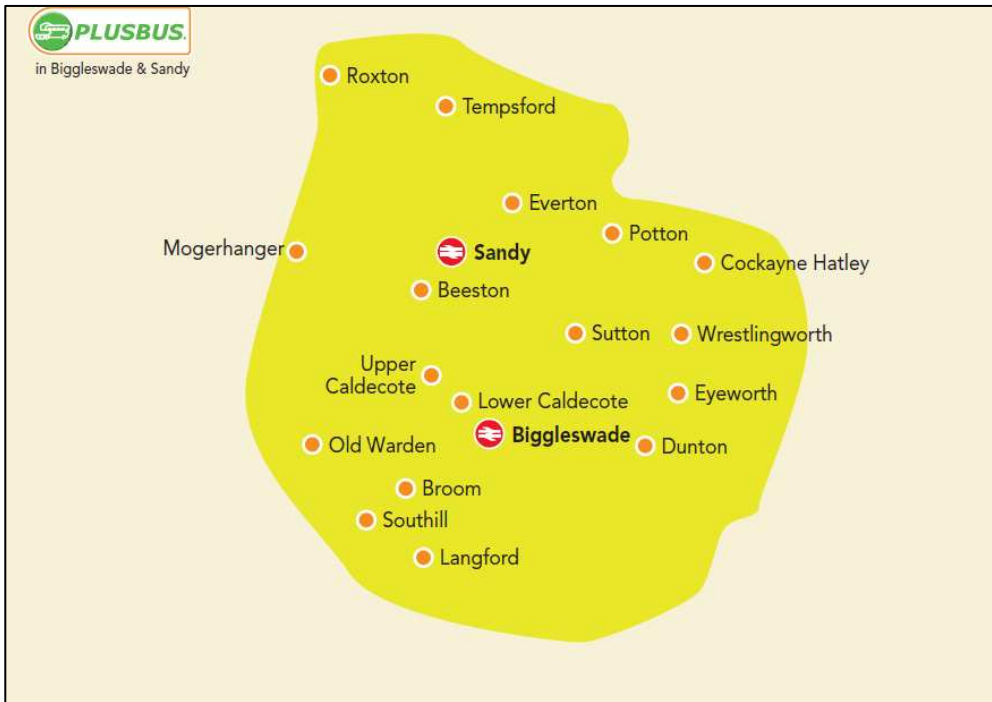


Figure 4.4: Biggleswade PLUSBUS

4.4 Highways

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

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

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

Source: Census 2011; Office of National Statistics

Strategic Road Network

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

The A1 provides excellent north-south links to the rest of the region and further afield. Access onto the A1 is provided in several locations, but the busiest are the Biggleswade North Roundabout and the Sandy Roundabout. The A1 through the area operates close to capacity for much of the day, particularly during peak hours, resulting on congestion on approaches to key



The A6 near Haynes West End



junctions. At the Sandy Roundabout, this leads to air quality issues for properties situated close to the roundabout.

Local Road Network

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

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

Road Safety

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

Motor cyclists were also involved in a large number of accidents in relation to the number of trips undertaken by motorbike. 31 pedestrians or cyclists were injured by road traffic collisions between 2006 and 2010, of which 11 were children.



Hitchin Road in Upper Caldecote

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

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

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



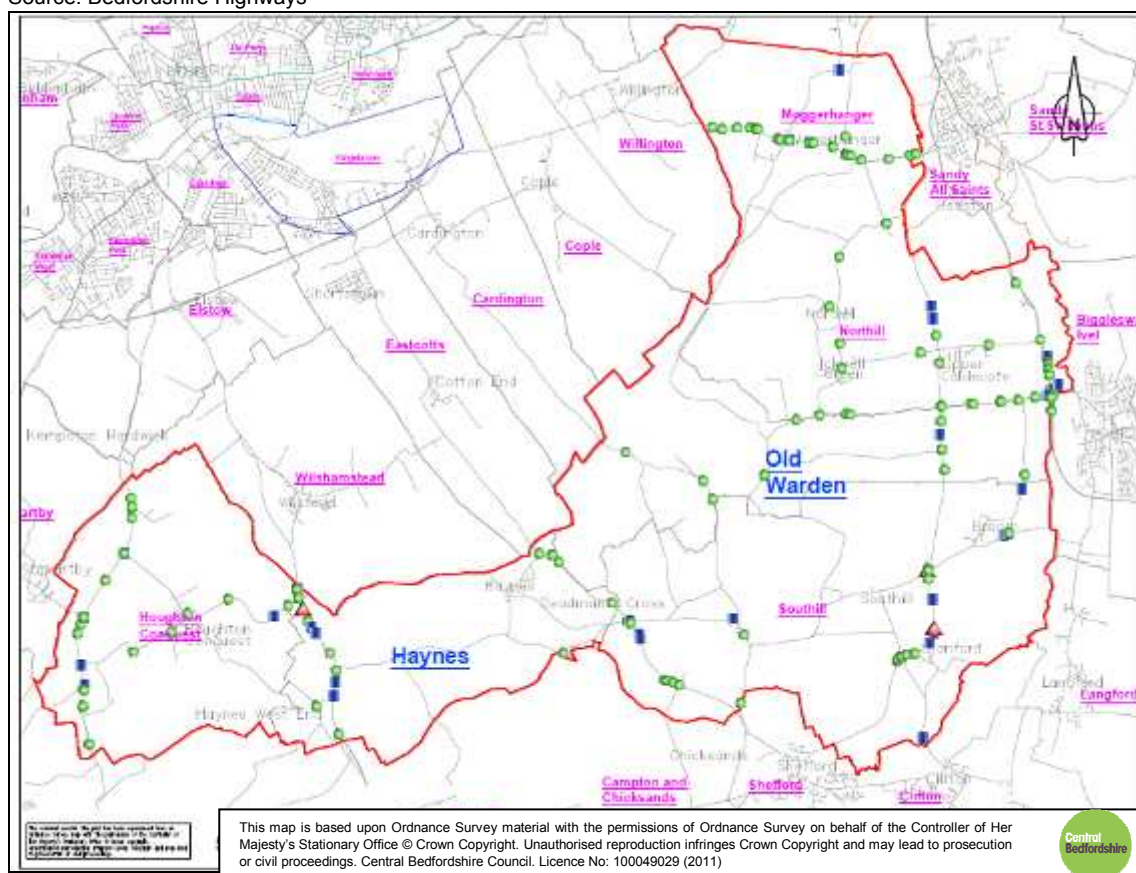
Table 4.3: People Killed or Seriously Injured in Haynes and Old Warden (Jan 2007 – Dec 2011)

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

Source: Bedfordshire Highways

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

Source: Bedfordshire Highways



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



Car Parking

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

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



5. Journey Purpose Analysis

5.1 Overview

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



The old Post Office in Southill

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

5.2 Journeys to Work

Distance Travelled to Work

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

Table 5.1: Distances Travelled to Work

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

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

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



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

Modal Split

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

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

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

Source: Census 2011. Excludes people working at home

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

5.3 Access to Services

Healthcare

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

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

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

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



Table 5.3: Modal Split for Travel to Doctors

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

Source: Householder Travel Survey 2012

Education

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

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

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



Northill Lower School

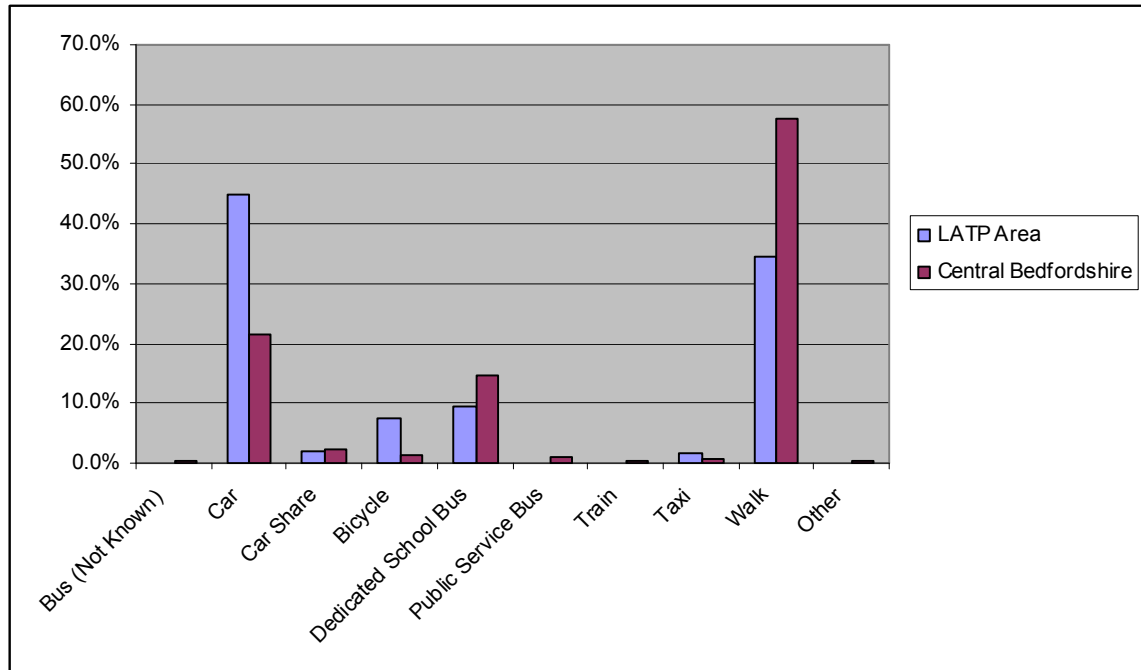
How pupils travel to the Lower Schools is set out in Figure 5.1, with figures for the authority as a whole for comparison.

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

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



Figure 5.1: Mode Split of Travel to School Journeys



Food Shopping

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

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

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



Caldecote Stores. A small convenience store in Upper Caldecote

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

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



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

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

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

(Source: Householder Travel Surveys – 2010 & 2012)

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

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

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

(Source: Householder Travel Survey 2012)

5.4 Access to Leisure, Culture, and Tourism

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

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



The Shuttleworth Collection, Old Warden

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



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

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

Access to the Countryside and Open Spaces

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

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



Greensand Ridge Walk, near Haynes

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

Leisure Centres and Cultural facilities

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



Saxon Pool and Leisure Centre at Biggleswade

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



local libraries are:

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

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

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

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

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

Retail Shopping and Town Centres

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

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

5.5 Freight

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

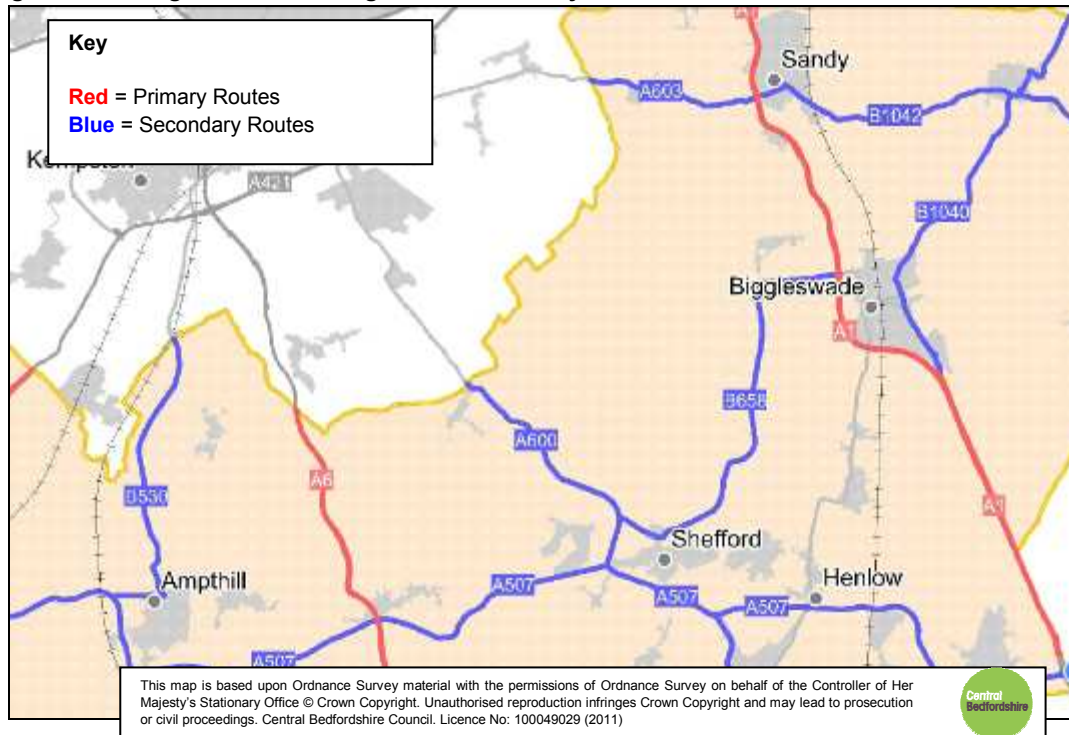


HGV in Moggerhanger

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



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



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

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

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



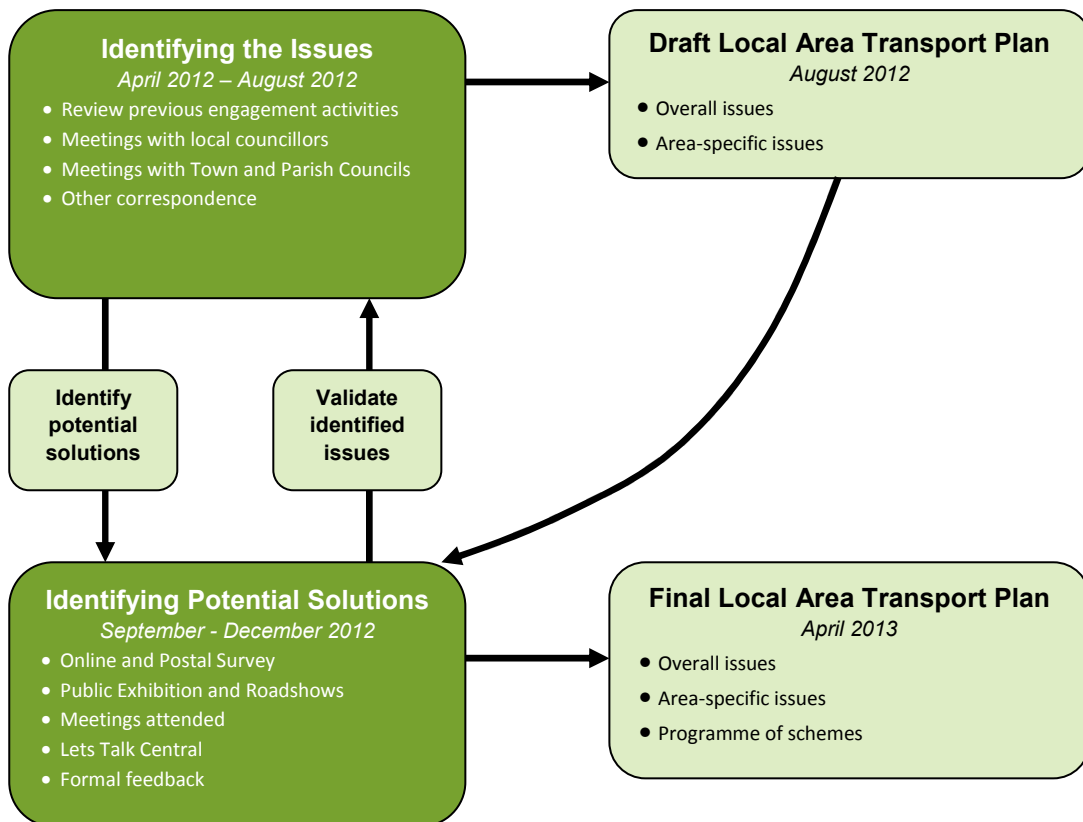
6. Consultation and Engagement

6.1 Overview of Process

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

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

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



6.2 Identifying the Issues

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



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

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

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

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

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

6.3 Informing the Local Area Transport Plan

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



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

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

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



7. Priority Action Areas

7.1 Identifying Priorities

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

7.2 Area-wide issues

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

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

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

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

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

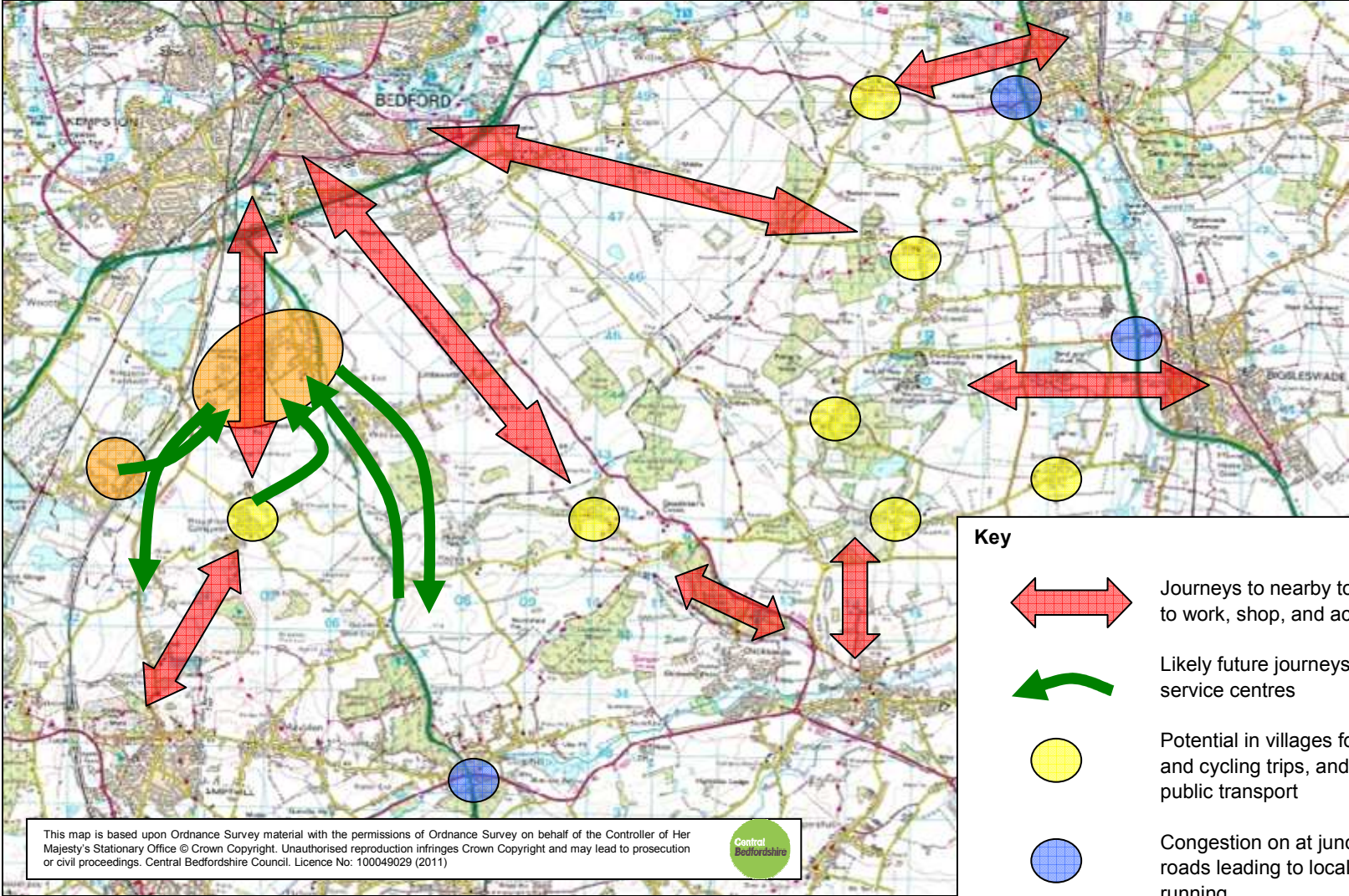
7.3 Local issues

Houghton Conquest

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








Figure 7.1 – Area-wide issues



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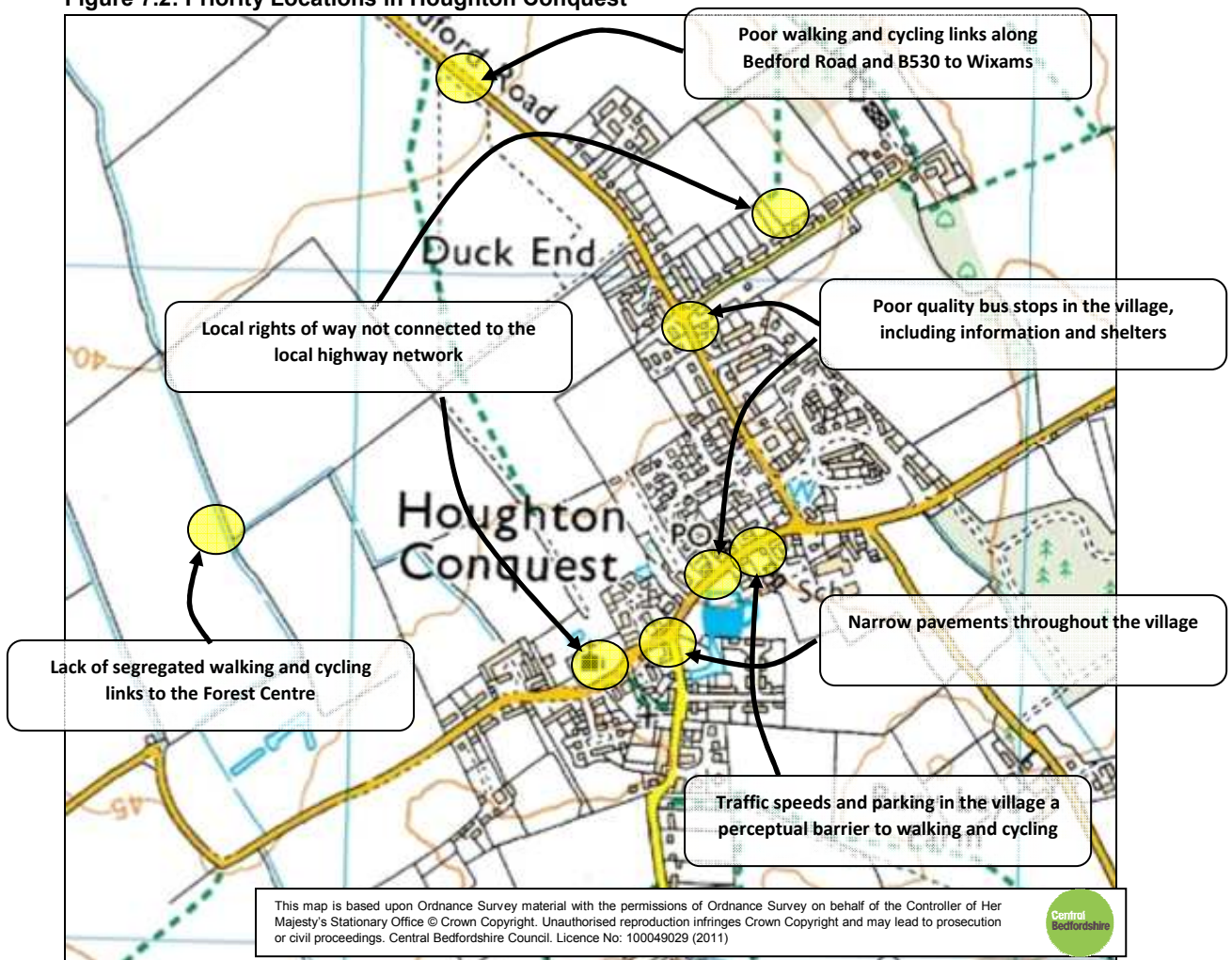
Key

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

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

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

Figure 7.2: Priority Locations in Houghton Conquest



Haynes

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



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

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

Figure 7.3: Priority Locations in Haynes

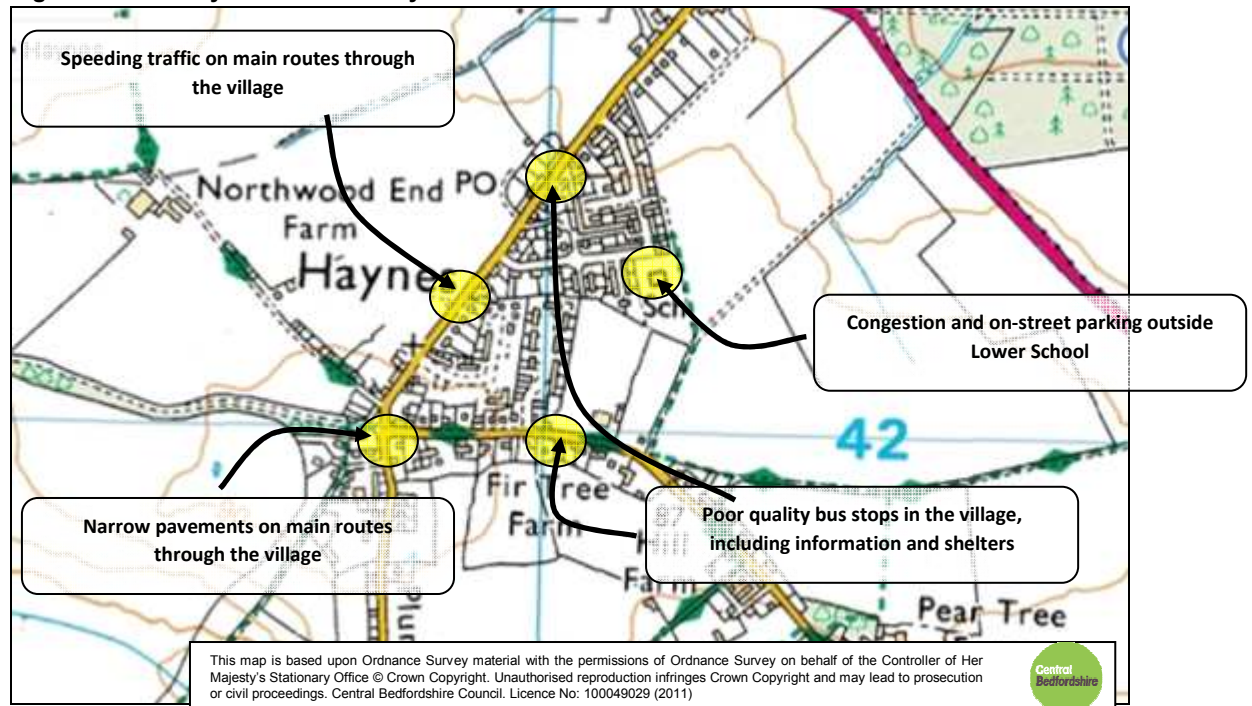
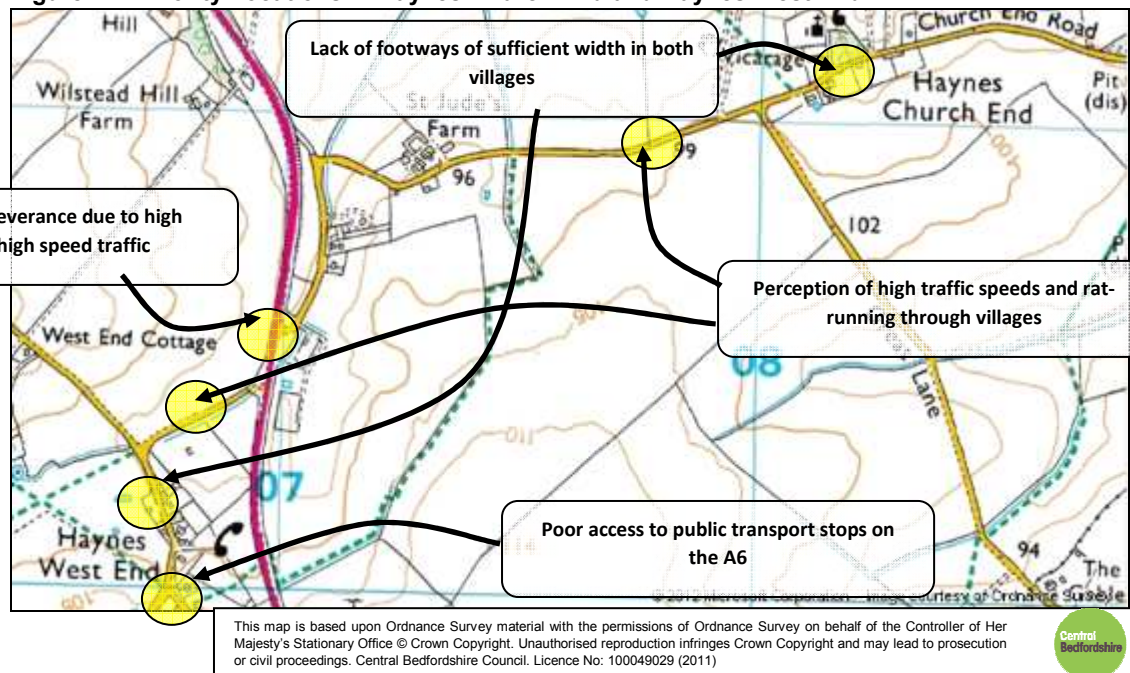


Figure 7.4: Priority Locations in Haynes Church End and Haynes West End

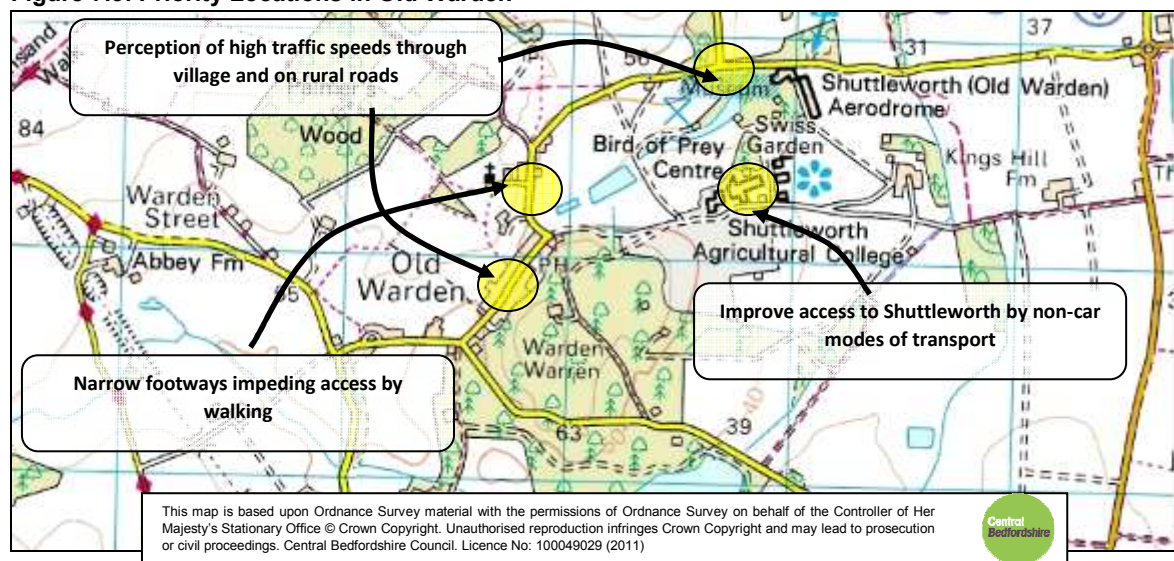


Old Warden

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

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

Figure 7.5: Priority Locations in Old Warden



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

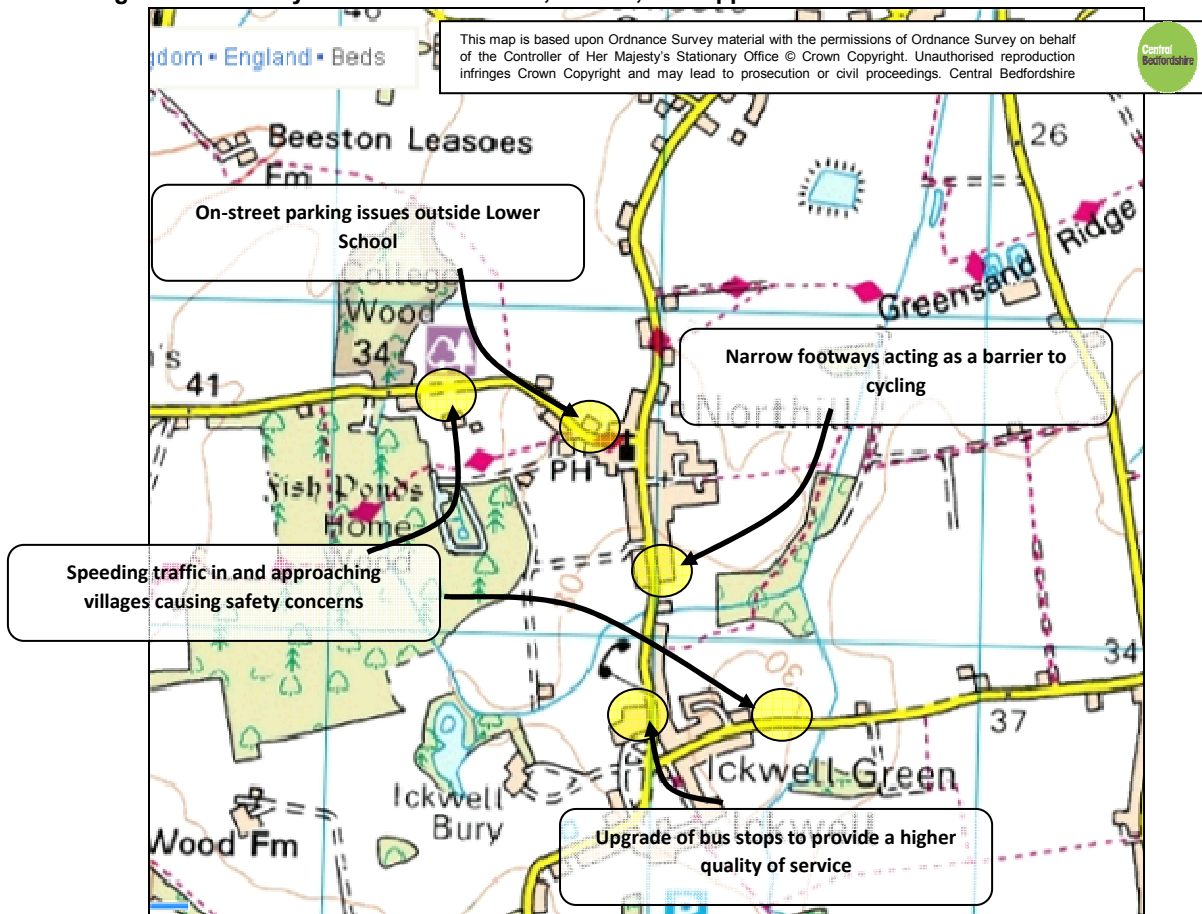
Northill, Ickwell and Hatch

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

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



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



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

Southill and Broom

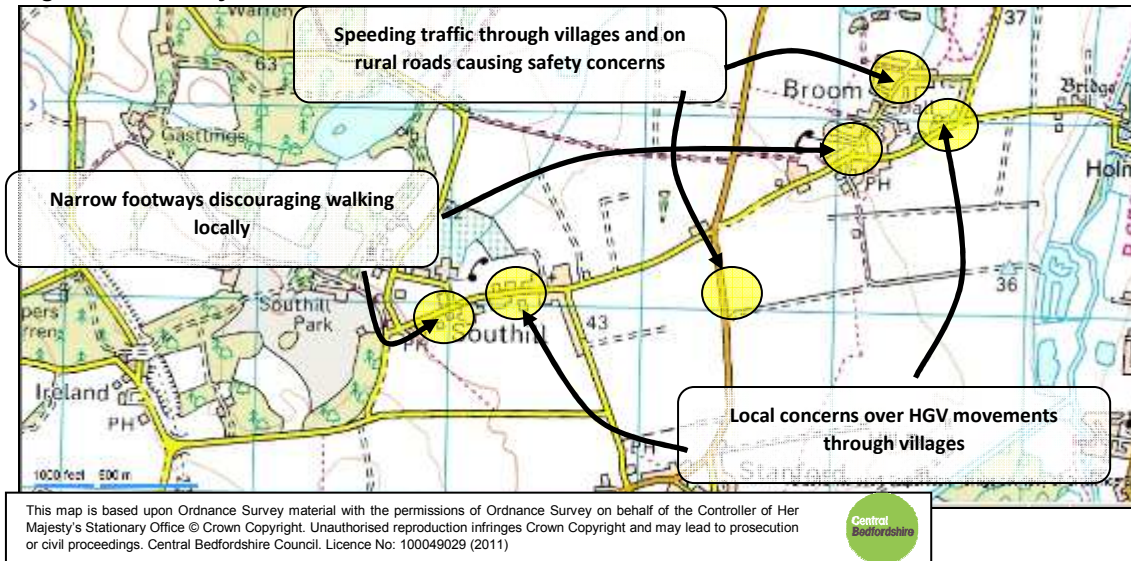
Southill and Broom are two linear villages situated either side of the B658, connected via rural roads crossing this busy through-route. Owing to their small size, the only local service in either village is the Lower School in Southill, where issues have been raised over poor quality walking links to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

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

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



Figure 7.7: Priority Locations in Southill and Broom



Upper and Lower Caldecote

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

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

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

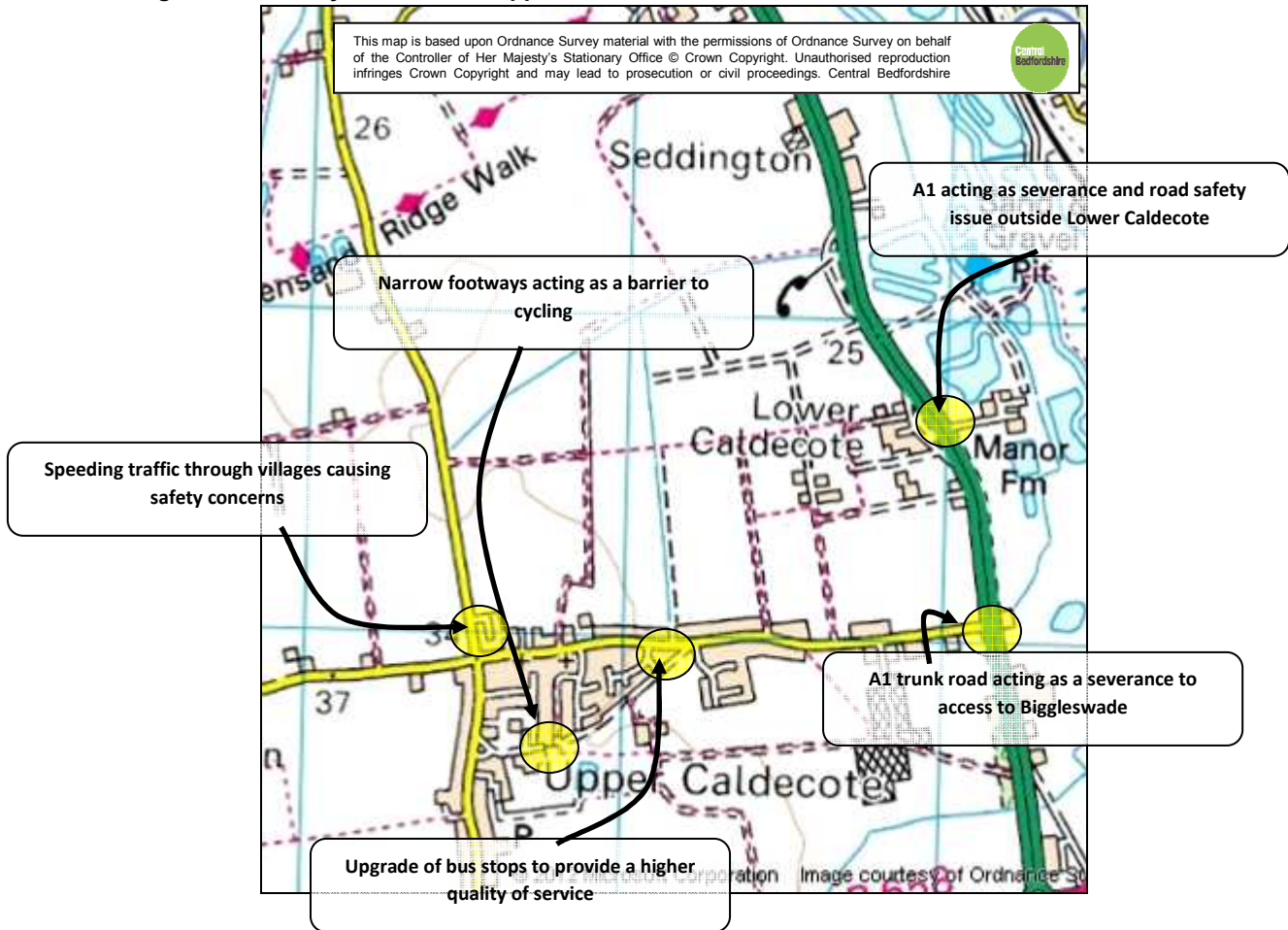
Speeding traffic is a major issue raised in both villages, but in differing contexts. In Upper Caldecote, traffic speeds approaching the village are a significant issue, particularly on Vinegar Hill. For Lower Caldecote, traffic speeds and levels on the nearby A1 pose a safety hazard for people wishing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

Moggerhanger

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



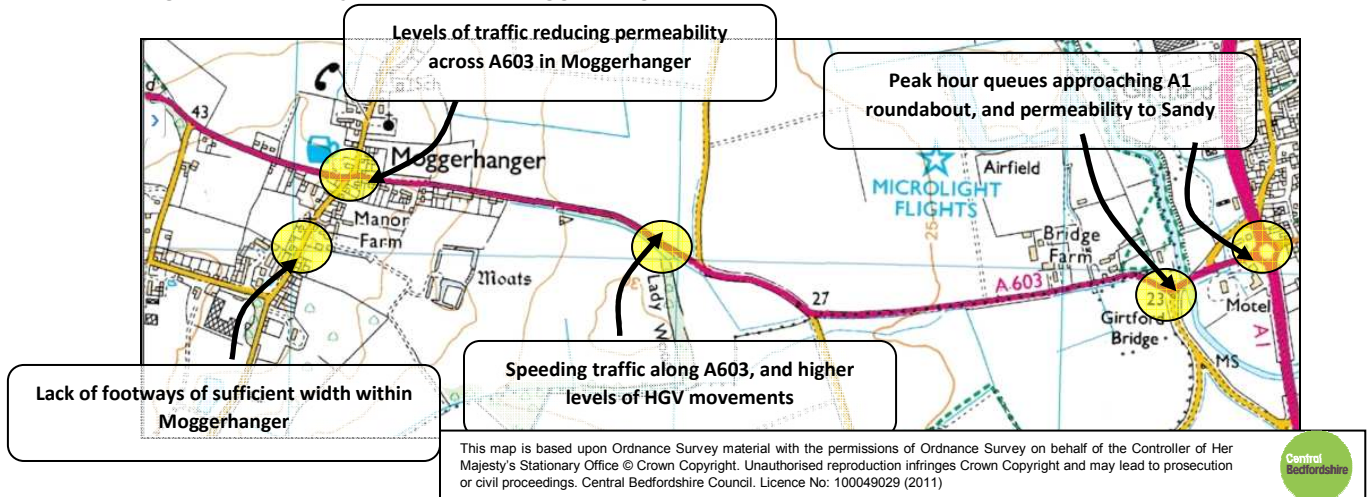
Figure 7.8: Priority Locations in Upper Caldecote and Lower Caldecote



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

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

Figure 7.9: Priority Locations in Moggerhanger



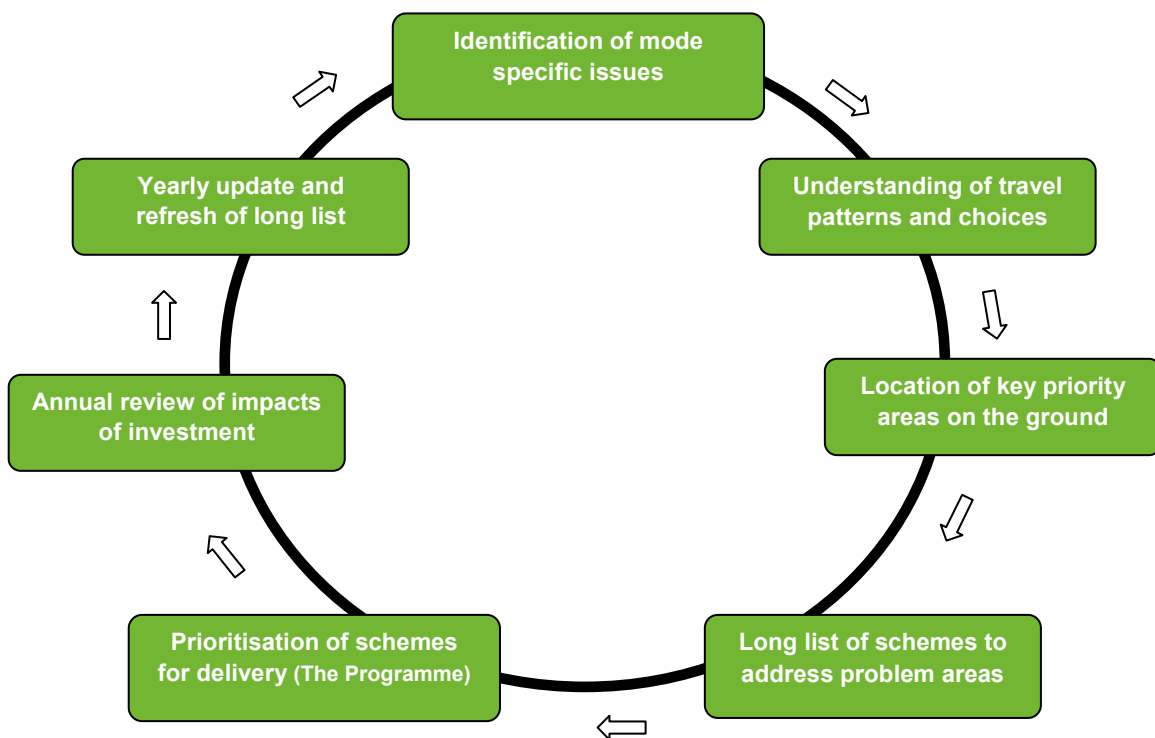
8. Programme

8.1 What is the programme?

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

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

Figure 8.1: Programme Development Process



8.2 How have the schemes been prioritised?

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



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

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

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

Table 8.1: Scheme Prioritisation Criteria

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



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

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

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

8.3 How much funding is available?

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

Table 8.2: Integrated Transport Funding Allocation

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

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



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

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

Table 8.3: Third Tranche of LATP Areas Funding Split

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

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

8.4 What schemes are in the programme?

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

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

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

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

8.5 What schemes are in the long list?

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



Table 8.4: Haynes and Old Warden LATP Programme of Schemes

Ref	Scheme	Town	Funding Profile			Notes
			2013/14	2014/15	Total	
	Cycling					
	Cycle route improvements from Old Warden, Upper and Lower Caldecotte, and Biggleswade – Feasibility	Old Warden, Upper and Lower Caldecotte	£5,450		£5,450	
	General traffic					
	Safety improvements – Bedford Road	Houghton Conquest	£10,000	£49,600	£59,600	
	40mph buffer, Vinegar Hill	Upper Caldecotte	£4,450		£4,400	
	Total		£19,900	£49,600	£67,000	



9. Other Schemes & Funding

9.1 Schemes to be funded by Section 106 Agreements

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



New development can provide funding for local transport improvements

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

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

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

Table 9.1: Unallocated Section 106 Funding

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

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

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



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

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

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

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

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

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

9.2 Smarter Choices Measures

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

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



Promoting sustainable travel choices via Facebook



Table 9.3: Examples of Smarter Choices Measures

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

9.3 Future Funding Sources

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

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



Appendix A: Development Sites and Classifications

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

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

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

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

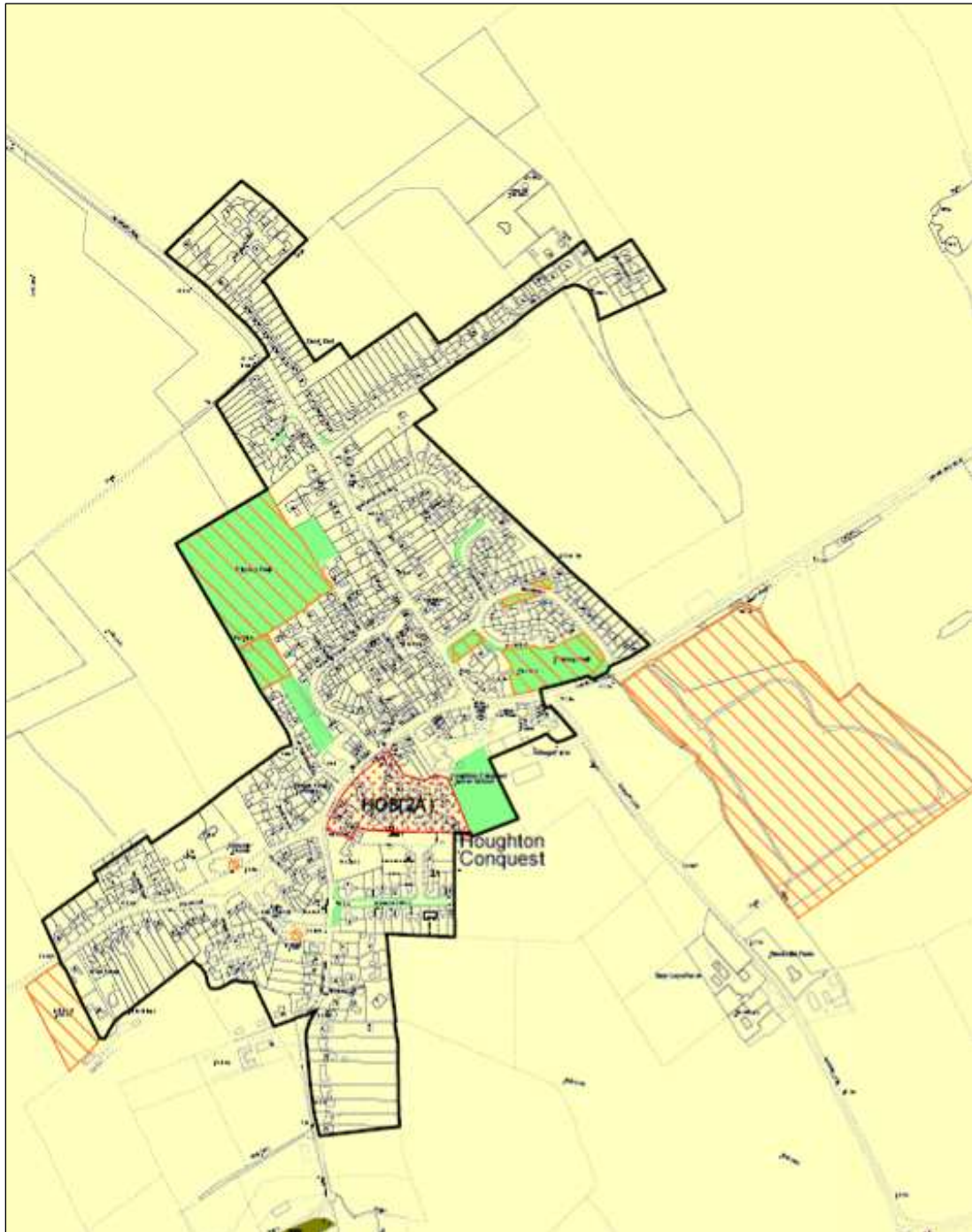
	District Boundary		DM5a	Important Open Space	
	Area Outside Central Bedfordshire Council North Area		DM6	Green Belt Infill Only Boundary	
	Inset Boundary		E1	Key Employment Site	
CS1	South East Milton Keynes SDA Development Framework		EA	Employment Allocation	
CS3/DM17	Open Space, Sports and Recreation (PPG17 Study) <small>Open Space - Area, line or point depending on type (Refer to study for classification of individual sites)</small>		HA	Housing Allocation	
CS12/DM7	Town Centre		MA	Mixed Use Allocation	
CS13	Floodplain (Floodplain on Side A&B is solid blue) <small>Source: Indicative Floodplain maps 2008 as published by the Environment Agency. Probability of Flooding 0.1 - 1.0%: www.environment-agency.gov.uk</small>		RA	Recreational Allocation	
CS15/DM13	Conservation Area		TC1	Biggleswade Masterplan Study Area	
CS15/DM13	Historic Parks and Gardens <small>Source: English Heritage: www.english-heritage.org.uk</small>		TC2	Town Centre - Flitwick	
CS15	Scheduled Ancient Monument <small>Source: English Heritage: www.english-heritage.org.uk</small>		Saved Local Plan Policies		
CS16/DM14	Chilterns AONB		CS21	Important Countryside Gap	
CS16/DM14	Forest of Marston Vale		EMP4	Employment Allocation	
CS17	Bedford and Milton Keynes Waterway (Proposed)		EMP12	Cranfield Airfield	
CS18/DM15	CWIS/INP <small>Source: LPA - Natural England: www.naturalengland.org.uk CWS - Biodiversity and Recording Monitoring Centre</small>		HCS	Housing Allocation	
CS18/DM15	SSSII/NNR <small>Source: Natural England: www.naturalengland.org.uk</small>		TCS	Town Centre Opportunity site	
CS18	Local Geological Sites (Previously RIGS Regionally Important Geological/Geomorphological Sites) <small>Source: Biodiversity and Recording Monitoring Centre</small>		National Policy		
DM4	Settlement Envelope			Green Belt	

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



Houghton Conquest

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

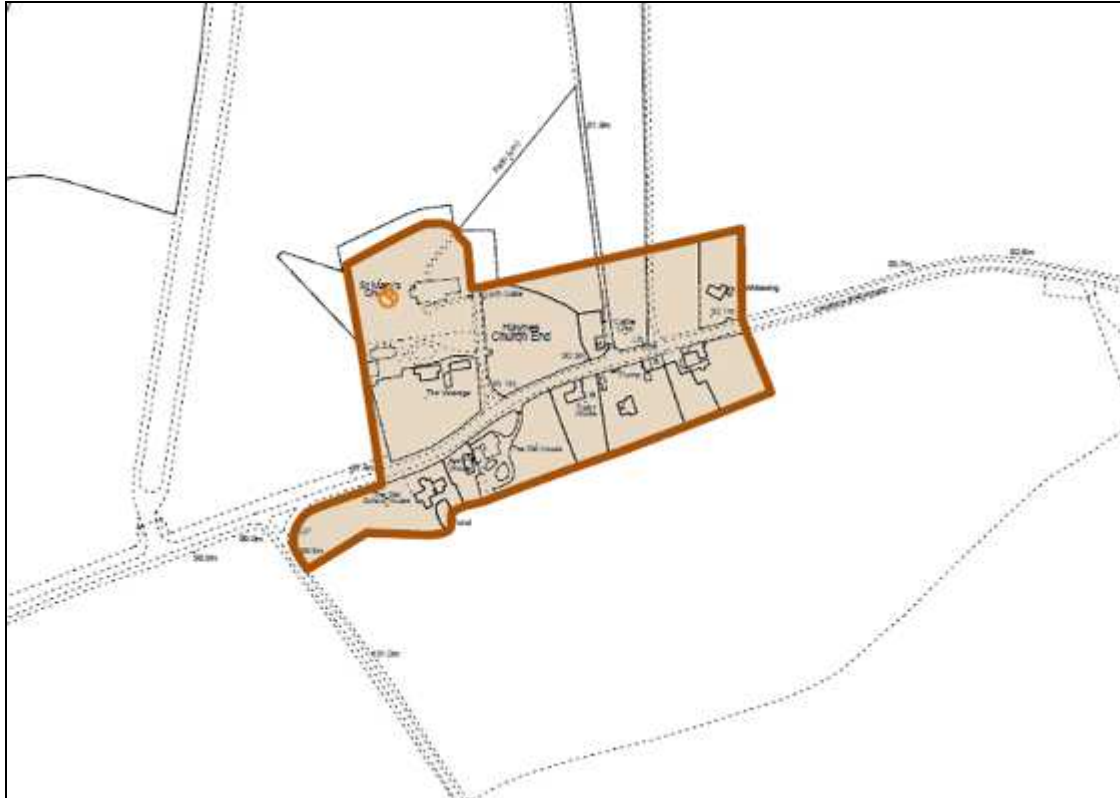


Haynes

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

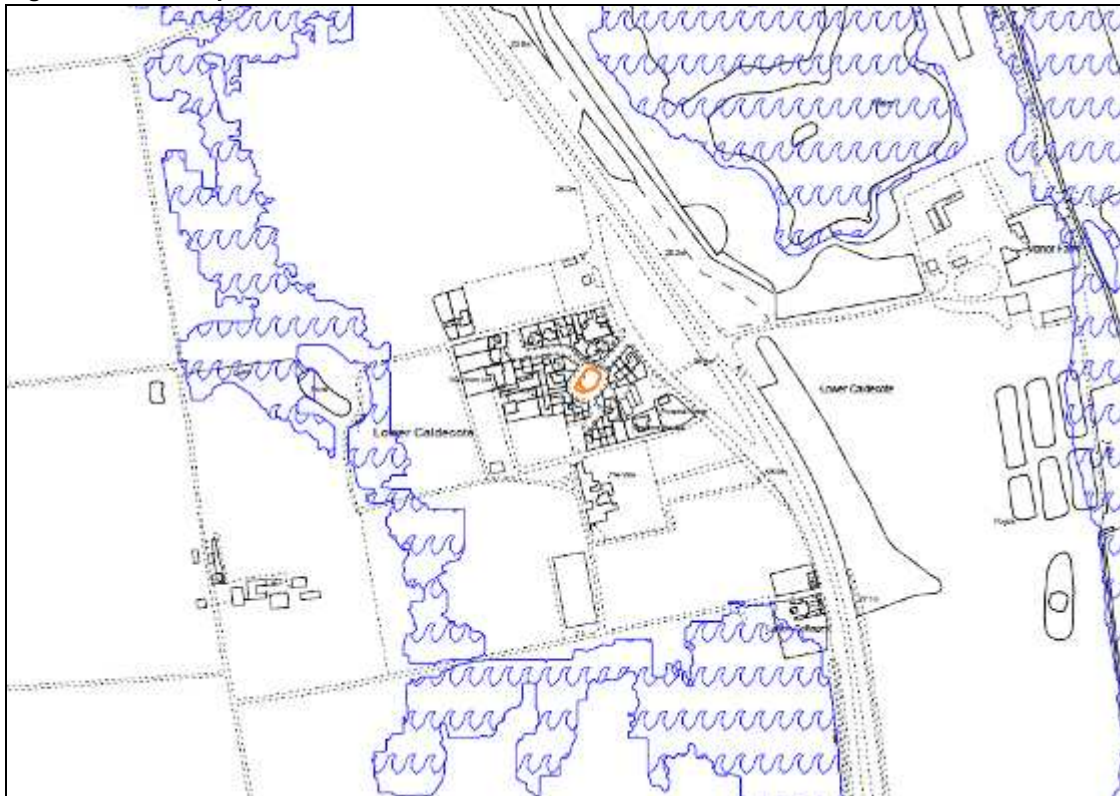


Figure A.4: Development Sites and Classifications for Haynes Church End



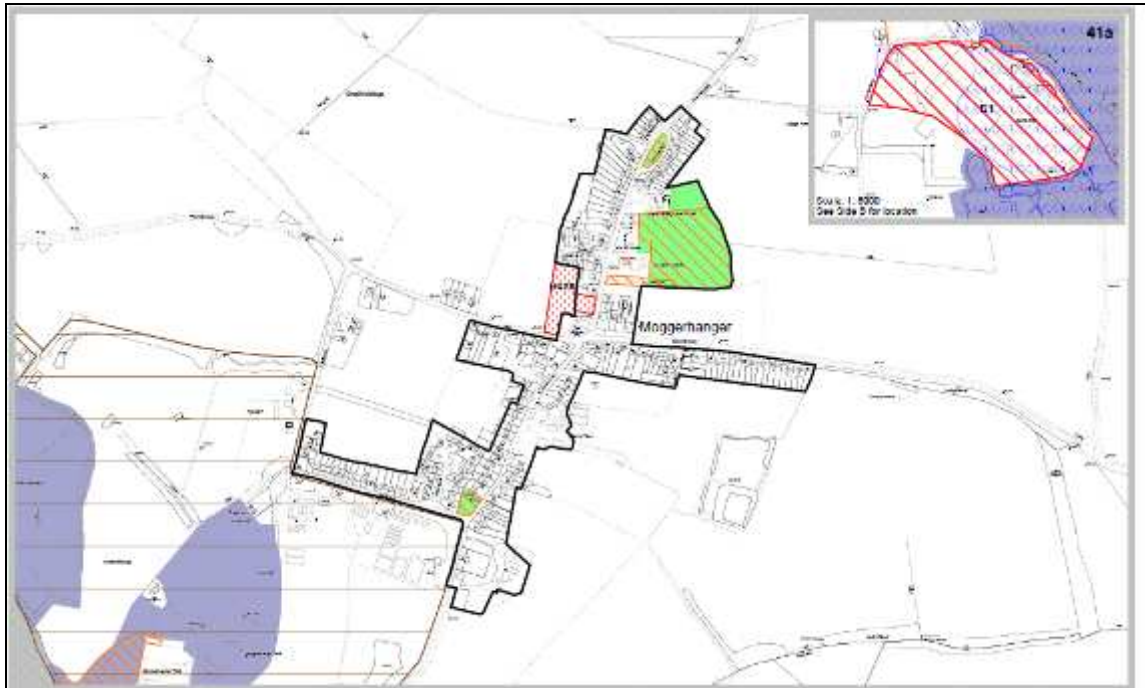
Lower Caldecote

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



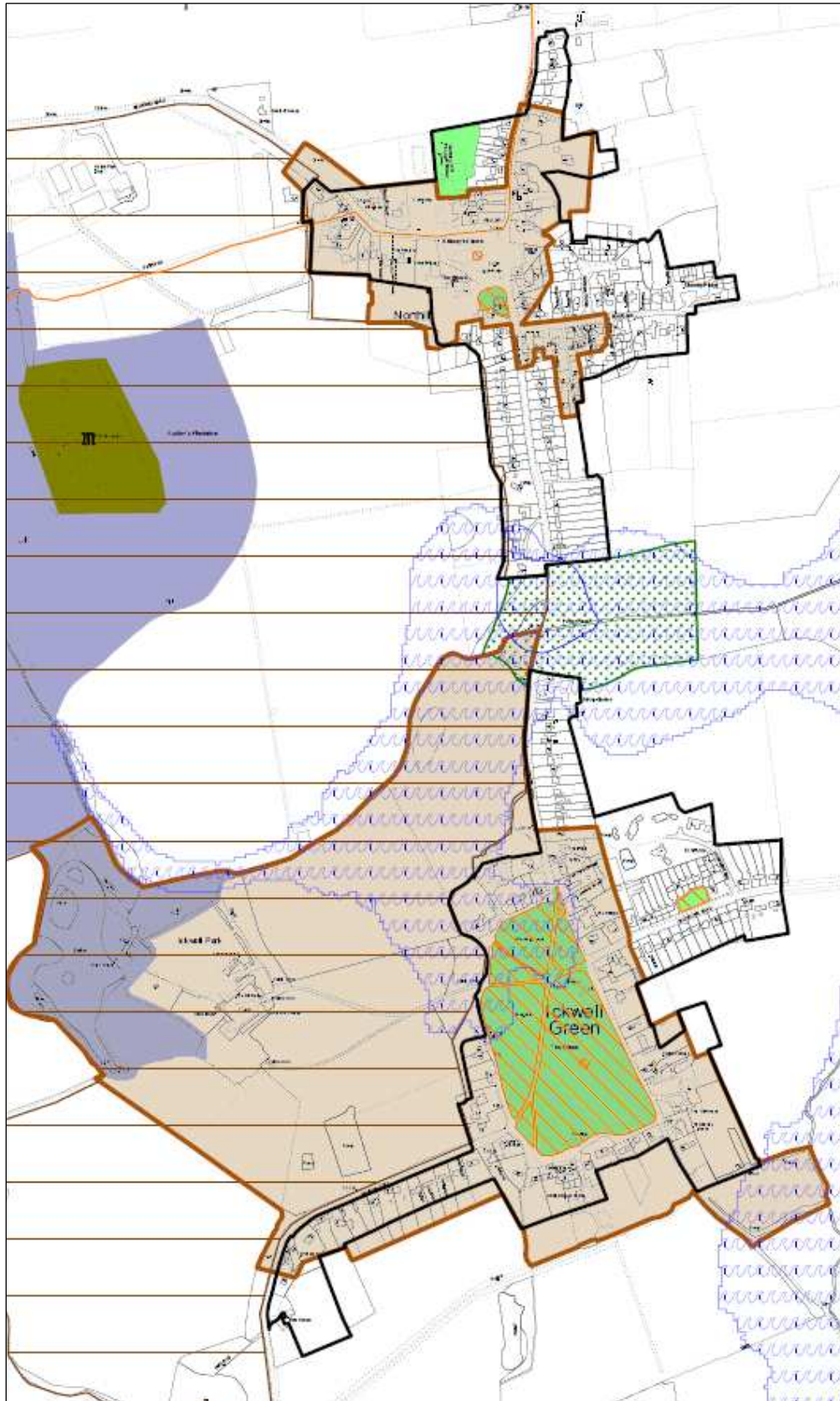
Moggerhanger

Figure A.6: Development Sites and Classifications for Moggerhanger



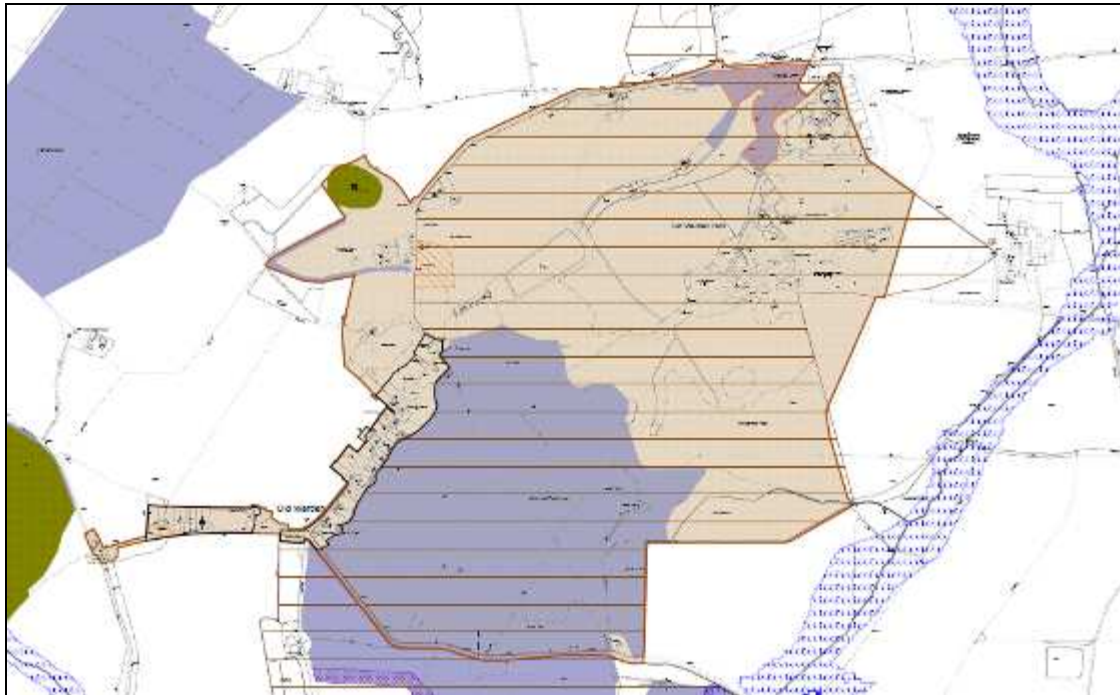
Northhill and Ickwell Green

Figure A.7: Development Sites and Classifications for Northhill and Ickwell Green



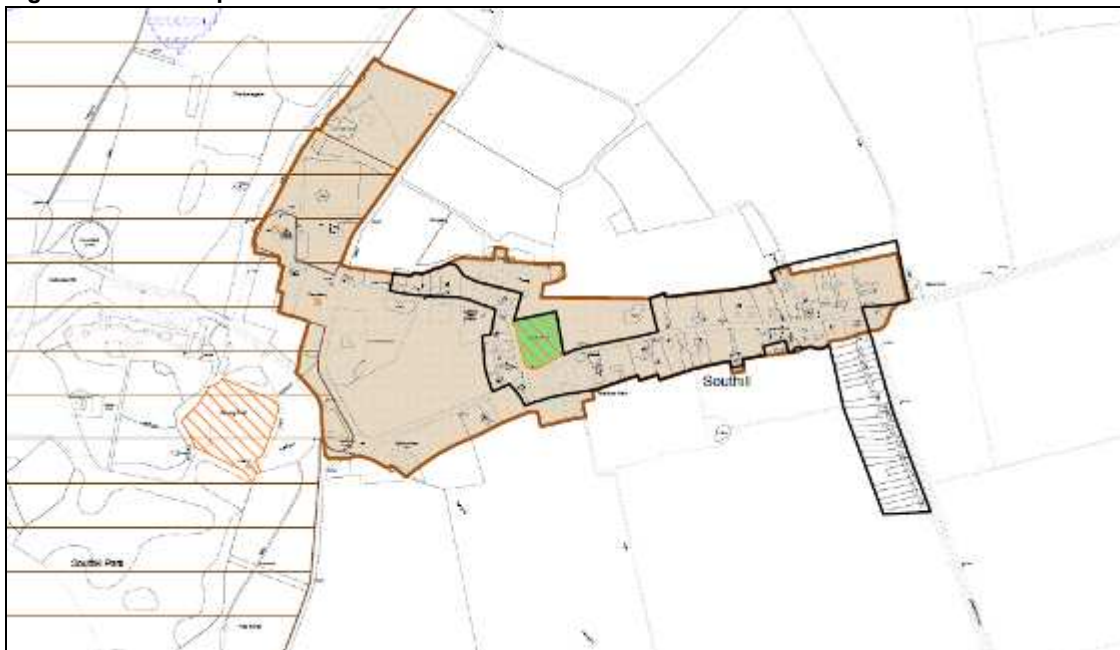
Old Warden

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



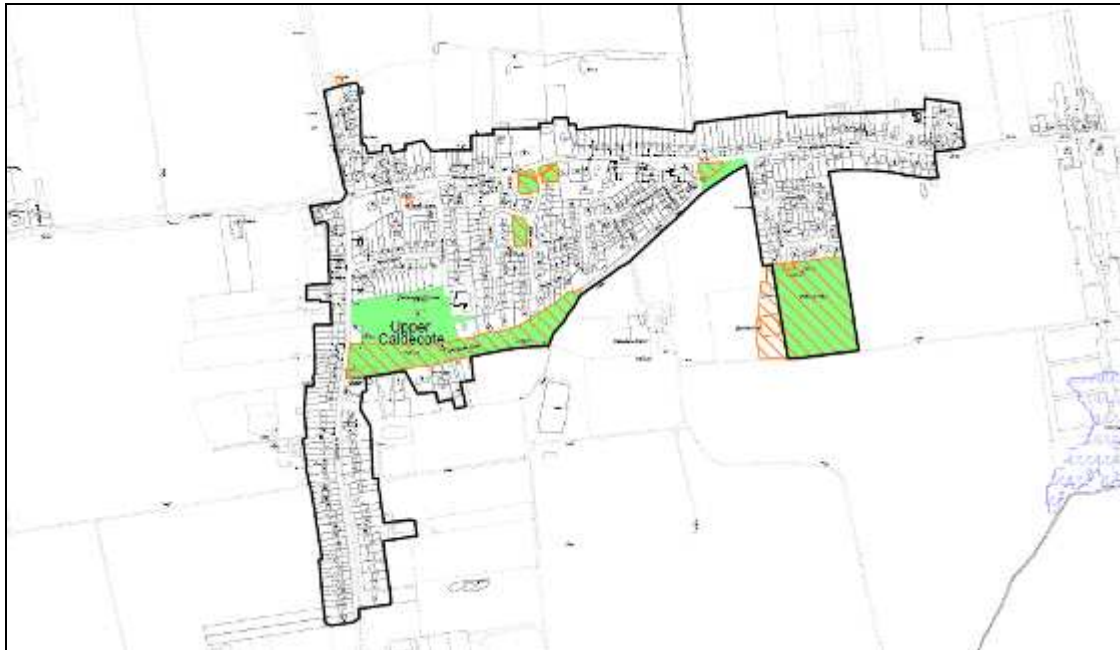
Southill

Figure A.9: Development Sites and Classifications for Southill



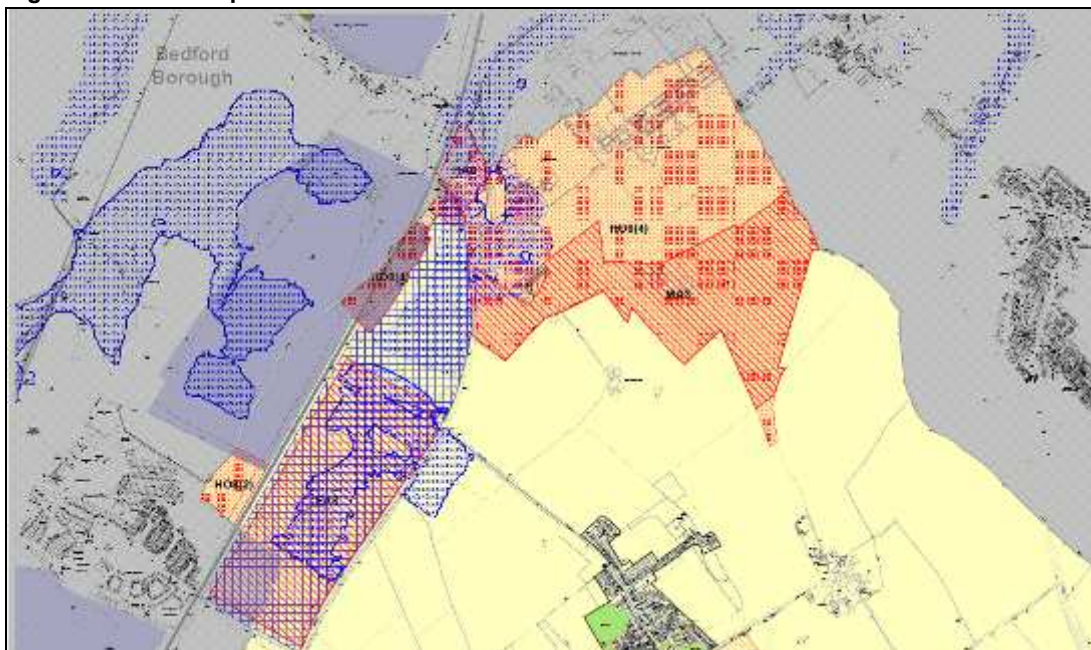
Upper Caldecote

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



Wixams

Figure A.11: Development Sites and Classifications for Wixams



Appendix B: Haynes and Old Warden Cycle Network

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

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

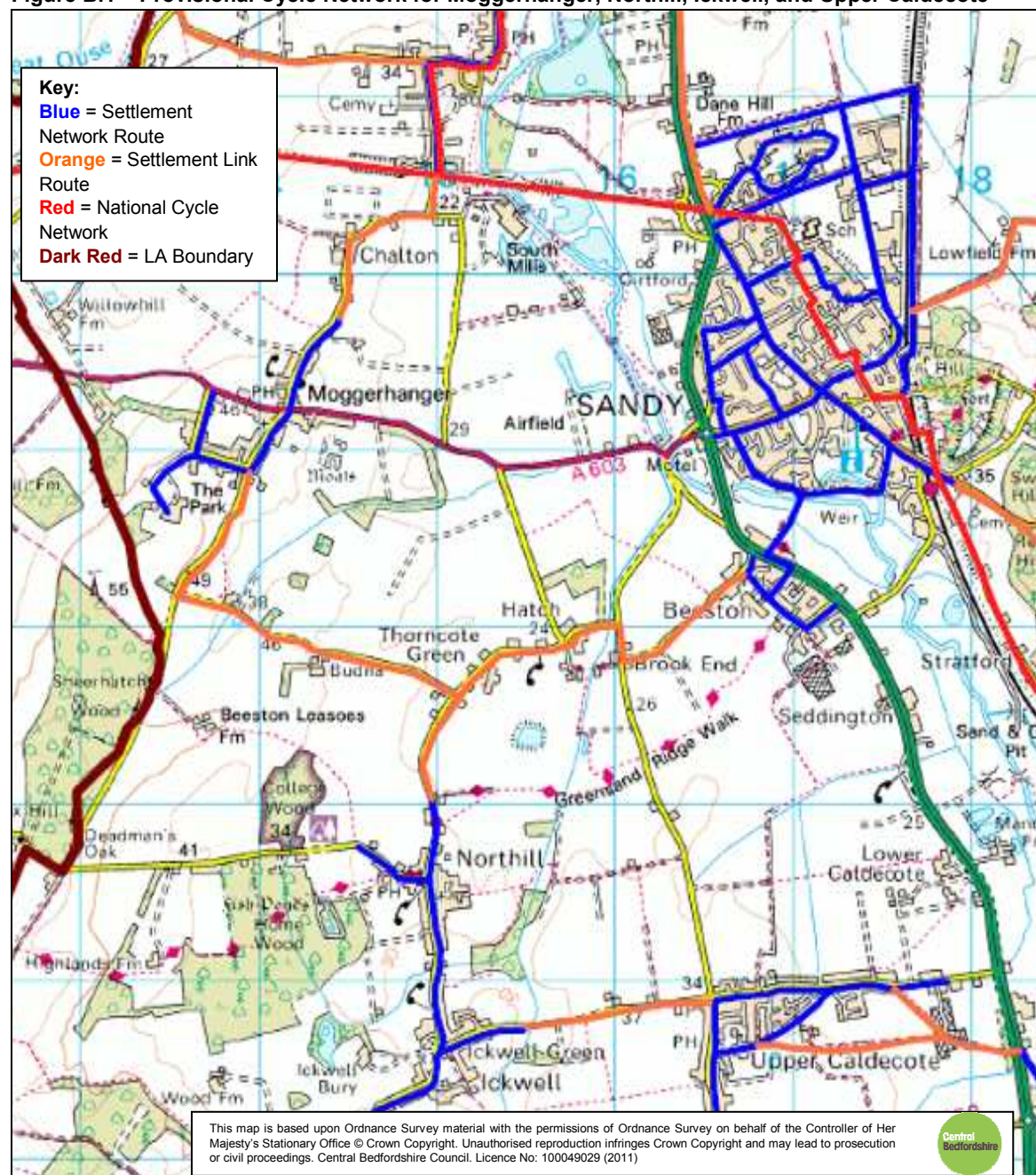


Figure B.2 – Provisional Cycle Network for Old Warden, Southill, and Broom

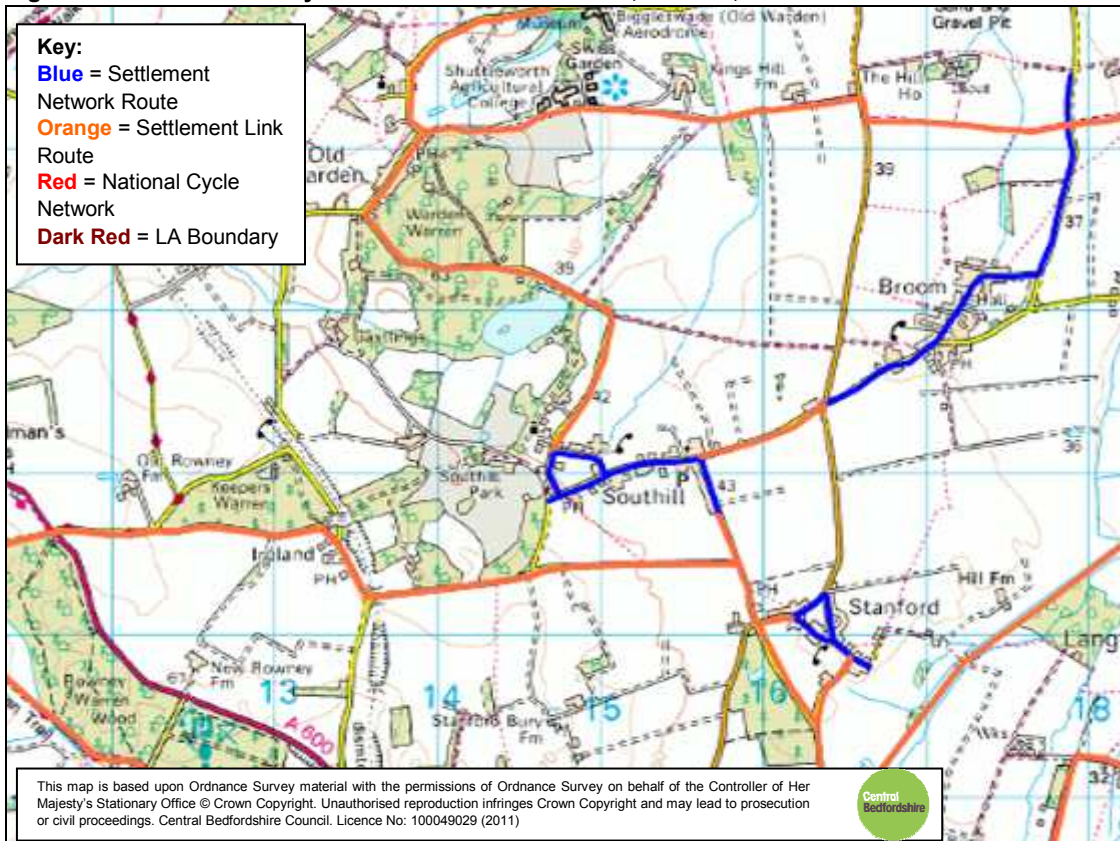


Figure B.3 – Provisional Cycle Network for Haynes (main settlement) and Haynes Church End

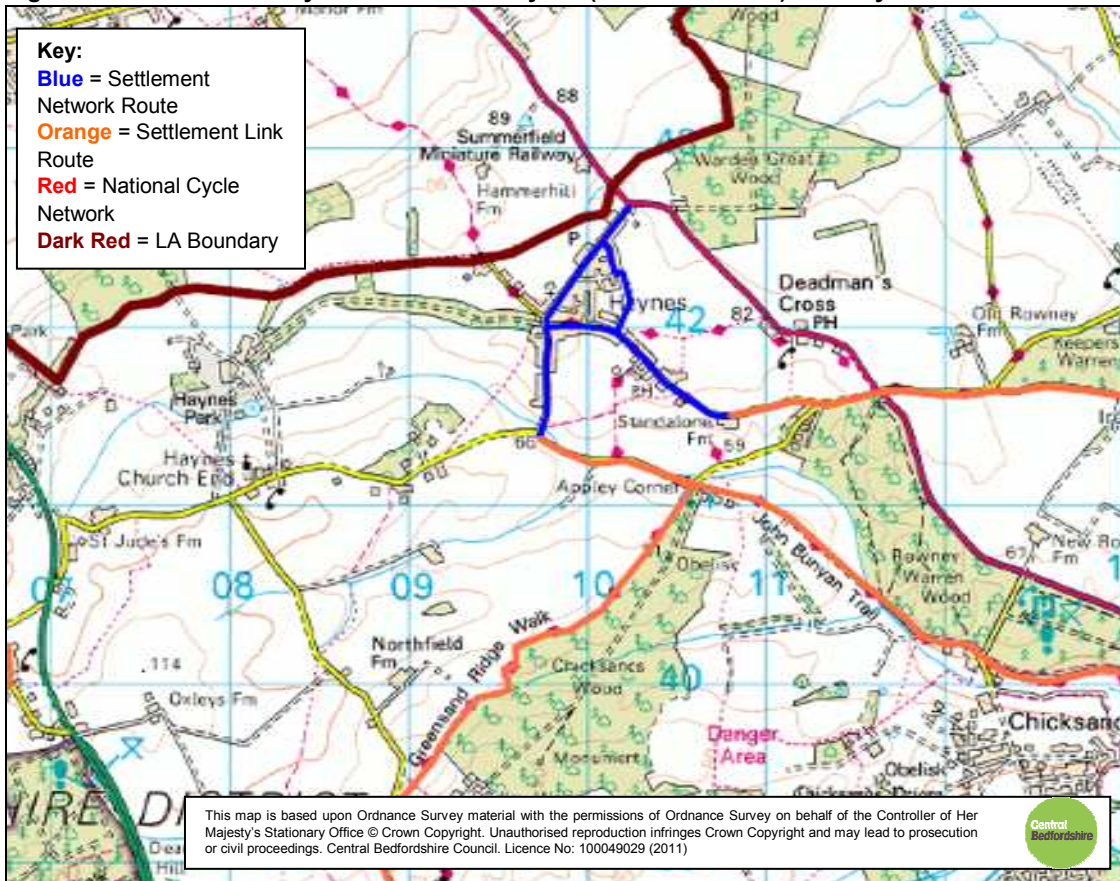


Figure B.4 – Provisional Cycle Network for Houghton Conquest and Haynes West End



Appendix C: Consultation Summary

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

CONSULTEE	COMMENT	RESPONSE
Foresters Residents Association, Haynes	<p>Dear Mr. Gleave,</p> <p>The Chair of Foresters Residents Association has asked me to submit to you details of a tarmac footpath (as attached Plan) linking the overflow car-park by the Village Hall to the rear gates of the school.</p> <p>At Mr. Green's meeting with the Head Teacher of the school and the Chair of Governors, it was agreed that this would greatly alleviate the on-going disputes, disruption & parking problems caused to residents and would, possibly, allow for later expansion to the school's facilities.</p> <p><u>Provisional Specification: (for clean & safe access for parents & children + chairs, etc., to & from these schools)</u></p> <p>Preferred Tarmac footpath: 1.2 m wide x Approx. overall length (as Plan marks: 1 + B + C) = 280 metres.</p> <p>Timber edgings (or similar) would be needed for good compaction of the base materials and the excavated soil could be used elsewhere (**e.g. for the proposed skate park bund walls or for landscaping?).</p> <p><u>Construction estimates:</u></p> <p>001 - Excavation approx. 90 m3 at £ 5.60 = £ 504.00 002 - Exc. materials disposal, approx.90 m3 at £ 22.00 = £1,980.00 003 **possible Landfill Tax - " 150 tonne at £ 3.10 = £ 465.00 004 - 700 gauge non-woven geotextile liner - to drain trench - approx. 400 m2 at £ 2.50 = £ 1,000.00 005 - Timber edgings say 25 x 90 mm - 640 m at £ 4.20 = £ 2,688.00 006 - Tarmac footway using granular material Type 1 at 140 mm thick, dense bitumen macadam with</p>	<p>Dear Mrs James,</p> <p>Thank you for your detailed contribution. This scheme has also been requested by Haynes Parish Council, as was considered when we prioritised schemes.</p> <p>On this occasion, the scheme was unsuccessful in getting funding from the LAMP Capital Programme, but we would like to work with you and the Parish Council to see if this can be delivered through other means. We would therefore appreciate the opportunity to meet with you to discuss this matter further.</p> <p>Kind regards,</p> <p>LTP Team</p>

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



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

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



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

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



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

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



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

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



Appendix D: Programme of Schemes “Long List”

Rank	Ref	Scheme Name	Location
1	CY/01	New walking and cycling route from Houghton Conquest to The Wixams Station	Bedford Road / B530, Houghton Conquest
=	WK/10	Extend footpath from Thickthorn Farm to Bedford Road	Houghton Conquest
3	PT/01	New timetable cases at bus stops – Route 42	Houghton Conquest
=	PT/03	New timetable cases at bus stops – Routes 73 and 74	Moggerhanger, Northill, Upper Caldecote
=	PT/04	New timetable cases at bus stops – Routes 71 and 72	Haynes
=	CY/14	Provide measures to improve the safety of cyclists travelling between Houghton Conquest and Ampthill via B530, including junction redesign and segregated routes ⁵	High Street, The Grove, How End Road, B530, Houghton Conquest
7	GT/05	Area-wide weight restriction	Upper Caldecote, Ickwell, Northill
=	PT/16	Real time bus information, new bus shelters, and raised kerbs at stops (x2)	High Street, Houghton Conquest
=	PT/17	Real time bus information, new bus shelters, and raised kerbs at stops (x2)	Bedford Road, Houghton Conquest
=	PT/18	Real time bus information, new bus shelters, and raised kerbs at stops (x2)	B530, near Thickthorn Lane turn, Kempston Hardwick
=	CY/02	New cycle track between Houghton Conquest and Stewartby	Bedford Road / B530, Houghton Conquest
=	PT/02	New timetable cases at bus stops – Routes 44 and 81	Haynes West End
=	GT/06	Improve run-off and entry access roads to A1 in Lower Caldecote. Reduce speeds on approaches on A1 to 50mph ⁵	High Road and A1, Lower Caldecote
=	PT/14	Upgrade all stops to include raised kerbs, flags, flag poles, timetable cases, and footway works where appropriate (19 stops) ⁵	Bus routes 73 and 74, Moggerhanger / Northill / Upper Caldecote
=	PT/15	Upgrade all stops to include raised kerbs, flags, flag poles, timetable cases, and footway works where appropriate (13 stops) ⁵	Bus routes 71 and 72, Haynes
16	GT/01	Traffic calming measures	Thorncote Road & Hatch Road, Hatch
=	GT/04	Traffic calming measures	Warden Road, Ickwell
=	PT/06	New bus stop to replace unmarked bus stop, including raised kerb, flag, and timetable case	Penible House, Ickwell Road, Ickwell

⁵ This is a high cost scheme that is unlikely to be affordable within the budget of this LATP

Rank	Ref	Scheme Name	Location
=	PT/19	Real time bus information, new shelters if appropriate, and raised kerbs at stops (x2)	Silver End Road, Haynes
=	PT/20	Real time bus information, new shelters if appropriate, and raised kerbs at stops (x2)	Bedford Road, Moggerhanger
=	CY/22	Cycle safety improvements on route between Southill and Biggleswade via Broom	High Street, Southill Road, Gypsy Lane
=	CY/23	Cycle safety improvements between Northill and Southill, via Old Warden and Ickwell	Un-named Road, Bedford Road, Warden Road, Ickwell Road
=	SSZ/03	School Safety Zone – 20mph signage, carriageway markings, traffic regulation orders, pedestrian advantage features, carriageway surface treatments	Moggerhanger Lower School, Moggerhanger
=	SSZ/04	School Safety Zone – 20mph signage, carriageway markings, traffic regulation orders, pedestrian advantage features, carriageway surface treatments	Northill Lower School, Northill
=	PT/13	Upgrade all stops to include raised kerbs, flags, flag poles, timetable cases, and footway works where appropriate (4 stops) ⁶	Bus routes 44 and 81, Haynes West End
=	PT/12	Upgrade all stops to include raised kerbs, flags, flag poles, timetable cases, and footway works where appropriate (12 stops) ⁶	Bus route 42, Houghton Conquest
27	GT/08	Speed detection signage	Church End Road, Haynes Church End
=	GT/09	Speed restriction on Appley Wood Corner	Standalone Warren, Haynes
=	CY/05	Development of village cycle network	Houghton Conquest
=	CY/10	Development of village cycle network	Upper Caldecote
=	CY/12	Development of village cycle network	Moggerhanger
=	CY/13	NCN Route 51 Cycle Link from Moggerhanger Park	Park Road, St John's Road, Blunham Road, Moggerhanger
=	CY/19	Provide measures to improve the safety of cyclists travelling between Haynes and Southill, including cycle safety improvements at A600 Standalone Warren Junction	Northwood End Road, Standalone Warren, Un-named Road (x3)
=	CY/21	Provide measures to improve the safety of cyclists travelling between Southill and Stanford	High Street, Stanford Road, B658
=	CY/24	Provide measures to improve the safety of cyclists travelling between Northill and Beeston	Thorncote Road, Vinegar Hill, Un-named Road
=	CY/25	Provide measures to improve the safety of cyclists travelling between Northill and Moggerhanger	Thorncote Road, Budna Green, St John's Road
=	PT/07	Install current unmarked bus stops. To include raised kerbs, flag poles, flags, timetable cases, and appropriate footways.	Opposite and adjacent to Swallowfields, Biggleswade Road, Upper Caldecote

⁶ This is a high cost scheme that is unlikely to be affordable in the budget of this LATP



Rank	Ref	Scheme Name	Location
=	PT/08	Install current unmarked bus stop. To include raised kerbs, flag poles, flags, timetable cases, and appropriate footways.	Opposite Rooktree Way, Silver End Road, Haynes
=	PT/09	Install current unmarked bus stop. To include raised kerbs, flag poles, flags, timetable cases, and appropriate footways.	Opposite The Old School, Northwood End Road, Haynes
=	SSZ/01	School Safety Zone – 20mph signage, carriageway markings, traffic regulation orders, pedestrian advantage features, carriageway surface treatments	Caldecote Lower School, Upper Caldecote
=	SSZ/05	School Safety Zone – 20mph signage, carriageway markings, traffic regulation orders, pedestrian advantage features	Southill Lower School, Southill
=	CY/26	Provide measures to improve the safety of cyclists between Ickwell and Upper Caldecote, including provision of new and upgraded rights of way in Upper Caldecote linking Hitchin Road and Biggleswade Road	Caldecote Road, Hitchin Road, Un-named Road, FP7, New Rights of Way Link
=	WK/13	Create new footpath from Village Hall Car Park to Haynes Lower School via playing field	Village Hall, Haynes
=	WK/12	Create segregated foot and cycle way on southbound A6 to Clophill ⁷	A6, Haynes West End
=	CY/03	Segregated cycle path from Houghton Conquest to Wilstead, and crossing of A6 ⁷	Chapel End Road, Houghton Conquest
46	GT/10	New horse warning sign, including solid white lines	Bedford Road, Northill
=	GT/07	Reassess parking areas. Includes review of offset parking areas, constrain use of lay-bys, hard border no-go areas	Ickwell and Upper Caldecote
=	CY/08	Development of cycle network	Southill
=	CY/09	Development of cycle network	Northill and Ickwell
=	CY/17	Provide measures to improve the safety of cyclists between Haynes West End and Maulden	Limbersey Lane, Haynes
=	CY/18	Provide measures to improve the safety of cyclists between Haynes West End and Haynes (Appley Corner)	Haynes West End, Old Man Road, Church End Road, Standalone Warren
=	PT/05	Move 2 unmarked bus stops from B530 / Millbrook Road junction to The Chequers PH. To include raised kerbs, flag poles, flags, timetable cases, and appropriate footway works.	The Chequers PH, B530, Houghton Conquest
=	PT/11	Install 2 current unmarked bus stops. To include raised kerbs, flag poles, flags, timetable cases, and appropriate footway works.	Chalton Farm, Blunham Road, Chalton
=	WK/08	Create off-road footpath to link How End to The Grove. Start from Footpath 1	How End and The Grove, Houghton Conquest
=	CY/11	Upgrade track across Caldecote Green between Biggleswade Road and Hitchin Road to shared use footpath / cycleway. Introduce street lighting and hard surfacing	Caldecote Green, Upper Caldecote
56	CY/06	Development of village cycle network	Haynes

⁷ This is a high cost scheme that is unlikely to be affordable in the budget of this LATP

Rank	Ref	Scheme Name	Location
=	SSZ/06	Create larger drop-off facility. Widen and open footpath between Forester's Close and Rooktree Way for one-way traffic during school term time. Controlled via retractable bollard.	Haynes Lower School, Haynes
=	WK/04	New footway to new pedestrian entrance to Conquest Woods	Chapel End Road, Houghton Conquest
=	CY/16	Provide measures to improve the safety of cyclist travelling between Houghton Conquest and Haynes West End	London Lane, Houghton Conquest / Haynes West End
=	WK/02	Footpath between Haynes Church End turning on A6 and bus stop (Wilstead Hill Southbound) ⁸	A6, Haynes Church End
=	CY/04	Segregated cycle link between Manor Farm Cottages and Stewartby Way ⁸	B530, Houghton Conquest
62	WK/01	Widening of footpath in front of Haynes Village Hall	Northwood End Road, Haynes
=	WK/09	Upgrade Houghton Conquest Footpath 1 to allow cycle access – either by permissive access or bridleway	How End, Houghton Conquest
64	CY/07	Development of village cycle network	Broom
=	WK/11	Extend Houghton Conquest Footpath A8 to Sybils Way	Sybils Way, Houghton Conquest
=	WK/03	Extension of pedestrian footway at Haynes West End / A6 Junction to Haynes West End by 50m ⁸	Haynes West End
67	WK/05	Connect Old Warden Bridleway 3 to Southill Bridleway 4 by upgrade and creation of connecting routes	Southill and Old Warden
=	WK/07	Connect Southill Bridleways 3 and 10 with Old Warden Footpaths 4 and 10 by upgrade to bridleway inside field edge	Southill and Old Warden
=	WK/06	Connect by creation or permission Southill Bridleway 2 to Bridleway 3 to avoid road section	Southill

⁸ This is a high cost scheme that is unlikely to be affordable in the budget of this LATP



Central Bedfordshire in contact



on the telephone...

0300 300 8000



by email...

customer.services@centralbedfordshire.gov.uk



on the web...

www.centralbedfordshire.gov.uk



Alternatively, you can write to:

Central Bedfordshire Council Priory House, Monks Walk,
Chicksands, Shefford, Bedfordshire, SG17 5TQ.

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