



Central Bedfordshire Local Transport Plan

Arlesey & Stotfold Local Area Transport Plan

Incorporating Astwick, Clifton, Henlow, Langford and Stondon

Refresh Version: 130208 – Version for Overview and Scrutiny Committee



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1. Background

1.1 What is the Local Area Transport Plan?

The Local Area Transport Plan (LATP) for Arlesey, Stotfold and the surrounding area including Clifton, Henlow, Stondon, Langford and Astwick sets out the key transport issues and concerns of local people, and a programme of measures through which they will be addressed.

It forms part of the Local Transport Plan (LTP) for Central Bedfordshire covering the period between April 2011 and March 2026.

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

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

1.2 What area does it cover?

The LATP covers the growth towns of Arlesey and Stotfold together with the surrounding villages of Clifton, Henlow, Langford, and Stondon with the small parish of Astwick making up the Plan area. The area is located in the east of Central Bedfordshire and borders Hertfordshire, with the towns of Hitchin and Letchworth in close proximity.

The Arlesey ward has a population of around 15,400 (based upon 2009 figures), Stotfold a population of 12,000, giving the Plan area a combined population of around 27,400. New developments are anticipated to see this figure increase by some 2,140 to 29,540 by 2014.

1.3 How does the LATP relate to the LTP?

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

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

The LATP considers the transport issues of relevance to the area on a mode by mode basis and highlights how these translate to actual journeys undertaken via an analysis of the travel patterns of local residents, identified through Householder Travel Surveys undertaken across Central Bedfordshire in 2010 and 2012.

The framework for the LTP is set out in Figure 1.1 whilst the coverage of the Arlesey and Stotfold LATP is highlighted in Figure 1.2.



Figure 1.1: Arlesey and Stotfold LAMP within the LTP3 Structure

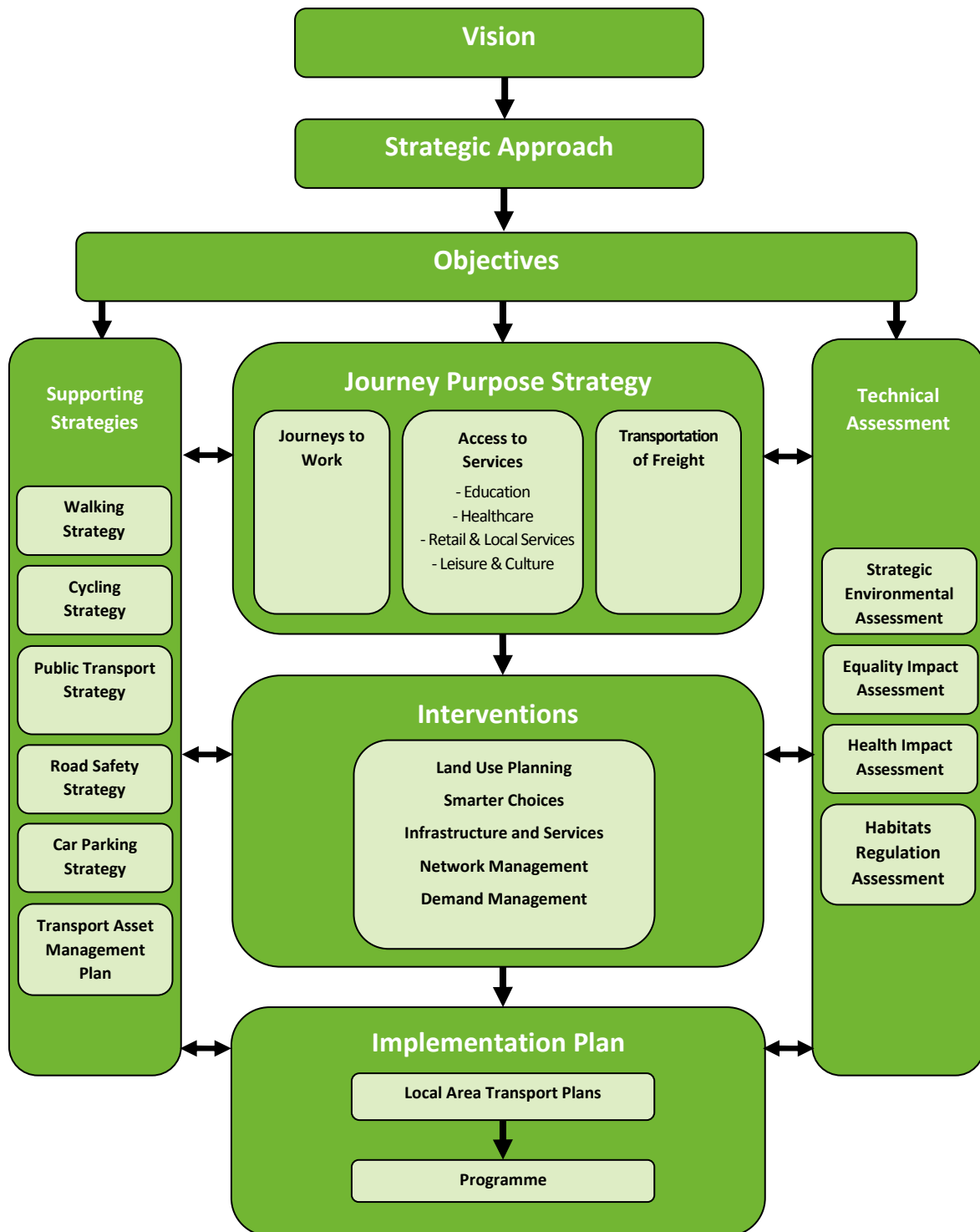


Figure 1.2: LATP Areas



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1.4 How is the LATP Structured?

The LATP is structured around the following chapters:

- **Chapter 2 – Planning Context:** Details the planning context within which the Local Area Transport Plan is being developed, including potential housing and employment allocations through the planning process, and recently approved schemes.
- **Chapter 3 – Local Studies:** Reviews Town and Parish Plans in place, previous transport studies undertaken and development plans to highlight key issues which will influence the direction of transport provision in the future.
- **Chapter 4 – Modal Issues:** Forms an assessment of transport issues in Arlesey and Stotfold 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 undertaken on the Plan and the key findings of engagement with local residents, stakeholders and elected representatives.
- **Chapter 7 – Priority Action Areas:** Focuses on the priority action areas through which the issues identified may be addressed over the course of the Local Transport Plan period as a whole.
- **Chapter 8 – Programme:** Highlights how schemes have been prioritised to be delivered over the course of the Plan, the funded allocated to the Arlesey and Stotfold 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.
- **Chapter 10 – Annual Progress Update:** Details the progress which has been made in delivering the previous year's programme and other schemes which have been delivered through Section 106 and Section 278 Agreements.
- **Appendix A – Cycle Network:** Highlights the cycling routes within the towns and their relative status within the network hierarchy.
- **Appendix B – HGV Restrictions:** Details of HGV restrictions and their locations across the Plan area.
- **Appendix C – Consultation Summary:** Summarises the comments received by the authority in response to the publication of the draft Plan and how these were addressed in the final version of the document.
- **Appendix D – Programme of Schemes “Long List”:** Details the schemes identified for delivery in the Plan area, in the longer term when additional funding is available, in their priority order.



2. Planning Context

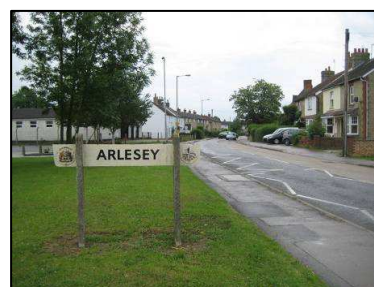
2.1 Arlesey & Stotfold Overview

Arlesey and Stotfold are located in the east of Central Bedfordshire and have a combined population of around 27,400. As a result of future housing developments, it is envisaged that the population of the area will increase by around 40% in the period up until 2026.

The towns are well connected in transport terms and benefit from direct rail links to London in the south and Peterborough to the north, whilst the National Cycle Network passes through the area.

The A1 provides a strategic north-south link to the east of the Plan area, with the A507 catering for east-west movements, and linking the A1 to the M1 in the west of Central Bedfordshire.

A large number of residents commute out of the area for employment particularly to London, Hertfordshire, and other locations within Central Bedfordshire, partly as a consequence of these good transport links.



Arlesey High Street



Centre of Clifton

Table 2.1: Key Statistics

| Area | Arlesey and Stotfold | Central Bedfordshire |
|---------------------------------|----------------------|-------------------------|
| Population (2009) | 27,400 | 252,900 |
| Journey time to Central London: | | |
| - Road | 1 hour 30 minutes | Up to 1 hour 50 minutes |
| - Rail (fastest service) | 29 minutes | 30 to 55 minutes |

Sources: Central Bedfordshire Council Ward Profiles / First Capital Connect / www.transportdirect.info

2.2 Development Strategy for Central Bedfordshire

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

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

The main elements of the Development Strategy are:

- Strategic objectives for the area
- Overarching strategy for the location of new development
- Scale of new employment, housing and retail provision
- Identification of new strategic scale development sites

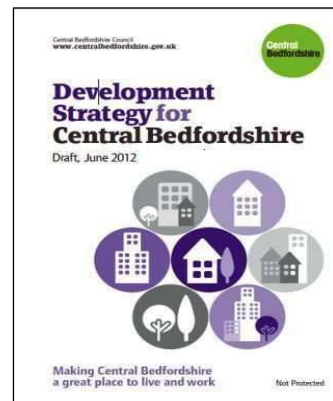


- Extent of new infrastructure required
- Key environmental constraints and opportunities
- Set of detailed policies to guide consideration of new development proposals

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

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

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



Site Allocations Document

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

The document was adopted in April 2011 and those sites included for development in the Plan area are set out in Figures 2.1 to 2.5 respectively.

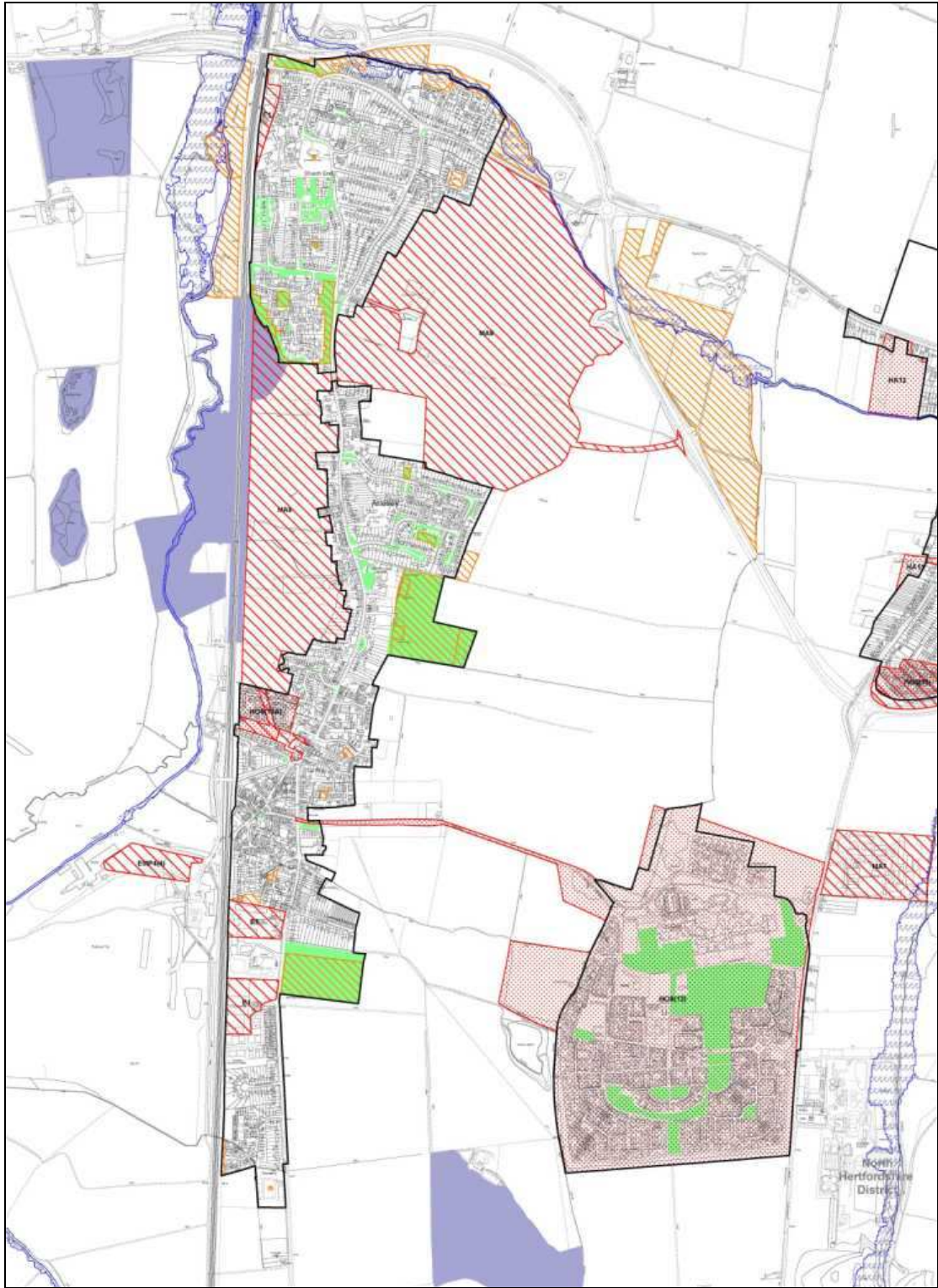
Key to Figures

| | | | | | |
|-----------|---|--|-------|-----------------------------------|--|
| | District Boundary | | DM5a | Important Open Space | |
| | Area Outside Central Bedfordshire Council North Area | | DM6 | Green Belt Infill Only Boundary | |
| | Inset Boundary | | E1 | Key Employment Site | |
| CS1 | South East Milton Keynes SDA Development Framework | | EA | Employment Allocation | |
| CS3/DM17 | Open Space, Sports and Recreation (PPG17 Study) <small>Style may vary - area, line or point depending on type. Refer to study for clarification of individual sites.</small> | | HA | Housing Allocation | |
| CS12/DM7 | Town Centre | | MA | Mixed Use Allocation | |
| CS13 | Floodplain (Floodplain on Side A&B is solid blue) <small>Source: Indicative Floodplain maps 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 | CWS/LNR <small>Source: LNR - Natural England. www.naturalengland.org.uk CWS - Biodiversity and Recording Monitoring Centre</small> | | HO8 | Housing Allocation | |
| CS18/DM15 | SSSI/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.

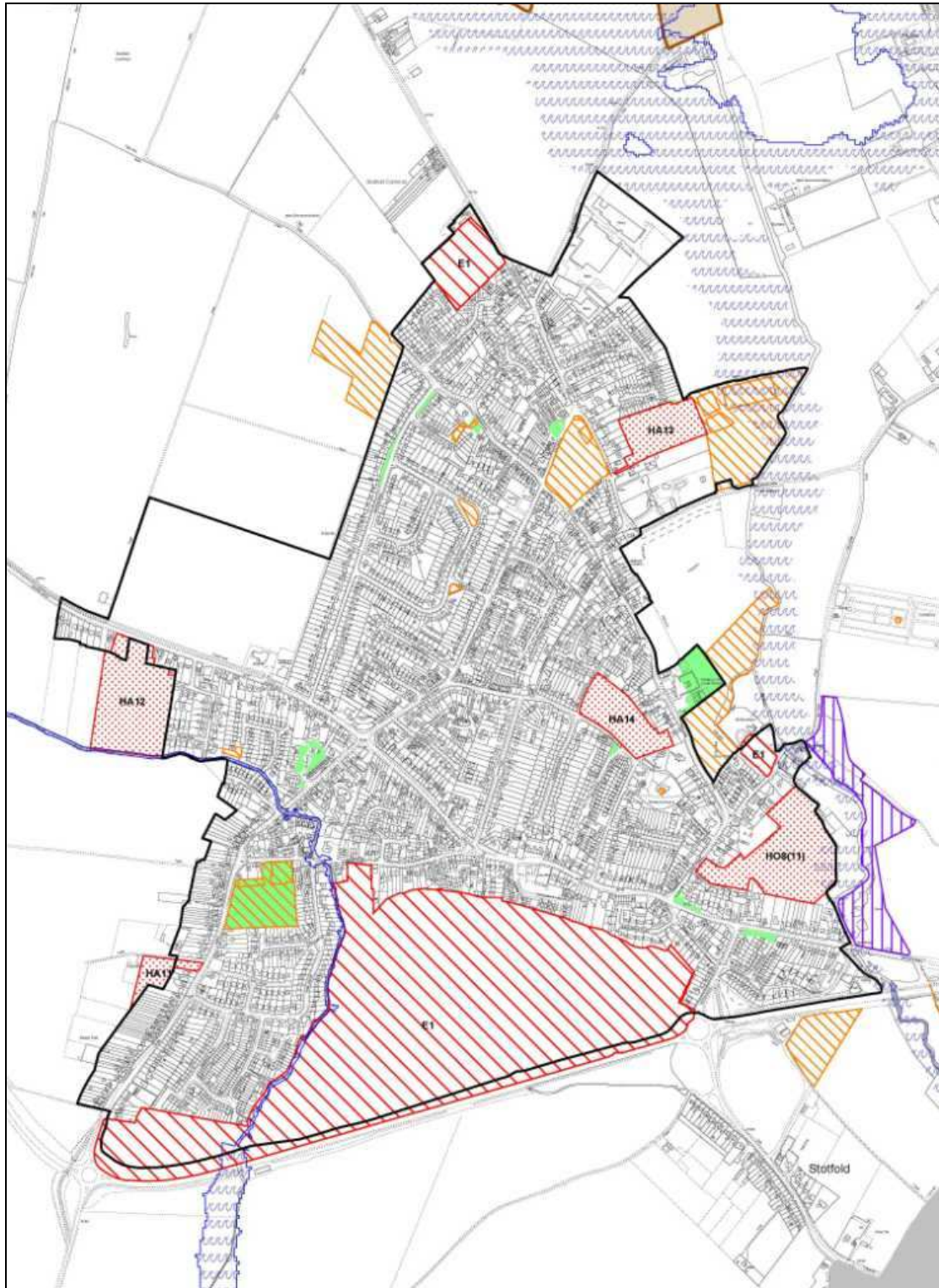
Figure 2.1: Arlesey Development Sites





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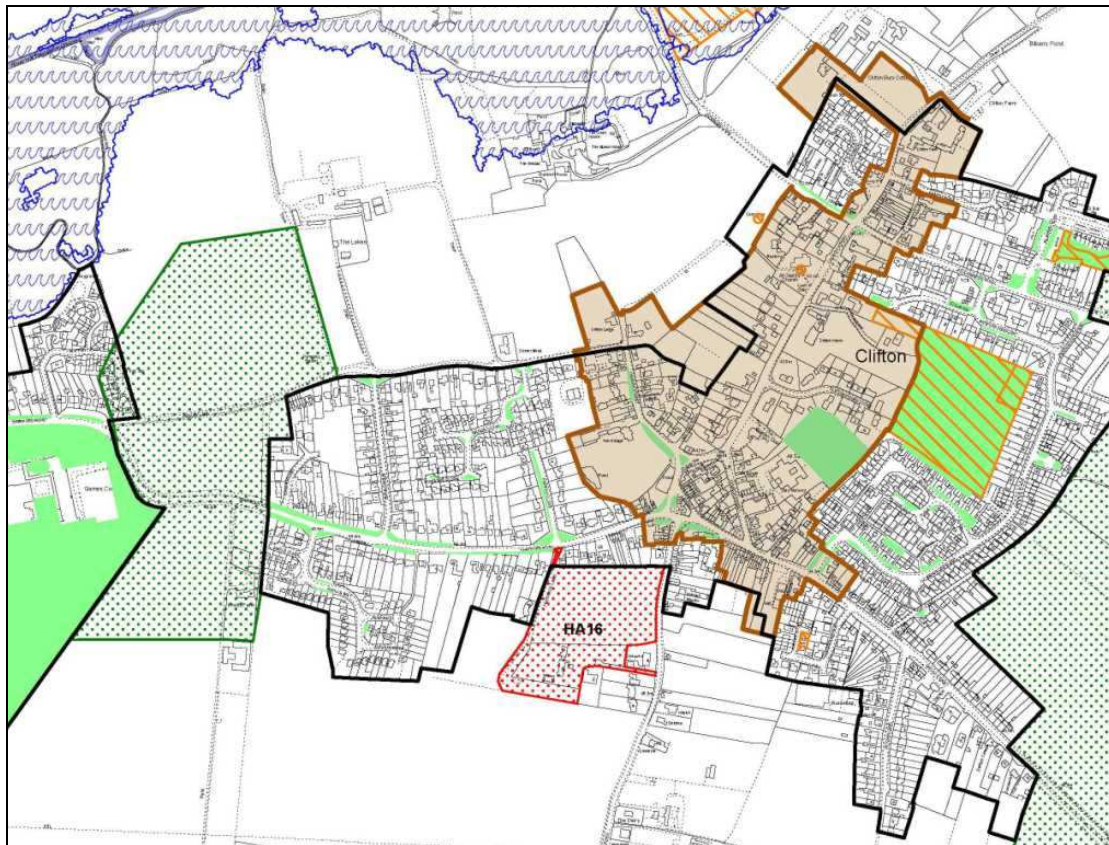
Figure 2.2: Stotfold Development Sites



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Figure 2.3: Clifton Development Sites



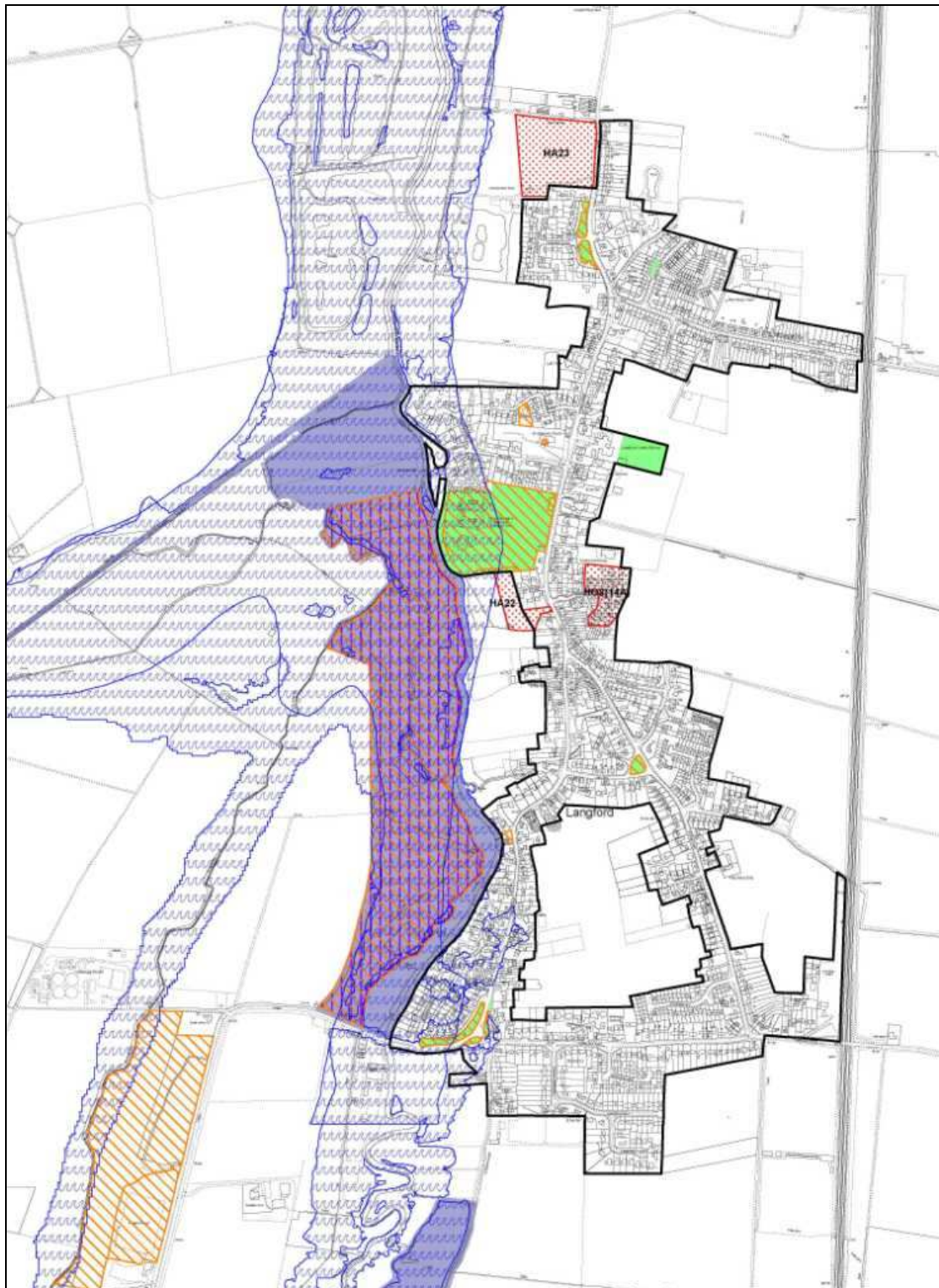
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Figure 2.4: Stondon Development Sites



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Figure 2.5: Langford Development Sites



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2.3 Large Scale Developments

A number of planning proposals are in various stages of being realised, from those which have actually been approved and where building works have commenced (such as land south of Stotfold), to those which are still on the drawing board (such as the Arlesey urban extension).

Funding for mitigating the impact of developments on the local area once approved, is secured by the authority through Section 106 Agreements, and the details of the level of funding received and the schemes which will be delivered as a result of these agreements are set out in Chapter 8: Programme.

Fairfield Park

Planning permission for development at the former Fairfield Hospital to the south of Stotfold was granted in 2002. This entailed the provision of up to 853 residential dwellings (including conversions, affordable housing and close care), the demolition of two existing dwellings, provision of open space, B1 managed workspace, one form entry lower school, retail provision and a community centre. Related highway works, footpath, cycleways and a bridleway were also to be provided as part of the granting of planning permission. Subsequent planning permissions have seen the total number of dwellings provided on the site increase to around 1,300.

Land South of Stotfold

In 2006 planning permission was granted for the provision of development comprising of up to 650 dwellings, up to 2.27 hectares of employment land (Class B1 Business), a neighbourhood centre, a shop (150 square metres) and public open space including sports pitches, equipped play areas and informal open space and access.

Development on the site has progressed considerably from the original outline approval date although building work is not yet complete.

Arlesey Urban Extension

The extension of Arlesey to the east and west is covered by Policy MA8 of the Site Allocations Document. This details the level of development which can be expected to take place in the area which amounts to a minimum of 1,000 dwellings, 8 hectares of dedicated employment land, a new school and the creation of a town centre.

The shape of the development will be governed by a Masterplan which has yet to be produced and which will enable pertinent transport connections and accessibility issues to be incorporated into the scheme design to help mitigate the potential impact on the local transport network and maximise the benefit of growth to local residents in terms of improved connectivity.

3. Local Studies

3.1 Arlesey Town Plan

The Arlesey Town Plan, produced in 2005, contains a series of actions and recommendations focusing upon a number of different areas including traffic and transport, and the environment.

Transport issues which are seen directly, or indirectly, to be the result of inadequate traffic management, are highlighted as a key concern for the town in the Plan.,

A relief road to take traffic away from the High Street, House Lane and Church Lane is the priority of the Plan, whilst other transport specific actions/issues set out include:



Main access to Arlesey Station

- Increasing the number of people using Arlesey Station at peak times through extending the length of the platform to enable longer trains to be accommodated
- Disabled access to the east side of the station restricted to office opening times
- Possibility of new cycle paths through the town
- Need for 'pedestrians crossing' signs on the bypass to warn motorists
- Explore the possibility of providing a 'walking bus' for school children
- Redirect HGV traffic to the south of the town from landfill and Mitchellsons
- Combat speeding traffic through Arlesey through interactive signs / speed cameras, road narrowing or gateway features
- Provide 'Stop' signs at Memorial Junction
- Enforce lorry restrictions between 7.30pm and 6.00am
- Increase the size and capacity of car parking at the station
- Address general parking hot spots, in particular through the provision of double yellow lines along Stotfold Road and adjacent to House Lane
- Better integration between buses and train services
- Direct bus route to Lister hospital in Stevenage
- Replace and refurbish bus shelters

The LATP has taken these issues and potential action areas into account in the development of the programme of schemes to be delivered over the course of the Plan.

3.2 Stotfold Town Plan

A Town Plan for Stotfold was developed and approved by the Town Council in October 2009. Transport issues generally are seen as a priority locally and the Town Plan sets out a series of actions to be undertaken to improve the town in a number of different areas. The key actions proposed in terms of transport within the Plan comprise:

- Better parking provision and traffic calming measures in the town centre
- Rural roads to the north and east of the town, including Malthouse Lane / Ford Bridge, to remain as quiet lanes



- Footpaths, bridleways and cycle paths linked into a Public Rights of Way network and all footpaths to be cleared
- Safe access to be created where Rights of Way cross or run alongside the A1 / A507
- Clearer signs to be set up, indicating Rights of Way, and greater availability of leaflets and maps showing this network
- Lifting the current access restrictions to Brook Street and consider the introduction of a one-way system
- Introducing a 20 mph limit outside St Mary's and Roecroft Schools and encouraging 'walking buses' for school children
- Introducing a Quiet Lanes initiative to ban heavy vehicles from lanes linking the north and east of town to the A1
- Ensuring a weight restriction is placed on the historic Ford Bridge
- Monitoring the effectiveness of flashing signs on Arlesey Road and Hitchin Road
- Seeking urgently to provide cycle paths across town with links to Arlesey and North Hertfordshire
- Improving the quality of pavements for all users
- Increasing the provision of local cycle paths
- Carrying out a survey to identify locations where additional parking might be created by sensitively landscaping some grass verges
- Identifying, with the police and Community Safety Group, suitable methods to overcome cases of persistent bad parking
- Promoting car sharing and cycling, working to protect local bus services, with extended hours and increased frequency, especially for commuter services
- Encouraging the formation of a public transport users' group



Stotfold High Street

These action areas have been prioritised within the Town Plan and the Town Council will seek to work with partners, particularly Central Bedfordshire Council to ensure that they are taken forward.

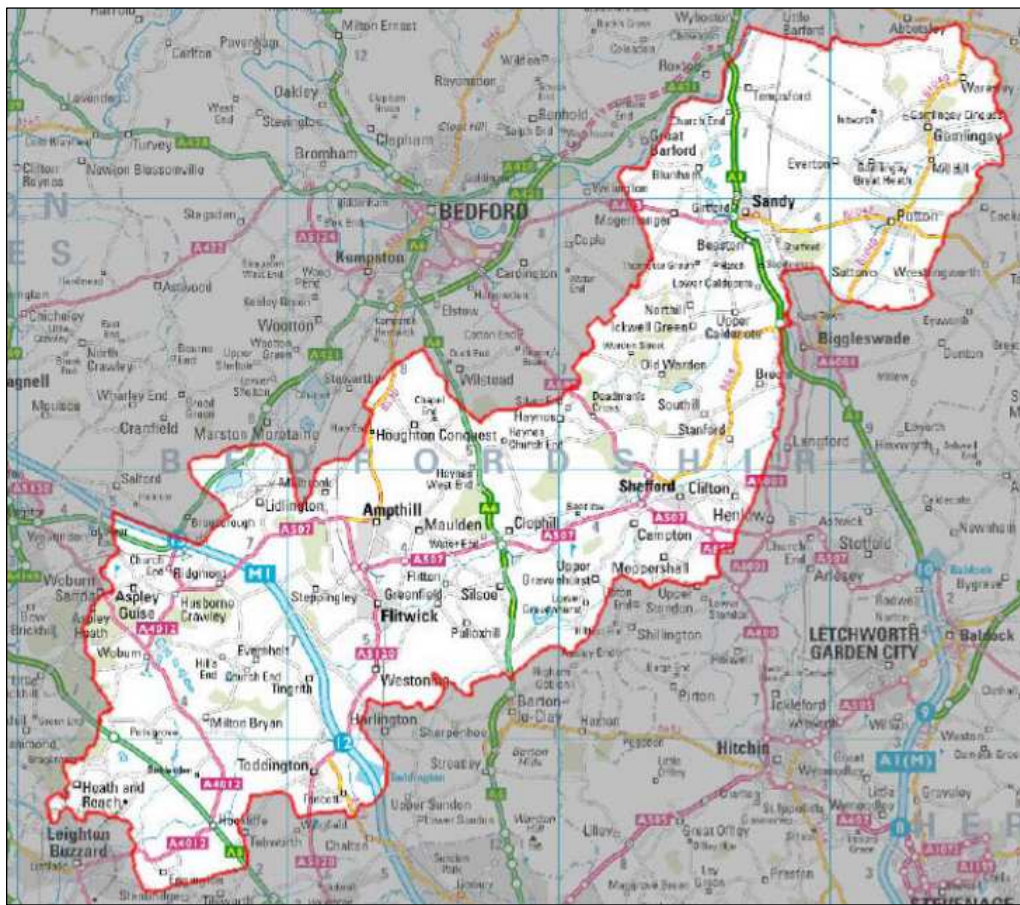
There are no Parish Plans in place covering the rest of the Plan area.

3.3 Greensand Ridge Local Development Strategy

The Greensand Ridge Local Development Strategy (2008 – 2013) was developed by a number of local stakeholder groups and sets out a vision to make the Greensand Ridge a “Green Lung” throughout Bedfordshire. Only a small part of the Plan area falls within the Greensand Ridge (Clifton and its immediate surrounds).

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

Figure 3.1: Greensand Ridge Development Strategy Area



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

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



3.4 Green Infrastructure Plans

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

Such plans have been produced for Arlesey, Stotfold, Clifton, Henlow and Langford by the Town and Parish Councils, in conjunction with the Bedfordshire Rural Communities Charity.

The transport and access related priorities identified within the Plans are set out in Table 3.1 below, and form part of around some 75 rights of way related aspirations included within the documents. These priority schemes have been included in the "long list" of schemes for potential future delivery through the LATP as listed in Appendix E.

Table 3.1: Green Infrastructure Plans Priorities

| Plan Area | Priorities |
|-----------------|--|
| Arlesey | <ul style="list-style-type: none"> • Create new footpath to link Arlesey Old Moat Nature Reserve to Mill Pits Meadow (already delivered) • Formalise access through Glebe Meadows and Arlesey Old Moat Nature Reserve by creating a public footpath • Formalise access through Mill Pits Meadow by creating a public footpath • Create cycleway to link Arlesey (via The Chase) to Etonbury School and wood • Create an accessible green corridor linking Arlesey and Fairfield along the northern side of West Drive |
| Stotfold | <ul style="list-style-type: none"> • New public footpath for Kingfisher Way • Bridge / safe crossing of the A507 |
| Clifton | <ul style="list-style-type: none"> • Create new footpath on north east side of Stanford Lane from cricket ground to the crossroads • New footpath from Shefford Road to New Surgery |
| Henlow | <ul style="list-style-type: none"> • Create public footpath along brook to link Brook Close and existing footpath 2 • Create public footpath along brook to link Stockbridge Road to Baulk Wood • Create roadside cyclepath linking Henlow Camp to Henlow Village • Create link between adjacent public footpaths 2 & 18 at south west corner of allotments • Provide footbridge over the River Ivel to link the Millennium Meadows to Poppy Hill Lakes • Create public footpath to link Bedford Road open space to footpath network |
| Langford | <ul style="list-style-type: none"> • Create new bridleways to provide a circuit east of the railway line • Extend / create new footpath from Mill Lane northwards following the river to Holme Mills • Upgrade bridleway to cycleway to provide access from Common Road to Henlow School and on to Arlesey Station |

Source: <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/Arlesey.pdf>; <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/Stotfold.pdf>; <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/Henlow.pdf>; <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/Langford.pdf>; <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/Clifton.pdf>

4. Modal Issues

4.1 Walking

Owing to the size of both settlements and the relatively gentle topography, both Arlesey and Stotfold are generally conducive to walking for many types of journeys.

The majority of able-bodied people are able to walk 2 miles with relative ease, and the majority of services are located centrally within both settlements, which are within 2 miles of the settlements' extremities, although it is recognised that this is not the case for those of more limited mobility.

This is not the case for the surrounding settlements of Clifton, Henlow, Langford, Stondon and Astwick however, which, being much smaller, do not have many everyday facilities such as a range of shops, leisure or healthcare provision within a realistically walkable distance.

Pedestrian Priority

There are no significant areas of pedestrian priority in either Arlesey or Stotfold. The footways through both settlements are generally of a sufficient width, although a notable exception to this is Hitchin Road in Arlesey which is characterised by narrow pavements on both sides.

Within and between the smaller villages, footpaths are often not provided and where they are in place they are often narrow, to the extent that they are not negotiable with a double buggy for example.

In some areas, parked vehicles obstruct footpaths, particularly around Arlesey railway station, and the schools during school arrival and departure times. Refuse bins left out for collection also make access difficult for those with limited mobility on certain days of the week.

Whilst there are limited formal crossing points, traffic speeds in both settlements are generally low, so crossing main roads is normally easy.

The crossings that are provided are responsive to pedestrians and this helps to reduce the waiting time to cross the road. In some areas, particularly close to the A507, traffic volumes do result in conflict with pedestrians. The provision of pedestrian subways on desire lines seek to negate any potential barrier to movement.



School Safety Zone, Arlesey Road, Stotfold



Raised zebra crossing outside Langford Lower School



Lack of footpath on approach to Stondon Lower School



Pedestrian subway under the A507



Street Furniture

The street furniture in both areas is generally minimal, and is confined typically to lamp posts and traffic signs. There is little guard railing in either settlement, which means that pedestrians can often cross the road based upon their desire lines.

Like other street furniture, seating and finger-posting is generally minimal. Seating is usually provided outside shops and by any present bus shelters. Finger-post signage is only found on the rights of way network.

4.2 Cycling

Around 41% of respondents to the Householder Travel Survey undertaken during April 2012 in Arlesey and Stotfold stated that they owned a bike. This figure is slightly lower than that for Central Bedfordshire as a whole across which cycle ownership is around 47%. However such high levels of ownership still highlight the potential to increase the number of trips undertaken by bike in the area.

Network Hierarchy

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

Part of the National Cycle Network (NCN) passes east-west through the area and provides a high quality, high profile link, connecting the area to the rest of the strategic network. The route hierarchy within Arlesey and Stotfold is set out in Appendix A.

Infrastructure Provision

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

The East Coast Mainline forms a barrier to cycling in the area and heavy traffic can also marginalise cyclists particularly at busy junctions on the A507 and the A1.



Cycle parking at Arlesey Station

4.3 Public Transport

Very few bus services operate through Arlesey and Stotfold, with only three bus services operating once every two hours or more frequently.

The majority of buses in Arlesey and Stotfold are interurban services, either passing through or running from the area into major urban areas, notably Letchworth Garden City, Hitchin, Bedford, and Biggleswade. These services are mostly commercially-operated, although Central Bedfordshire Council and Hertfordshire County Council do financially subsidise all or part of some services.

Only one bus service, the number 690 service, operates between Arlesey and Stotfold. It caters primarily for fare paying pupils attending Etonbury School and will operate between Arlesey, Arlesey

New Road, Stotfold Road, Fairfield Park, Stotfold, and Etonbury School. Herberts Travel will run the service, using a double decker bus to meet the expected demand.

Arlesey and Stotfold are covered by PlusBus which is an integrated bus and rail ticket, involving all operators and which allows users to buy one ticket to use on both the train and local bus services, allowing easier interchange between the two modes of transport.

Despite this there is a lack of bus services which directly serve the train station and this undermines the attraction of public transport based trips as opposed to the car for journeys further afield.

Bus Infrastructure

Owing to the rural nature of the area, there is no central bus terminus, with the majority of stops being kerbside bus stops. Buses do not serve Arlesey rail station directly, but those on the A507 and Stotfold Road are within 5 minutes walking distance.

The overall quality of the waiting facilities in the area is quite poor. In a number of cases raised kerbs are provided to enable easier access onto buses, although there is a general lack of shelters, lighting and service information in the majority of cases.



Typical bus stop in Stotfold

Rail Services

The area has one station, Arlesey, from where rail services operate to London Kings Cross in the south, and Peterborough in the north.

The service between Arlesey and London is a limited-stop service which makes it particularly attractive to commuters and operates frequently throughout the day. Information on rail service provision from Arlesey station is set out in Appendix A.

Whilst not in the LAMP area, Letchworth Garden City rail station is also close by, with good bus links from Stotfold. Rail services from Letchworth operate to London Kings Cross in the south and Cambridge to the north-east. East coast line stations at Biggleswade and Stevenage also prove attractive to some local residents for access to London.

Rail Infrastructure

Information on rail services is available at the station and this highlights the services operating from the station and the ability to interchange with routes further afield. Access to the platforms is via two access roads, Old Oak Close and a spur off the A507. There is a pedestrian footbridge linking the two platforms. There is no lift access along this footbridge, although there is step-free access to both platforms.



Arlesey Station



4.4 Highways

Access to a car in Arlesey and Stotfold is similar to that across Central Bedfordshire but significantly higher than the country as a whole. Around 87% of respondents to a Householder Travel Survey undertaken in April 2012 across the whole of Central Bedfordshire indicated that they had access to a car, slightly higher than that for Arlesey and Stotfold at 85%, and compared to 75%¹ nationwide. The breakdown of car ownership is set out below:

Table 4.1: Arlesey and Stotfold Car Ownership Levels

| Number of Cars | Arlesey and Stotfold | | Central Bedfordshire | |
|----------------|----------------------|------|----------------------|------|
| | Responses | % | Responses | % |
| None | 25 | 15% | 260 | 13% |
| One | 82 | 50% | 960 | 48% |
| Two | 51 | 31% | 640 | 32% |
| Three or more | 5 | 3% | 160 | 8% |
| Total | 164 | 100% | 2000 | 100% |

Source: Householder Travel Survey; April 2012

Strategic Road Network

The Plan area is accessible to the strategic road network via Junction 10 of the A1(M) on the eastern-most edge of the area. The A1 / A1(M) provides good north-south links from Arlesey and Stotfold to the rest of the region and further afield.

The level of stress on the A1 / A1 (M) in the Arlesey and Stotfold area is relatively low. This relates to the strategic capacity of the route in relation to the daily flow of vehicles, and does not take into account junction specific delays.

However, the Highways Agency anticipates that levels of stress on the network will increase in the period up until 2026 as a consequence of the increase in demand for travel along the corridor². Despite this, no schemes are planned to increase the link capacity on the A1 / A1(M) in the Arlesey and Stotfold area.

Junction 10 of the A1(M) is a 'grade-separated' junction where the link is accessed via a roundabout and slip roads. There is anecdotal evidence that this junction can be subject to delays in peak periods.

Local Road Network

The local road network generally has reasonable links running both north-south and east-west. The A507 acts as the main link running east-west through the area, which all the north-south links feed into, thus providing easy movement between the settlements.

The main links to the north are provided by the A1 and the B659 (formerly the A6001) via Henlow. The key links on the local road network comprise:



A507 – key east / west link

¹ Transport Statistics Bulletin; National Travel Survey 2008, Department for Transport.

² East Of England Regional Network Report 2006; Highway Agency.

- **A507:** Links the area to the A1 / A1(M) and Baldock in the east, and Shefford, Flitwick, and the M1 in the west.
- **A600:** Links the A507 in the north with Hitchin to the south, via Stondon and Henlow Camp.
- **B659 (formerly the A6001):** Runs from Biggleswade in the north, to Langford, Henlow, via the A507 to join the A600 at Henlow Camp.
- **Hitchin Road, Arlesey:** Links Arlesey to Hitchin to the south, and the A507 to the north.
- **Hitchin Road, Stotfold:** Links Stotfold to the A507 and Letchworth Garden City to the south.

Road Safety

The number of people killed or injured on roads in and around Arlesey and Stotfold in the period 2009 to 2011 is set out in Table 4.2, whilst the locations of road traffic accidents in the area are highlighted in Figure 4.1.

The vast majority of those accidents involved car users, motorcyclists were the group second most likely to be injured in an accident whilst pedestrians and cyclists were involved in only 8 serious accidents between them within the three year period.

Table 4.2: People Killed or Seriously Injured in Arlesey and Stotfold between 2009 and 2011

| Casualties | Adults | | | | Children | | | | Total | | | |
|-------------------------------|--------|------|--------|------------|----------|------|--------|-----------|-------|------|--------|------------|
| | Fatal | Ser. | Slight | Total | Fatal | Ser. | Slight | Total | Fatal | Ser. | Slight | Total |
| Pedestrians | 0 | 2 | 4 | 6 | 0 | 1 | 3 | 4 | 0 | 3 | 7 | 10 |
| Cyclists | 0 | 2 | 5 | 7 | 0 | 3 | 0 | 3 | 0 | 5 | 5 | 10 |
| Motor cyclists | 1 | 6 | 11 | 18 | 0 | 0 | 0 | 0 | 1 | 6 | 11 | 18 |
| Car users / passengers | 0 | 7 | 92 | 99 | 0 | 0 | 8 | 8 | 0 | 7 | 100 | 107 |
| Bus | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| HGVs / passengers | 0 | 0 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 |
| Other | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Total | 1 | 17 | 114 | 132 | 0 | 4 | 11 | 15 | 1 | 21 | 125 | 147 |

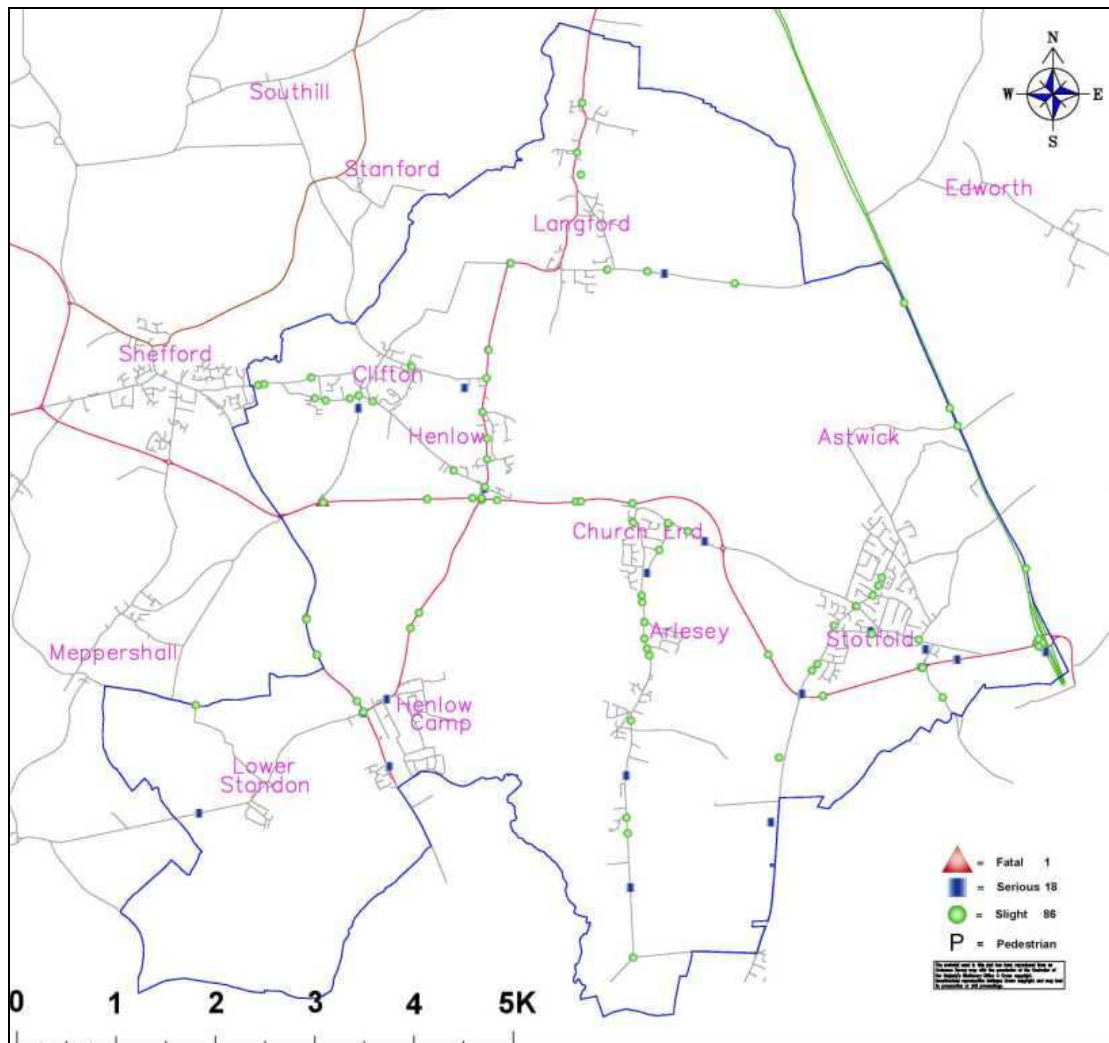
Source: Bedfordshire Highways (Police Stats 19 Database)

The spread of casualties across the LATP area highlights the A507 and the main routes through Arlesey, Stotfold, Henlow and Clifton as locations where a number of slight accidents have occurred. The one fatality in the period was at the junction of the A507 with New Road.

It should also be noted that there were two pedestrian fatalities in the Stondon area at the start of 2012, and so outside of the time period analysed as part of this Plan.



Figure 4.1: Arlesey and Stotfold Road Traffic Accidents between 2009 and 2012



Source: Bedfordshire Highways (Police Stats 19 Database)

4.5 Car Parking

The main demand for parking in the area comes from residents using the local shops and facilities in both settlements, and commuters travelling by train from Arlesey station. The nature of these parking demands differs, with residents using local facilities requiring short-stay provision, whereas commuter parking tends to be for longer periods over the course of the day.

Management of Provision

Central Bedfordshire Council does not own, or therefore control, the off-street car parking provision in Arlesey and Stotfold. This therefore makes it very difficult to control the extent, quality, cost and overall management of this provision.

Responsibility for the management of the off-street parking, other than that which is privately owned, rests with the Town Council who have the powers to determine the nature of their operation, whilst Network Rail manage the car park adjacent to the station.

Cost of Provision

Most car parking in Arlesey and Stotfold is free, although in a number of cases, there is a time limit as to how long you are able to park. The Network Rail managed car park, however, operates on a 'pay and display' basis. The tariffs are set out in Table 4.3.

Table 4.3: Arlesey Station Car Parking Charges (as of January 2011)

| Length of Stay | Charge |
|----------------|---------|
| Daily | £5.50 |
| Weekly | £26.00 |
| Monthly | £90.00 |
| Quarterly | £260.00 |
| Annual | £825.00 |

Source: Network Rail

Whilst these charges are in place for the Network Rail car park, because of the tariffs and the availability of free parking elsewhere, it is often under utilised.

The lack of a consistent pricing strategy across the area is one cause of this and leads to dedicated provision being unused with parking displaced to residential streets.

Future Provision

Planning permission was granted for the development of a new 390 space car park to the west of Arlesey Station in January 2011. This will be managed by a private operator, and not the local authority, and will help cater for the current and future parking demand in the area.

As part of the development some 10 electric car plug-in points will be provided as part of moves to encourage more sustainable car based travel, whilst double yellow lines will be painted on the slip road from the A507 to prevent inappropriate parking on the verges as part of a Traffic Regulation Order associated with the development.



5. Journey Purpose Analysis

5.1 Overview

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

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

5.2 Journeys to Work

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

Distance Travelled to Work

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

Table 5.1: Distances Travelled to Work

| Distance | Arlesey and Stotfold | | Central Bedfordshire | |
|---------------|----------------------|-------------|----------------------|-------------|
| | Actual number | Percentage | Actual number | Percentage |
| Work at home | 2 | 1% | 100 | 9% |
| 0 – 2 miles | 3 | 4% | 220 | 19% |
| 2 – 5 miles | 20 | 24% | 180 | 15% |
| 5 – 10 miles | 23 | 27% | 220 | 19% |
| 10 – 20 miles | 21 | 25% | 220 | 19% |
| 20 + miles | 16 | 19% | 220 | 19% |
| Total | 84 | 100% | 1,160 | 100% |

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

The table highlights that a large proportion of Arlesey and Stotfold residents travel a significant distance to their place of work. A far smaller proportion travel under 2 miles to work, or indeed work from home when compared to residents across Central Bedfordshire as a whole.

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

Modal Split

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

Table 5.2: Journey to Work Modal Split

| Mode | Arlesey and Stotfold | | Central Bedfordshire | |
|--------------------|----------------------|-------------|----------------------|-------------|
| | Actual number | Percentage | Actual number | Percentage |
| Walking | 2 | 2% | 117 | 11% |
| Bike | 2 | 2% | 11 | 1% |
| Bus | 10 | 12% | 64 | 6% |
| Train | 1 | 1% | 64 | 6% |
| Car | 63 | 77% | 752 | 71% |
| Car (as passenger) | 2 | 3% | 53 | 3% |
| Other | 2 | 2% | 0 | 0% |
| Total | 82 | 100% | 1,060 | 100% |

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

The figures indicate that on the whole Arlesey and Stotfold residents rely heavily on the car for access to work. This is similar to residents across the authority as a whole and reflects the long distances travelled to places of employment.

Caution should be undertaken when viewing the figures however, as due to the small sample size there is a marginal for error in the figures. This particularly appears to be the case with the number of commuters travelling by train. As such the figures will be verified by those available from the 2011 Census when they become available.

5.3 Access to Healthcare

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

Table 5.3: Distance Travelled to the Doctors

| Distance | Arlesey and Stotfold | | Central Bedfordshire | |
|---------------|----------------------|-------------|----------------------|-------------|
| | Actual number | Percentage | Actual number | Percentage |
| 0 – 2 miles | 43 | 29% | 1,284 | 66% |
| 2 – 5 miles | 86 | 57% | 545 | 28% |
| 5 – 10 miles | 20 | 13% | 97 | 5% |
| 10 – 20 miles | 2 | 1% | 0 | 0% |
| 20 + miles | 0 | 0% | 0 | 0% |
| Total | 150 | 100% | 1,945 | 100% |

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

Arlesey Medical Centre, Larkfield Surgery in Stotfold and the Shefford Health Centre, just outside the Plan area, provide healthcare services to the local population. In general however local residents have to travel significantly further to access this provision than those across Central Bedfordshire as a whole, with the majority of trips between 2-5 miles as opposed to 0-2 miles in the rest of the authority.



Table 5.4: Access to Doctors Modal Split

| Mode | Arlesey and Stotfold | | Central Bedfordshire | |
|--------------------|----------------------|-------------|----------------------|-------------|
| | Actual number | Percentage | Actual number | Percentage |
| Walking | 20 | 13% | 681 | 35% |
| Bike | 0 | 0% | 19 | 1% |
| Bus | 21 | 14% | 97 | 5% |
| Train | 0 | 0% | 0 | 0% |
| Car | 94 | 63% | 953 | 49% |
| Car (as passenger) | 15 | 10% | 156 | 8% |
| Other | 2 | 1% | 0 | 0% |
| Total | 150 | 100% | 1,945 | 100% |

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

The modal split of access to the doctors reflects the distances residents have to travel. There is far greater reliance on the private car amongst Arlesey and Stotfold residents whilst significantly fewer walk to healthcare provision.

For hospital treatment, local residents have to look further afield, outside of the LATP area for such provision. Bedford General Hospital, Addenbrookes Hospital in Cambridge and Lister Hospital in Stevenage are the closest hospitals that local residents may chose to access.

5.4 Access to Education

Annual surveys of the way pupils travel are undertaken in schools and colleges across Central Bedfordshire and this allows trends in changes in travel behaviour to be readily identified. There are nine lower schools, two middle schools and one upper school in the Plan area notably:

- Gothic Mede Lower School
- Fairfield Park Lower School
- Roecroft Lower School
- St Marys Lower School
- Raynsford Lower School
- Derwent Lower School
- Langford Lower School
- All Saints Lower School
- Stondon Lower School
- Etonbury Middle School
- Henlow Middle School
- Samuel Whitbred Upper School

The break down in how pupils travel to these establishments is set out in Table 5.5.

There are significant differences in the way pupils travel to school within the LATP area. Reliance on the car ranges from 59% of pupils at St Marys in Stotfold to just 5% of pupils at Samuel Whitbred Upper School, whilst the number of children walking to school is highest at Fairfield Park Lower (88% of all pupils) compared to just 23% at Henlow Middle.

There is extremely limited use of scheduled public transport services by children to get to school although the majority of pupils at Samuel Whitbred Upper School (65%) rely on the provision of a dedicated school bus.

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

Table 5.5: Comparison of Travel to School Mode Share

| School | | Car | Car (Share) | Cycle | Walk | School Bus | Bus | Other | All Pupils |
|-----------------------|-------|-----|-------------|-------|------|------------|-----|-------|------------|
| Lower Schools | | | | | | | | | |
| All Saints | Total | 29 | 1 | 0 | 118 | 0 | 0 | 0 | 148 |
| | % | 20% | 1% | 0% | 80% | 0% | 0% | 0% | 100% |
| Derwent | Total | 20 | 0 | 0 | 115 | 0 | 0 | 0 | 135 |
| | % | 15% | 0% | 0% | 80% | 0% | 0% | 0% | 100% |
| Fairfield Park | Total | 21 | 0 | 3 | 177 | 0 | 0 | 0 | 201 |
| | % | 10% | 0% | 1% | 88% | 0% | 0% | 0% | 100% |
| Gothic Mede | Total | 81 | 3 | 6 | 129 | 0 | 0 | 0 | 219 |
| | % | 37% | 1% | 3% | 59% | 0% | 0% | 0% | 100% |
| Langford | Total | 72 | 0 | 0 | 89 | 0 | 0 | 1 | 162 |
| | % | 44% | 0% | 0% | 55% | 0% | 0% | 0% | 100% |
| Raynsford | Total | 38 | 0 | 0 | 110 | 0 | 0 | 0 | 148 |
| | % | 26% | 0% | 0% | 74% | 0% | 0% | 0% | 100% |
| Roecroft | Total | 55 | 1 | 4 | 97 | 0 | 1 | 0 | 158 |
| | % | 35% | 1% | 3% | 61% | 0% | 1% | 0% | 100% |
| St Marys (Stotfold) | Total | 142 | 3 | 0 | 94 | 0 | 0 | 2 | 241 |
| | % | 59% | 1% | 0% | 39% | 0% | 0% | 1% | 100% |
| Stondon | Total | 41 | 0 | 0 | 39 | 0 | 0 | 0 | 80 |
| | % | 51% | 0% | 0% | 49% | 0% | 0% | 0% | 100% |
| Middle Schools | | | | | | | | | |
| Etonbury | Total | 114 | 4 | 9 | 286 | 0 | 2 | 0 | 424 |
| | % | 27% | 0% | 0% | 67% | 0% | 0% | 0% | 100% |
| Henlow | Total | 138 | 109 | 1 | 127 | 179 | 1 | 0 | 564 |
| | % | 24% | 19% | 0% | 23% | 32% | 0% | 0% | 100% |
| Upper Schools | | | | | | | | | |
| Samuel | Total | 90 | 33 | 13 | 416 | 1,111 | 24 | 18 | 1,705 |
| | % | 5% | 2% | 1% | 24% | 65% | 1% | 1% | 100% |

Source: Central Bedfordshire School Census 2011

5.5 Access to Retail Provision

There is limited food retail provision in the LAMP area. Aside from a Co-op store in Stotfold, most residents have to travel further afield to reach large supermarkets which cater for their main food shopping trips. This entails trips to Morrison's or Sainsbury's in Letchworth, Sainsbury's or Waitrose in Hitchin, Tesco in Baldock or Morrison's in Shefford and results in residents having to travel significantly further than other Central Bedfordshire residents to access their main food shopping, as demonstrated in Table 5.6.

Table 5.6: Distance Travelled to Supermarkets

| Distance | Arlesey and Stotfold | | Central Bedfordshire | |
|---------------|----------------------|-------------|----------------------|-------------|
| | Actual number | Percentage | Actual number | Percentage |
| 0 – 2 miles | 13 | 8% | 800 | 40% |
| 2 – 5 miles | 89 | 54% | 740 | 37% |
| 5 – 10 miles | 52 | 32% | 340 | 17% |
| 10 – 20 miles | 2 | 1% | 40 | 2% |
| 20 + miles | 0 | 0% | 0 | 0% |
| Shop online | 7 | 4% | 80 | 4% |
| Total | 164 | 100% | 2,000 | 100% |

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

In terms of non-food shopping, referred to as comparison shopping, there are a range of destinations local residents visit, although the main centres outside of the Plan area are Milton Keynes (45% of respondents to the Householder Travel Survey), Bedford (44%) and Biggleswade (42% of respondents). Owing to the distances involved in these trips, there is heavy reliance on the car as either a driver or a passenger (78% of trips), with 21% of residents using the bus.



5.6 Access to Leisure, Culture and Tourism

There are a number of locations which generate leisure, cultural or tourist trips in the Arlesey and Stotfold area including the Stotfold Watermill and Nature Reserve, and the Bannatyne Health Club which has in the region of 3,000 members on their site adjacent to Fairfield Park.

The authority will seek to work with these and other attractions in the area to develop a more detailed understanding of the movements they generate.

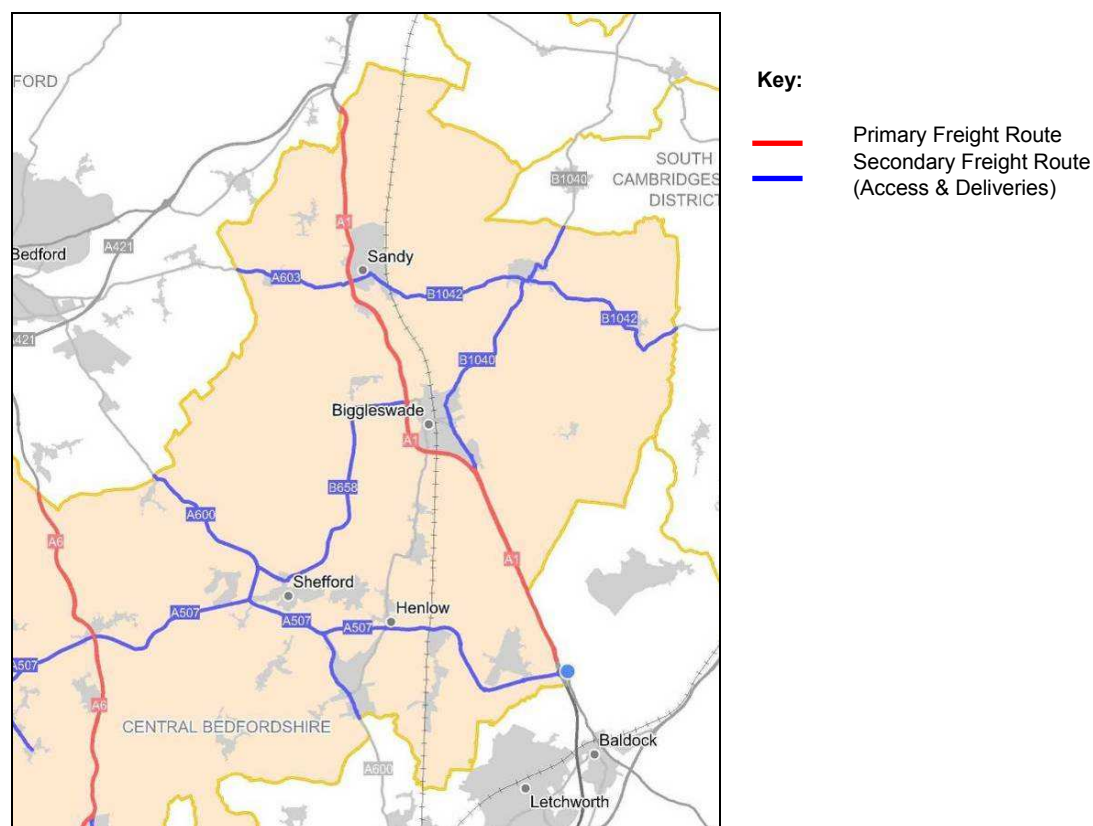
5.7 Freight

Freight forms the final journey purpose theme of the LTP and as part of this a number of broad areas of intervention are identified, including the signing and enforcement of a Designated Road Freight Network.

This network seeks to focus freight trips on specific routes through the authority so as to minimise the impact on local communities and town centres, and the section in and around Arlesey and Stotfold is set out in Figure 5.1. There are concerns as to the routeing of freight on inappropriate routes through Arlesey, Clifton, Langford and Henlow in particular. Further work is required to understand the specific nature of these movements.

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

Figure 5.1: Designated Road Freight Network in Arlesey and Stotfold



6. Consultation & Engagement

6.1 Overview of Process

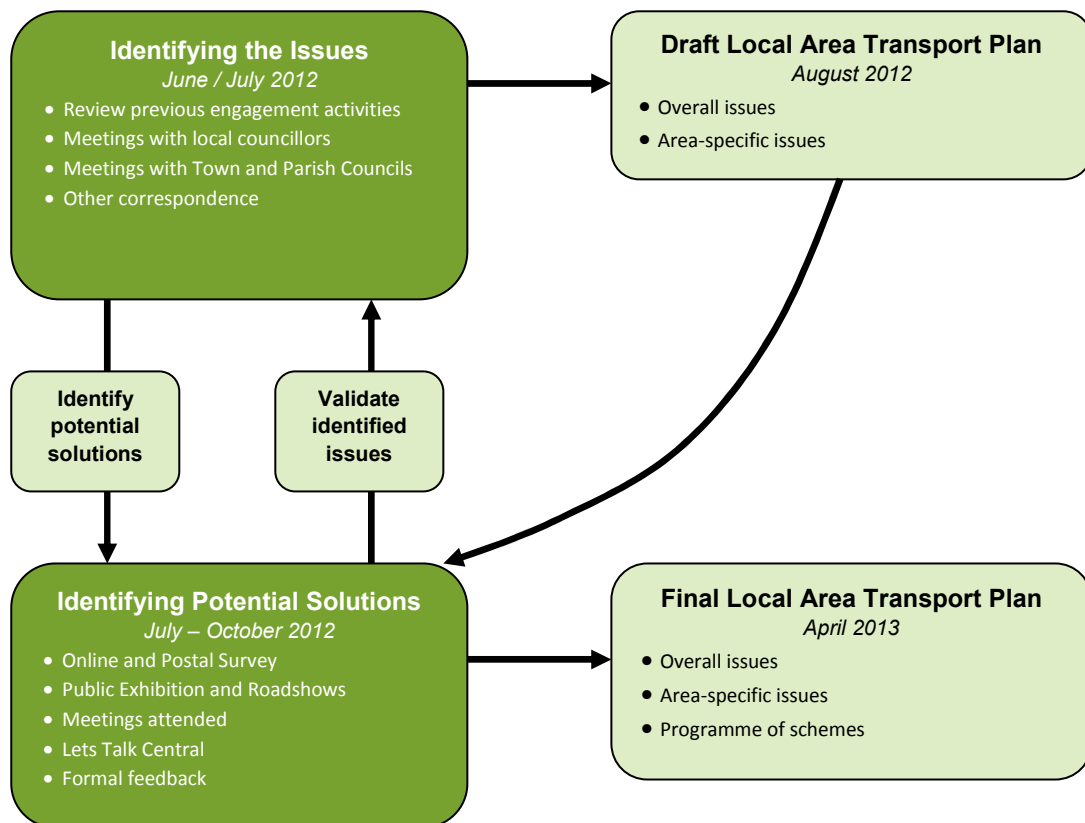
As part of the development of the Arlesey and Stotfold Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public is being undertaken by Central Bedfordshire Council.

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

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

In practice, issues and solutions will be identified at both stages by many stakeholders and members of the public, all of which will inform the development of the document.

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



6.2 Identifying the Issues & Potential Solutions

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

- **Review of Previous Engagement Activities:** A review was undertaken of responses to previous engagement activities to identify the local transport issues that had been raised historically in each LAMP area. This includes reviewing responses to the consultation on the Local Transport Plan, and Town and Parish Plans where they had been developed.
- **Meeting with Local Councillors:** A meeting with local Central Bedfordshire Councillors was held on 19 July 2012 to brief them on the LAMP and identify their key issues relating to all transport modes and journey purposes.
- **Meeting Town and Parish Councils:** A meeting was held with Town and Parish Councils, on 30 July 2012 to provide an opportunity to discuss issues relating to all transport modes and journey purposes. Further meetings were also held with Stotfold Town Council on 8 October 2012 to discuss issues associated with Malthouse Lane, at which representatives from Bedfordshire Highways were in attendance, and also with Arlesey Town Council on 6 November 2012 which involved a general discussion of local concerns to inform the Plan.
- **Other correspondence:** The Transport Strategy Team receives correspondence from local stakeholders and local people on transport issues in their area throughout the year which is taken into consideration in the development of the Plan and programme.

An analysis of these results revealed a number of key issues that were repeatedly identified and these have been reflected throughout the Plan. Particular areas of concern however focused on:

- The **prevalence of freight** on inappropriate routes, particularly through the centre of urban areas such as Arlesey, Henlow and Langford.
- **Road safety** concerns associated with the speed of traffic approaching junctions and generally through urban areas.
- The **lack of connectivity** in terms of the pedestrian and cycle networks, and between public transport services.
- The **routing of traffic** into Stotfold from the A1 to the east of the town.

6.3 Informing the Local Area Transport Plan

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

The feedback obtained on the issues will be 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 will be 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 will be developed is contained in the Programme chapter of this LAMP.

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

7. Priority Action Areas

7.1 Identifying Priorities

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

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

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

7.2 Priorities in Arlesey & Fairfield Park

Due to the long and linear nature of Arlesey, there is no real centre or focal point for the town. The station generates the largest number of trips in the area but is poorly served by connecting public transport services, which partly contributes to the parking pressures in the vicinity.

Concerns also relate to parking issues in and around the school and the prevalence of HGVs.. The ability of the town to embrace future growth is the key to its long term sustainability and there are worries that the capacity of the existing transport network is insufficient to meet future demand. See Figure 7.1 for details.

7.3 Priorities in Stotfold

Stotfold will be subject to a considerable level of development throughout the lifetime of the Local Transport Plan. Whilst this will place pressure on local transport infrastructure, it also provides the opportunity to invest in local provision and create a sense of place and more prominent town centre. A scheme to improve the town centre will see improvements in the provision for pedestrians and cyclists whilst making parking more accessible for motorists. Future improvements in the town will therefore integrate with this large scale scheme. See Figure 7.2 for details.

7.4 Priorities in Clifton

The main trip generator in the Clifton area is Samuel Whitbred Upper School and opportunities to walk and cycle to the site need to be maximised. The village itself lacks footpaths, dropped crossings and tactile paving in places although is generally a pleasant and quiet village to walk around, with the A507 bypassing the village to the south ensuring that through traffic is minimised.



Wide carriageways in places such as Shefford Road and Church Street provide potential for the provision of on-street cycle lanes or increasing the width of footways where necessary. See Figure 7.3 for details.

7.5 Priorities in Henlow

The B659 (formerly the A6001) through the centre of Henlow forms an important link between the A507 and Langford and Biggleswade to the north. It results in a considerable amount of through traffic in the village which can lead to delays and generate safety concerns for pedestrians and other road users.

The amount of on-street parking helps to reduce the actual speed of traffic through the village centre but also adds to delays experienced at peak times, particularly when it relates to access to the lower and middle schools. See Figure 7.4 for details.

7.6 Priorities in Langford

Located on the main route between Shefford and Biggleswade, Langford experiences a considerable amount of through traffic. Combined with local vehicles and on-street parking, it can lead to localised congestion, and a traffic dominated centre.

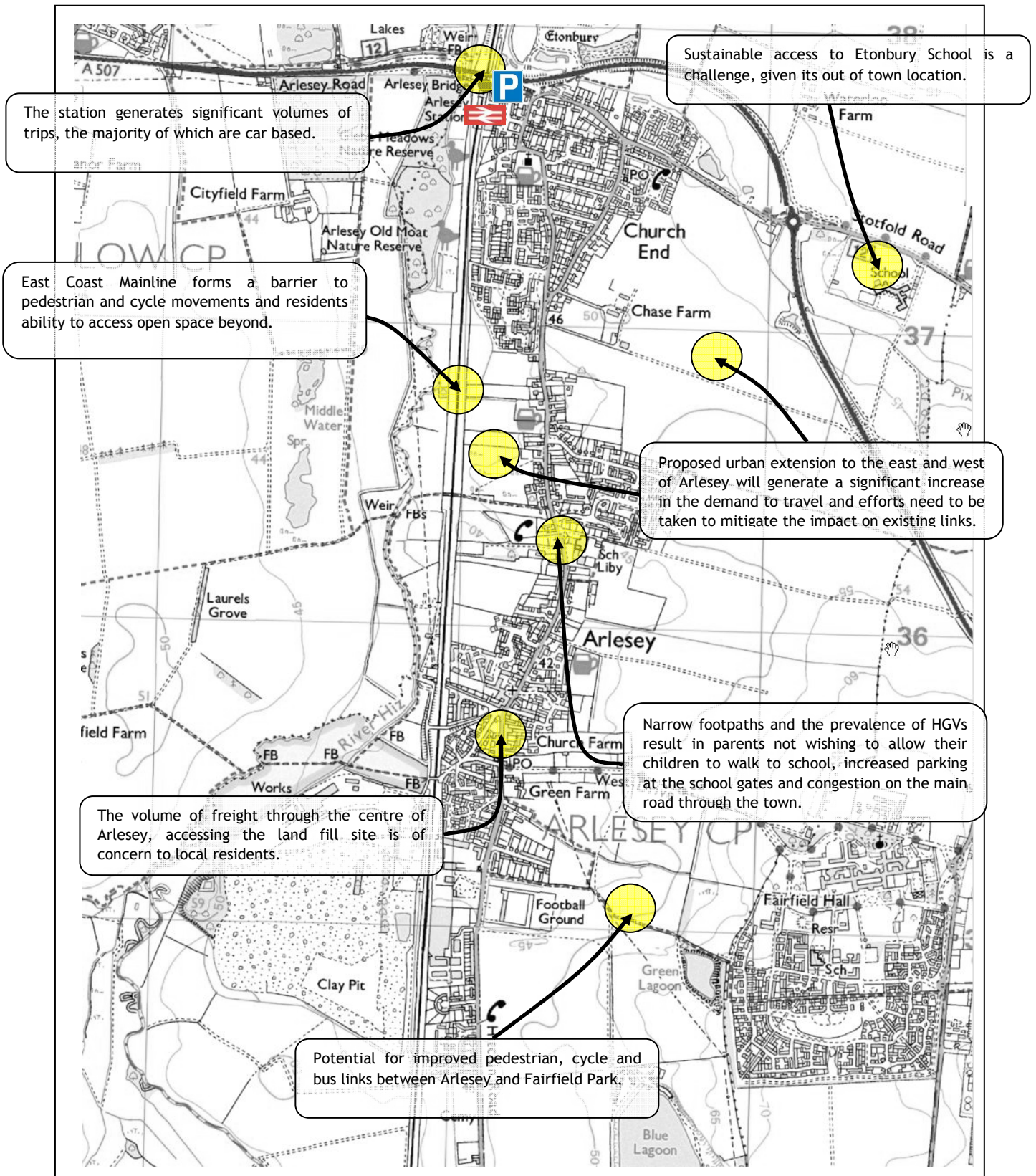
Measures have been taken to readdress the balance of road user priorities, however, with a 20 mph limit, speed humps and a raised zebra crossing in the vicinity of the school attempting to reduce the speed and dominance of traffic in the village. See Figure 7.5 for details.

7.7 Priorities in Stondon

The A600 Bedford Road runs between Stondon and Henlow and causes some degree of severance between the two areas. There are concerns as to the speed of traffic on the road both in terms of that approaching the village from Shefford in the north and Hitchin in the south, and the concerns over speed discourage walking and cycling in the area and add to the perceived barrier the road creates for east-west movements.

The parade of shops close to the Henlow Camp RAF base, at the junction of Bedford Road and Hitchin Road, together with the lower school in Lower Stondon, are key trip attractors in the area and generate significant parking concerns at peak times. On-street parking also impedes the smooth and efficient flow of traffic at these peak times, whilst also accentuating road safety concerns. Figure 7.6 details the key localities where these concerns arise.

Figure 7.1: Priorities in Arlesey and Fairfield Park



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Figure 7.2: Priorities in Stotfold

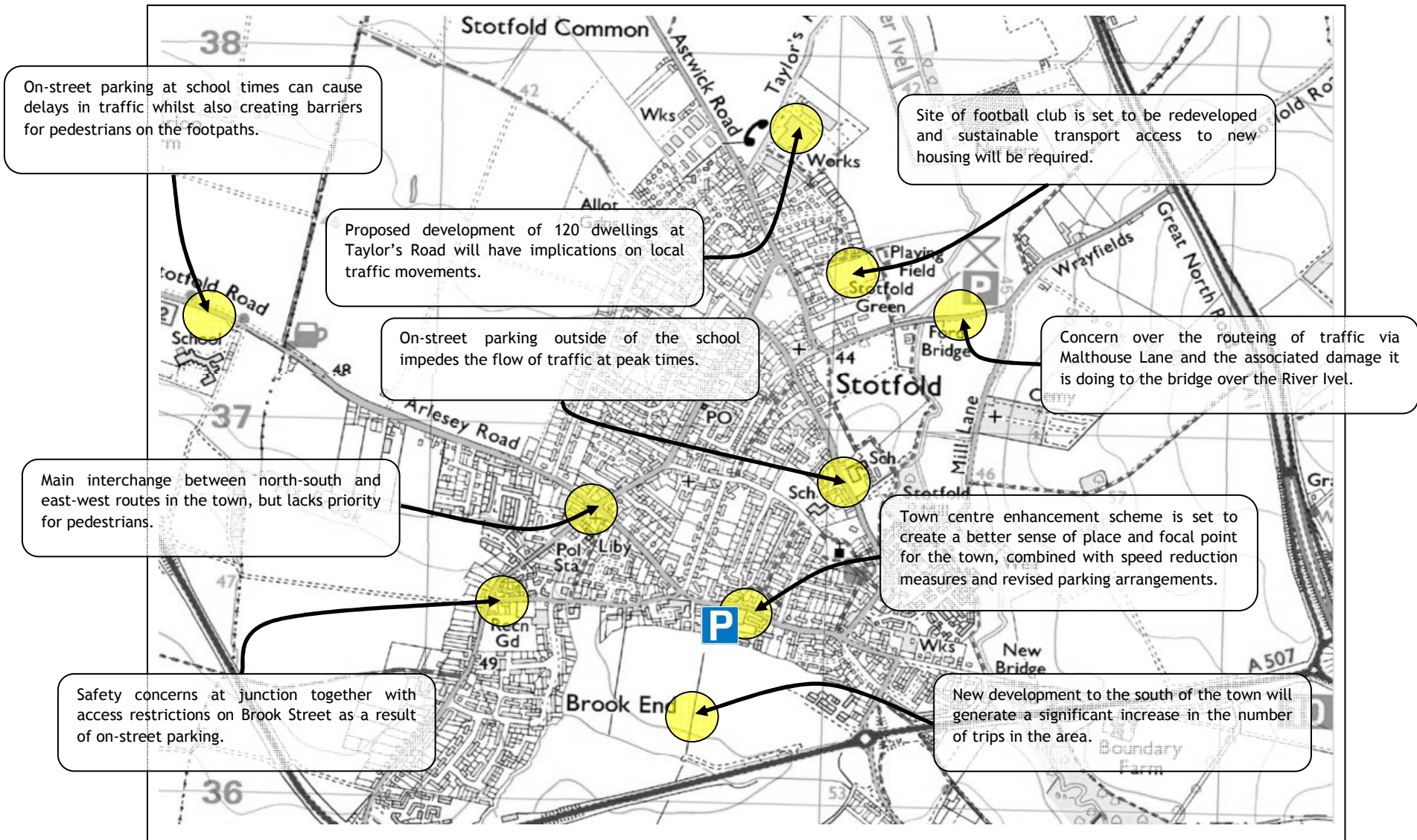
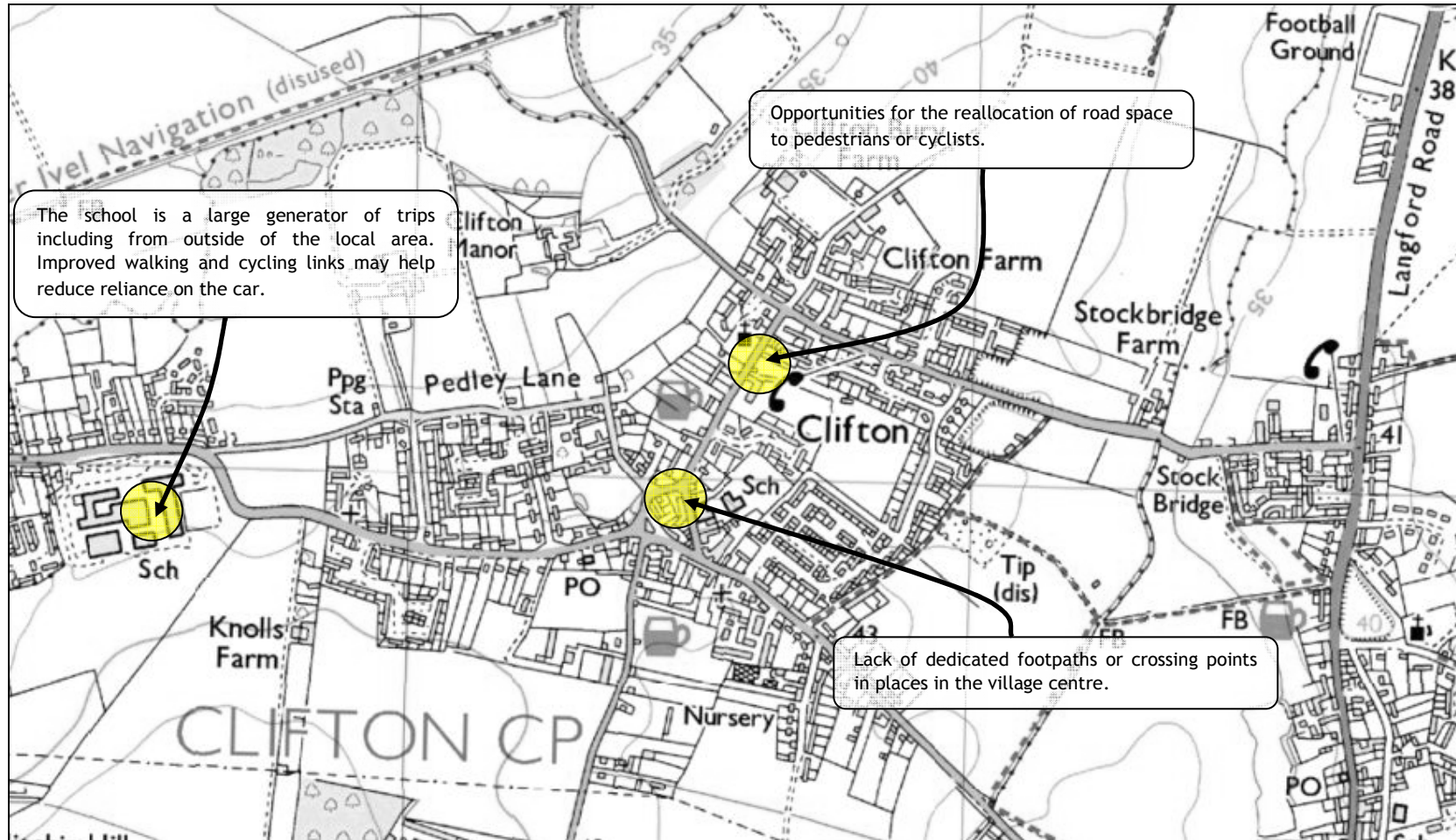


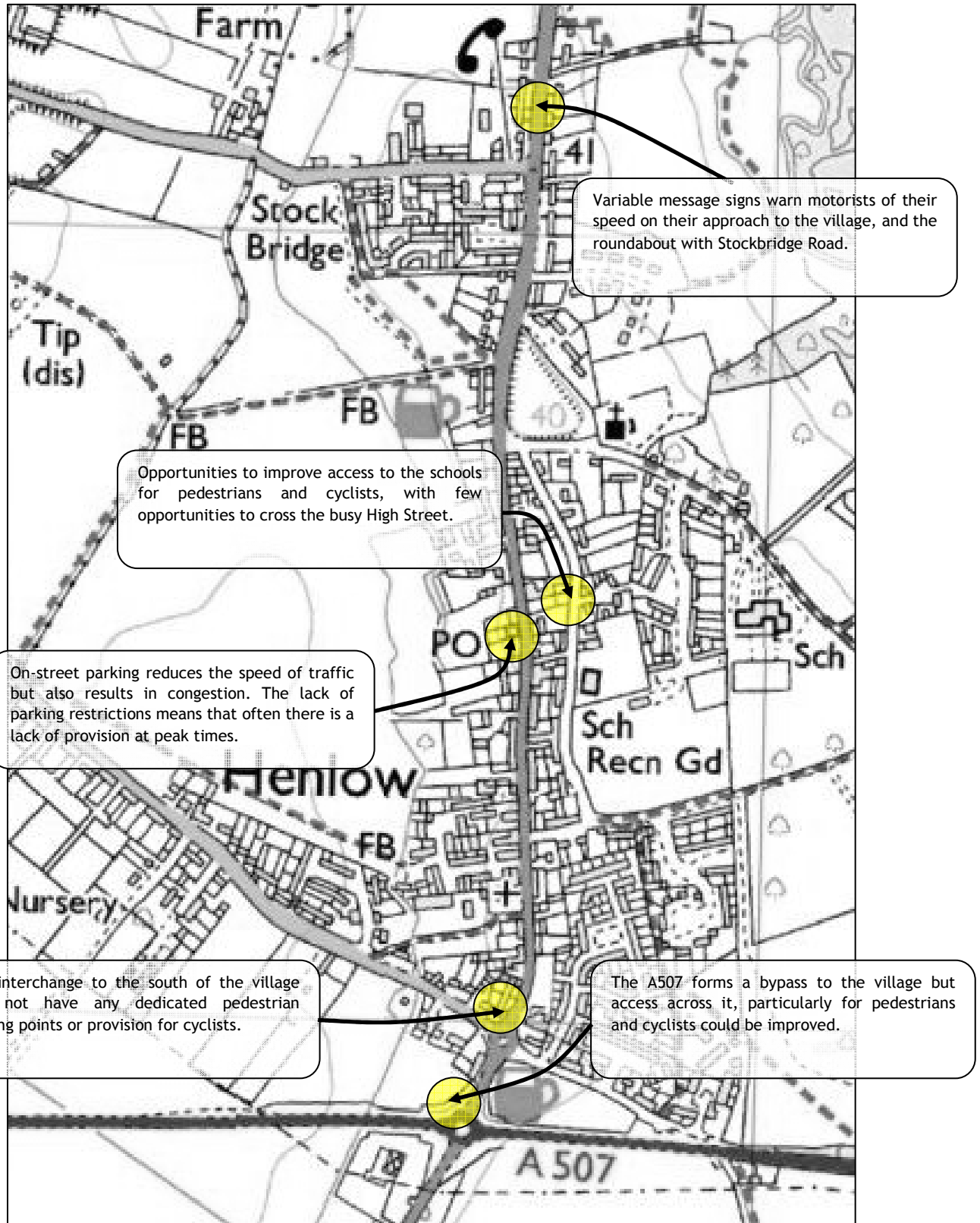
Figure 7.3: Priorities in Clifton



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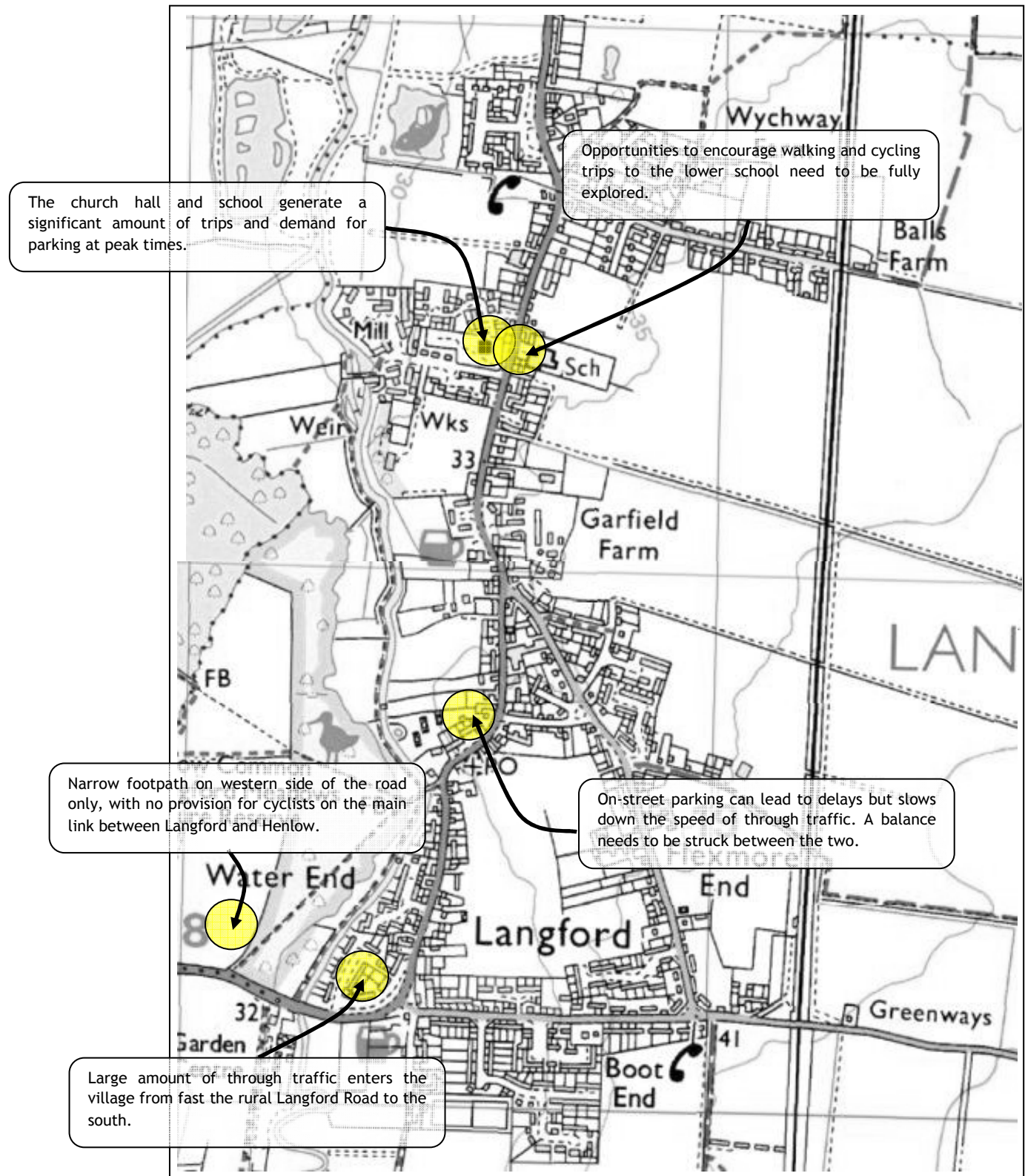


Figure 7.4: Priorities in Henlow



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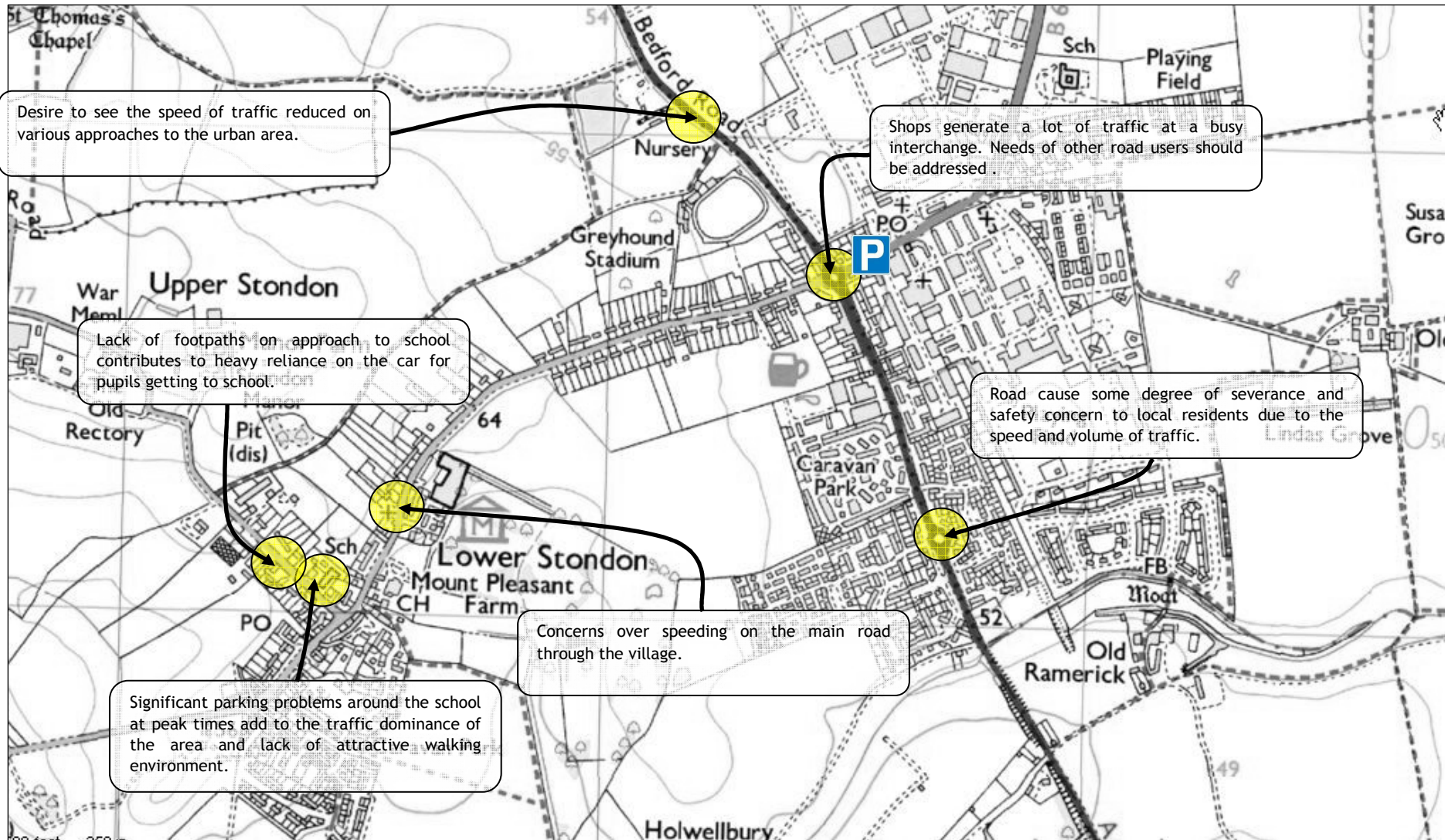
Figure 7.5: Priorities in Langford



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Figure 7.6: Priorities in Stondon



© Crown Copyright and database right 2011. Ordnance Survey 100049029. Central Bedfordshire Council.

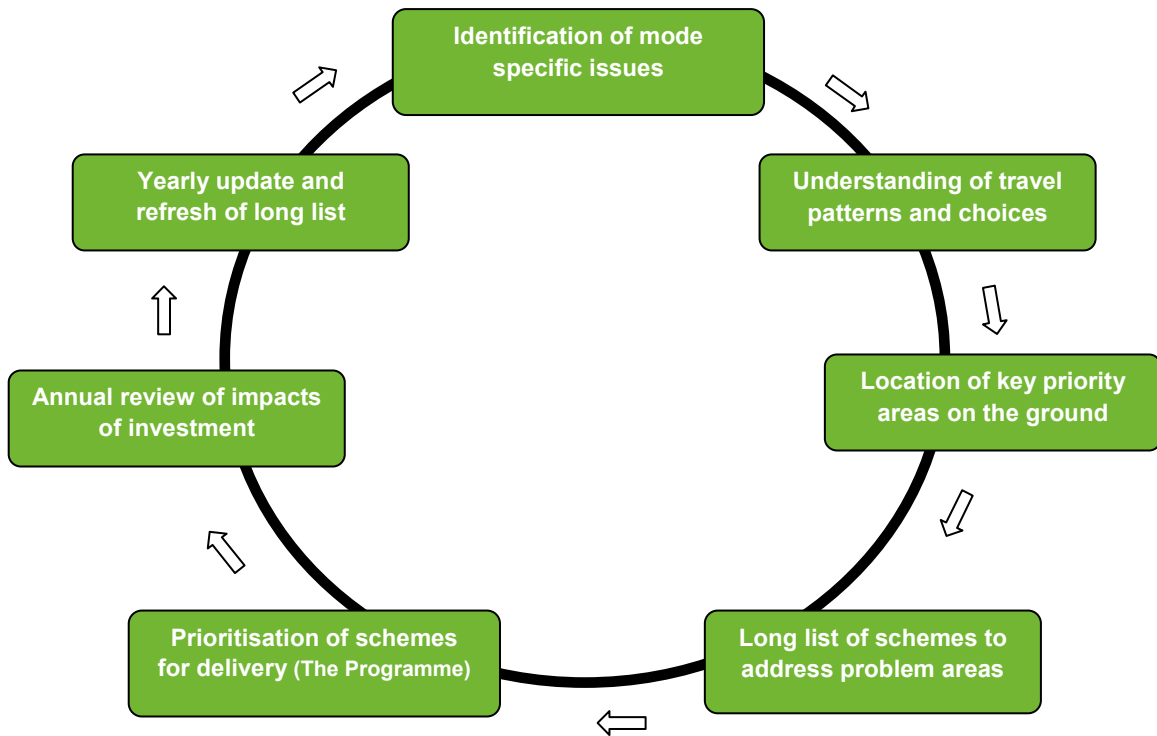
8. Programme

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 Arlesey and Stotfold.

Figure 8.1 shows how the programme will be developed based upon the problems and issues associated with different types of travel in the LAMP. Together with the assessment of the modes of travel used for different journey purposes in the area, the 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 will be identified to mitigate current and potential future problems on the transport network will form a “long list” of measures to be delivered over the period of the Local Area Transport Plan.

The list will include 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” will be scored against these criteria, and those which score highest will be 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"> • Reduce the risk of people being killed or seriously injured <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? |
| | | <ul style="list-style-type: none"> • Can other sources of funding be levered in as contributions? |
| | Risk | <ul style="list-style-type: none"> • What is the level of risk associated with delivery? |
| | Support | <ul style="list-style-type: none"> • Is there public support for the scheme? |
| | | <ul style="list-style-type: none"> • Does the scheme have Member backing? |
| | | <ul style="list-style-type: none"> • Do stakeholders support the scheme? |
| Value for Money | Integration | <ul style="list-style-type: none"> • Are there partners on board who support the scheme financially? |
| | | <ul style="list-style-type: none"> • Does the scheme contribute towards improving the integration of different modes of transport? |
| | Coverage | <ul style="list-style-type: none"> • Will the scheme help to maximise the benefit of other schemes in the local area? <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 do not score highly enough to warrant being funded directly through the LAMP, the “long list” provides a basis upon which to identify future priorities to be delivered when additional funding becomes available through some of the other funding channels detailed in Section 8.3.

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

8.3 How much funding is available?

The allocation of integrated transport funding for the authority as a whole is set out in Table 8.2. The Arlesey and Stotfold LAMP formed part of the first tranche of Plans and was awarded a total of £335,000 for the first three years of the Plan which has been allocated to schemes that are in the process of being delivered.

An additional £134,000 has now been made available for Year 4 of the Plan, the 2013/14 financial year. The breakdown of funding across the first tranche of LAMPs is highlighted in Table 8.3.

Table 8.2: Integrated Transport Funding Allocation

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

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

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



Table 8.3: First Tranche of LAMP Areas Funding Split

| Area | 2011/12 | 2012/13 | 2013/14 | 2014/15 | Total |
|---------------------------------------|----------|----------|----------|----------|------------|
| Arlesey & Stotfold | £93,000 | £121,800 | £121,800 | £133,500 | £470,100 |
| Biggleswade & Sandy | £187,000 | £182,700 | £182,700 | £200,300 | £752,700 |
| Dunstable & Houghton Regis | £473,000 | £426,300 | £426,300 | £0 | £1,325,600 |
| Leighton Linlade | £187,000 | £182,700 | £182,700 | £200,300 | £752,700 |
| Total | £940,000 | £913,500 | £913,500 | £534,200 | £3,301,200 |

It can be seen from the above that the funding available for Arlesey and Stotfold is 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 programme consists of only those schemes which can be funded through the integrated transport budget. This means that they must be capital schemes relating to the provision of actual infrastructure, as opposed to revenue schemes which involve ongoing costs and relate to maintenance and the operation of services for example.

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

The package seeks to strike a balance between different types of intervention and coverage of the Plan area, within the context of the relative rankings of schemes as generated by the Scheme Prioritisation Framework. The scheme costs will be shown as 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 Arlesey and Stotfold "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: Arlesey and Stotfold LAMP Programme of Schemes – 2011/12 to 2013/14

| Ref | Scheme | Town | Funding Profile | | | | Notes |
|----------------------------|--|----------|-----------------|-----------------|-----------------|-----------------|-------|
| | | | 2011/12 | 2012/13 | 2013/14 | 2014/15 | |
| Walking and Cycling | | | £81,000 | £95,000 | £95,000 | Tbc | |
| | Improved cycle links on Hitchin Road | Stotfold | | | | | |
| | Improved walking and cycling links to Etonbury School | Stotfold | | | | | |
| | Improved links between Fairfield Park and Arlesey | Arlesey | | | | | |
| | Cycle parking at Arlesey Station | Arlesey | | | | | |
| | South Stotfold cycle route improvements | Stotfold | | | | | |
| | Zebra crossing at Etonbury Middle School | Stotfold | | | | | |
| Public Transport | | | £12,000 | £3,000 | - | Tbc | |
| | Improved bus stops: Co-op Meadow Way / Regent Street High Street Health Centre | Stotfold | | | | | |
| Highways | | | - | £10,000 | £10,000 | Tbc | |
| | Minor traffic management improvements | General | | | | | |
| Car Parking | | | - | £13,000 | £16,000 | Tbc | |
| | Parking improvement works in Arlesey and Stotfold | General | | | | | |
| Total | | | £93,000 | £121,000 | £121,000 | £134,000 | |



Table 8.5: Arlesey and Stotfold LAMP Programme of Schemes – 2014/15

| Ref | Scheme | Town | Funding Profile | | | Notes |
|-------------------------|---|----------------|-----------------|---|---|---|
| | | | 2014/15 | - | - | |
| Cycling | | | | | | |
| CY/02 | Biggleswade to Langford cycle route. | Langford | £63,500 | - | - | Contribution towards the development of a XX km cycleway, partly funded by a contribution from the Biggleswade and Sandy LAMP. |
| General traffic | | | | | | |
| GT/05 | Traffic calming measures in Clifton | Clifton | £40,000 | - | - | Measures to improve pedestrian safety for children accessing Samuel Whitbred School, potentially involving the provision of a raised zebra crossing on Shefford Road. |
| Public transport | | | | | | |
| PT/06 | Real time information provision at bus stops in each of the main settlements in the Plan area – Arlesey, Stotfold, Clifton, Henlow, Langford and Stondon. | Plan area wide | £30,000 | - | - | To be provided on stops serving the following bus routes: no.71, no.72, no. 97, no.188, no.190. |
| Total | | | £133,500 | - | - | |

9. Other Schemes & Funding

9.1 Schemes to be funded by S106 Agreements

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

Section 106 Agreements (S106) 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.

In total the authority currently has around £213,600 of funding to undertake mitigating works to the transport network from these developments. The funding has to be spent on specific areas of transport investment notably:

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

Table 9.1: Unallocated Section 106 Funding

| Area | Sustainable Transport | Highways / Road Safety | Public Transport | Rights of Way | Town Centre Improvements | Total |
|--------------|-----------------------|------------------------|------------------|---------------|--------------------------|-----------------|
| Arlesey | £22,420 | - | - | - | - | £22,420 |
| Clifton | £20,950 | - | - | - | - | £20,950 |
| Henlow | £23,576 | £3,000 | - | - | - | £26,576 |
| Langford | £3,738 | - | - | - | - | £3,738 |
| Stondon | £1,518 | - | - | - | - | £1,518 |
| Stotfold | £52,793 | - | £70,000 | £545 | £18,834 | £142,172 |
| Total | £121,257 | £3,000 | £70,000 | £545 | £18,834 | £213,636 |

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012



Within each of these broad areas for which the S106 funding has been received, there are additional requirements in terms of the 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.

In addition to this funding some £973,000 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 | Rights of Way | Town Centre Improvements | Total |
|--------------|-----------------------|------------------------|------------------|----------------|--------------------------|-----------------|
| Arlesey | £18,801 | £19,685 | £37,740 | - | - | £76,226 |
| Clifton | £19,057 | - | - | - | - | £19,057 |
| Henlow | £5,070 | - | - | - | - | £5,070 |
| Langford | £32,618 | - | - | - | - | £32,618 |
| Stondon | £607 | £7,500 | - | - | - | £8,107 |
| Stotfold | £175,970 | £51,027 | £713,072 | £19,347 | £77,009 | £832,045 |
| Total | £252,123 | £78,212 | £716,812 | £19,347 | £77,009 | £973,123 |

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

Stotfold Town Centre Improvement Scheme

A proportion of this funding has been allocated towards the Stotfold town centre improvement scheme from the approval of the development of land to the south of the town. This will incorporate public realm improvements to improve pedestrian priority and reduce the speed of traffic, together with revisions to car parking provision and layout.

The scheme costs equate to some £373,000, of which £40,000 is from S106 contributions, £58,000 from the Government's Growth Area Fund (GAF) and £275,000 from the LAMP programme. Construction of the initiative commenced in October 2012 and was completed later in the year.

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 Arlesey and Stotfold through the delivery of 'Smarter Choices' measures as part of a package based approach to scheme delivery. This will include:

Information provision:

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

Ticketing:

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

Travel Plans:

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

Car Sharing:

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

Promotion:

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

9.3 Future Funding Sources

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

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



10. Annual Progress Update

10.1 Background

This chapter details the progress which has been made in terms of delivering the LATP programme and other associated transport works in Arlesey and Stotfold in the first year of the Plan, between April 2011 and March 2012.

It also details the overall progress towards targets and indicators across the authority as a whole and will be updated on an annual basis to demonstrate the extent to which the Plan has delivered what it stated it would deliver.

10.2 Delivery of Schemes – April 2011 to March 2012

The Arlesey and Stotfold LATP had a budget of £93,000 for the 2011/12 financial year. The schemes listed for delivery and the actual outputs are detailed in Table 10.1 below.

Table 10.1: Scheme Delivery in Arlesey and Stotfold

| Scheme | Budget / Spend | Actual Outputs |
|---|------------------|---|
| Walking and Cycling | £81,000 | |
| Improved cycle links on Hitchin Road and links to Etonbury School | £35,184 | <ul style="list-style-type: none"> Revised cycle destination signage in Arlesey, Fairfield Park & Stotfold. Landscape & siding works on Stotfold Road & Arlesey Road, between Arlesey and Stotfold, and on Hitchin Street between A507 and Fairfield Park (southern entrance). Provided new cycle link at two ends of The Rally (dropped kerbs, new cycle path construction, remove concrete bollards & install new mini-ensign bollards). Reset pedestrian barriers on the footpath by Church Lane. |
| Improved links between Fairfield Park and Arlesey | Schemes combined | <ul style="list-style-type: none"> New pedestrian refuge island at the House Lane junction with Stotfold Road to facilitate pedestrian/cycle movements together with improved cycle route signing. Widened footway for shared use between House Lane and the toucan crossing on Stotfold Road. Provide new signage and road markings. Removed the traffic islands in High Street (pinch points for cyclists). |
| South Stotfold cycle route improvements | Schemes combined | <ul style="list-style-type: none"> Installed new uncontrolled crossings along High Street. Provided new kerb build-outs at the access to the school. Install new tactile paving and provide new buff colour HFS within the crossing area. Installed new cycle symbols along Old Oak Close and refreshed junction markings. Provided new priority crossing for cyclists by the entrance to the Medical Centre (new road markings, tactile paving, mini-ensign bollards, new green colour HFS across the access). Converted existing segregated shared use footway into unsegregated shared use, between the Medical Centre and Vaughan Road. Removed solid line and pedestrian barrier, install mini-ensign bollards and removed sign & post. Installed new cycle symbols along the carriageway between Vaughn Road and Regent Street junctions. |

| Scheme | Budget / Spend | Actual Outputs |
|--|----------------|--|
| | | <ul style="list-style-type: none"> New green colour HFS at the crossing in Hitchin Road by the underpass leading to A507. |
| Zebra crossing at Etonbury Middle School | £34,260 | <ul style="list-style-type: none"> Crossing provided with associated signing and lining. |
| Cycle parking at Arlesey Station | Not delivered | <ul style="list-style-type: none"> No agreement with station as to location. |
| Public Transport | £12,000 | |
| Improved bus stops: - Co-op - Meadow Way / Regent Street - High Street - Health Centre | £8,384 | <ul style="list-style-type: none"> Bus stop at Meadow Way / Regent Street implemented |
| Total Spend | £77,828 | £15,172 has been carried forward to the 2012/13 financial year. |
| Budget | £93,000 | |

One of the schemes delivered in 2011/12 was the new zebra crossing outside Etonbury School in Stotfold, as seen in the before and after pictures opposite.

This has improved the ability of children to safely cross the busy Stotfold Road and potential for more children to walk to school than rely on a lift in a car.



Before and after pictures of the Etonbury School crossing

10.3 Progress towards Targets and Objectives

There are a series of performance indicators and associated targets and trajectories which are in place to monitor the impact of the schemes which have been delivered across Central Bedfordshire as a whole. The progress towards these targets is set out in Table 10.2.

It should be noted however that in a number of instances 2011/12 was the first year of monitoring the authority's progress in some areas. This means that in some instances the impacts of schemes still have to bed in. Furthermore, whilst every effort has been taken to ensure the accuracy of the figures there can be a tendency for somewhat erratic changes in perceived performance on a year by year basis.

As such it will only be over a longer time period, that actual trends in changes in performance will be able to be identified and the true impact of the schemes delivered highlighted.



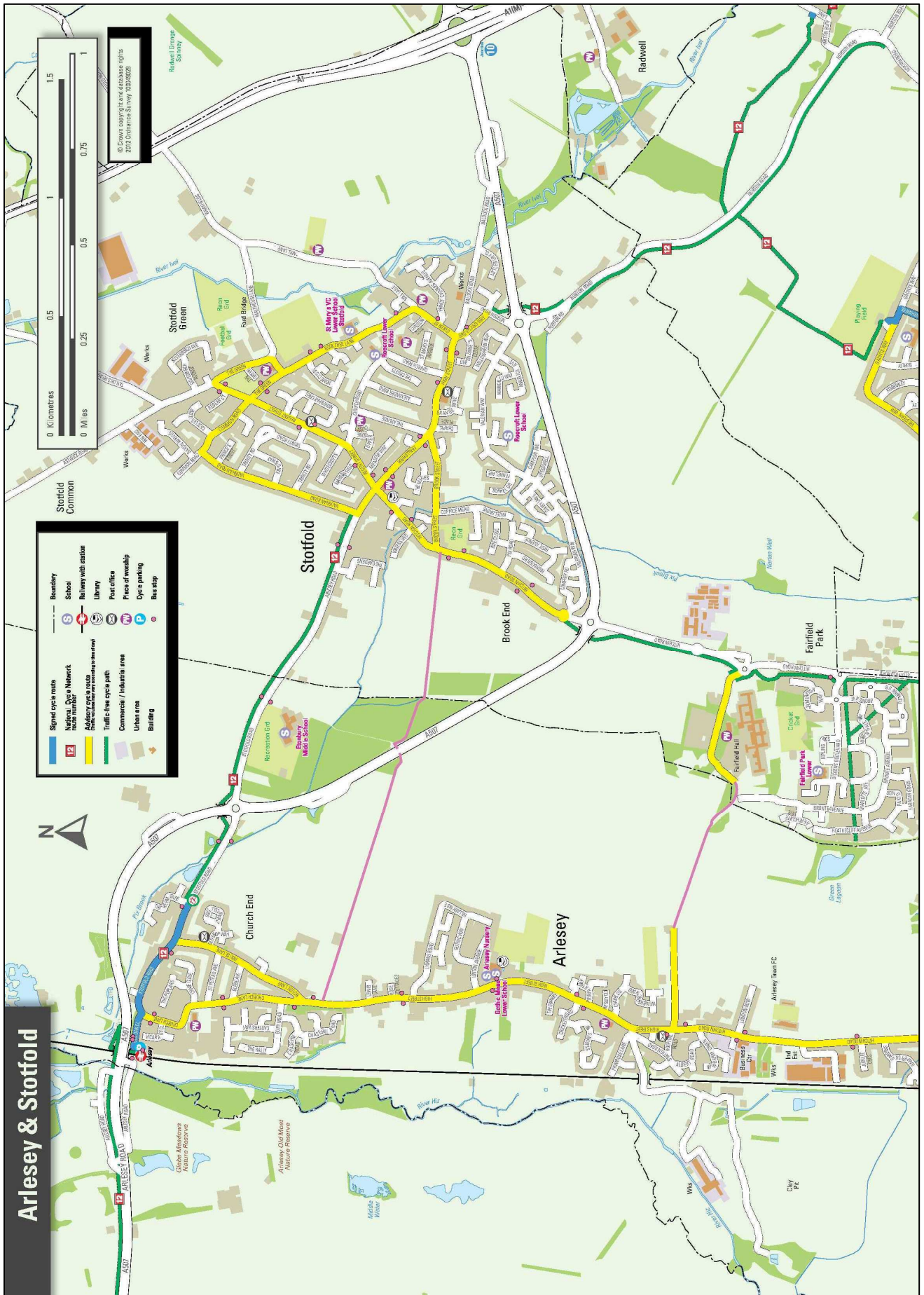
Table 10.2: Progress against LTP Performance Indicators

| No. | Indicator | Units | | 2006/7 | 2007/8 | 2008/9 | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | |
|-----|---|-----------------------------|--------------------|--------------|----------------------------|--------------|--------------|-----------------|-----------------|-----------------|-----------------|-----------------|--|
| 1 | Condition of Principal Road Network | Quartile | Actual Performance | Top quartile | Top quartile | Top quartile | Top quartile | Second Quartile | Top quartile | | | | Quartile highlights performance against other authorities nationwide. |
| | | | LTP Trajectory | | | | Top quartile | Medium Quartile | Medium Quartile | Medium Quartile | Medium Quartile | Medium Quartile | |
| 2 | Condition of Non-Principal Road Network | Quartile | Actual Performance | Top quartile | Top quartile | Top quartile | Top quartile | Top quartile | Top quartile | | | | Quartile highlights performance against other authorities nationwide. |
| | | | LTP Trajectory | | | | Top quartile | Medium Quartile | Medium Quartile | Medium Quartile | Medium Quartile | Medium Quartile | |
| 3 | Condition of Unclassified Roads | Quartile | Actual Performance | Top quartile | Top quartile | Top quartile | Top quartile | Data required | Data required | | | | Quartile highlights performance against other authorities nationwide. |
| | | | LTP Trajectory | | | | Top quartile | Medium Quartile | Medium Quartile | Medium Quartile | Medium Quartile | Medium Quartile | |
| 4 | Total Killed and Seriously Injured | Casualties | Actual Performance | no data | no data | no data | no data | 2004-08 ave 136 | 2011 94 | 2013 | 2014 | 2015 | LTP target equates to a 6% reduction in the period up until 2020. |
| | | | LTP Trajectory | | | | | 136 | 134 | 133 | 132 | 132 | |
| 5 | Children Killed or Seriously Injured | Casualties | Actual Performance | no data | no data | no data | no data | 2004-08 ave 13 | 2011 6 | 2013 | 2014 | 2015 | LTP target equates to a 6% reduction in the period up until 2020. |
| | | | LTP Trajectory | | | | | 13 | 12 | 12 | 11 | 10 | |
| 6 | Total slight casualties | Casualties | Actual Performance | no data | no data | no data | no data | 2004-08 ave 979 | 2011 814 | 2013 | 2014 | 2015 | LTP target equates to a 6% reduction in the period up until 2020. |
| | | | LTP Trajectory | | | | | 979 | 970 | 965 | 960 | 953 | |
| 7 | Bus passenger journeys | Thousand Passenger Journeys | Actual Performance | 8,988 | 9,211 | 9,364 | 3,237 | Data required | Data required | | | | LTP target equates to a 3% increase following opening of Luton/Dunstable Bus Way |
| | | | LTP Trajectory | | | | 3,237 | 3,237 | 3,237 | 3,237 | 3,302 | 3,401 | |
| 8 | Number of fully accessible bus services | Percentage | Actual Performance | no data | no data | no data | no data | 54% | 74.6% | | | | Statutory requirement for all routes to be compliant by 2015. |
| | | | LTP Trajectory | | Baseline established, 2011 | | | 54% | 60% | 75% | 90% | 100% | |
| 9 | Households within 30 minutes travel time of a hospital by public transport | Percentage | Actual Performance | no data | no data | no data | no data | 18% | 26% | | | | Measured using Accession software. |
| | | | LTP Trajectory | | Baseline established, 2011 | | | 18% | 18% | 18% | 18% | 18% | |
| 10 | Households within 30 minutes travel time of a supermarket by public transport | Percentage | Actual Performance | no data | no data | no data | no data | 94% | 97% | | | | Measured using Accession software. |
| | | | LTP Trajectory | | Baseline established, 2011 | | | 94% | 94% | 94% | 94% | 94% | |

| No. | Indicator | Units | | 2006/7 | 2007/8 | 2008/9 | 2009/10 | 2010/11 | 2011/12 | 2012/13 | 2013/14 | 2014/15 | |
|-----|---|---|--------------------|----------------------------|---------|---------|---------|---------------|---------|---------|---------|---------|--|
| 11 | Households within 30 minutes travel time of a town centre by public transport | Percentage | Actual Performance | no data | no data | no data | no data | 80% | 83% | | | | Measured using Accession software. |
| | | | LTP Trajectory | Baseline established, 2011 | | | | | 80% | 80% | 80% | 80% | |
| 12 | Perceived impact of freight movements | Percentage of residents which rate freight movements as "not a problem" | Actual Performance | no data | no data | no data | no data | no data | 58% | | | | Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012. |
| | | | LTP Trajectory | Baseline established, 2012 | | | | | 58% | 59% | 60% | 61% | |
| 13 | Perceived ease of transportation of goods | Percentage of businesses which rate ease of movement as good | Actual Performance | no data | no data | no data | no data | no data | 48% | | | | Measured through the annual Central Bedfordshire Business Survey. Date of last survey, April 2012. |
| | | | LTP Trajectory | Baseline established, 2012 | | | | | 48% | 49% | 50% | 51% | |
| 14 | Change in area wide road traffic mileage | Annual Average Daily Traffic (Indexed) | Actual Performance | no data | 102 | 100 | 100 | 79 | | | | | New baseline to be established in 2012 due to review of counter sites. LTP target is based upon 15% growth in pop by 2021. |
| | | | LTP Trajectory | | | | | | 100 | 101 | 102 | 103 | |
| 15 | Cycling trips on the network | Annual Average Cycle Trips (Indexed) | Actual Performance | no data | no data | no data | 100 | Data required | | | | | LTP target equates to a 2% annual increase |
| | | | LTP Trajectory | | | | | | 100 | 102 | 104 | 106 | |
| 16 | Share of journeys to school by sustainable modes | Percentage | Actual Performance | 72.0% | 73.0% | 74.4% | 76.6% | Data required | | | | | Source: Annual School Census |
| | | | LTP Trajectory | Baseline established, 2010 | | | | | 76.6% | 76.6% | 77.1% | 77.6% | |
| 17 | Share of journeys to work by sustainable modes in urban areas | Percentage | Actual Performance | no data | no data | no data | 28.3% | n/a | 23.2% | | | | Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012. |
| | | | LTP Trajectory | Baseline established, 2010 | | | | | 28.3% | 28.3% | 29.0% | 29.0% | |
| 18 | Share of journeys to work by sustainable modes in rural areas | Percentage | Actual Performance | no data | no data | no data | 18.2% | n/a | 25.1% | | | | Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012. |
| | | | LTP Trajectory | Baseline established, 2010 | | | | | 18.2% | 18.2% | 18.2% | 18.2% | |
| 19 | Share of journeys to doctors surgeries by sustainable modes in urban areas | Percentage | Actual Performance | no data | no data | no data | 51.6% | n/a | 45.9% | | | | Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012. |
| | | | LTP Trajectory | Baseline established, 2010 | | | | | 51.6% | 52.0% | 53.0% | 54.0% | |
| 20 | Share of journeys to doctors surgeries by sustainable modes in rural areas | Percentage | Actual Performance | no data | no data | no data | 30.3% | n/a | 37.7% | | | | Measured through the two-yearly Central Bedfordshire Householder Travel Survey. Date of last survey, April 2012. |
| | | | LTP Trajectory | Baseline established, 2010 | | | | | 30.3% | 30.3% | 30.3% | 30.3% | |



Appendix A: Cycle Network



Appendix B: HGV Restrictions

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

| Town | Coverage | Restriction | Date of Order |
|------------------------|---|-------------------|-----------------|
| Arlesey | House Lane area: - Glebe Avenue from junction with Church Lane to House Lane. - St Peter's Avenue from Church Lane to House Lane. | 7.5t weight limit | 18 March 1996 |
| Clifton, Henlow | Area bounded by but not including: - The A1 from the junction with Hill Lane to the point where it crosses Langford Road - The B659 (formerly the A6001) from the A1 overbridge to its junction with the A507 at Henlow - The A507 from its junction with the B659 at Henlow to its junction with the A600 west of Shefford - The A600 from its junction with the A507 west of Shefford to its junction with Bedford Road, Shefford - The B658 from its junction with the A600 to its junction with Hill Lane south of Upper Caldecote - Hill Lane from its junction with the B658 to its junction with the A1. The following roads are omitted from the restrictions: - Amphill Road, Shefford - Old Bridge Way, Shefford - St Francis Way, Shefford | 7.5t weight limit | 18 October 1993 |
| Langford | Cambridge Road area: - Cambridge Road - Edworth Road from Cambridge Road to 70m west of the A1 junction - Station Road - Bentley Close - Cambridge Close - Common Road - Flexmore Way - High Street (service road) - Jubilee Lane - Manor Close - Prospect Road - Southland Rise - The Avenue - The Leys - West View - Windsor Way - Any other road that might be adopted in the area. | 7.5t weight limit | 23 July 2001 |



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 | COMMENTS | RESPONSE |
|---|--|---|
| Henlow Parish Council (letters of 24 July 2012 and 22 October 2012, and email of 1 August 2012) | a. Review speed limit on the A507 through Henlow. It is 40mph through Arlesey yet 50mph through Henlow. | This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority. |
| | b. Paint direction arrows on the High Street carriageway on entering the A507 roundabout with a turn left arrow on the inside lane and straight ahead / turn right arrow on the outside. | The carriageway is not deemed wide enough to facilitate two lanes on the entry point to the roundabout. |
| | c. Paint demarcation lines on carriageway identifying cycle lane and improve signage on cycle lane, Park Lane, Henlow | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | d. Roundabout of High Street / Church Street: Define 'right of way' road markings to entrance to the pub. Is a serious accident waiting to happen. | The maintenance of the road markings is funded through the highways maintenance budget of the authority. These concerns will be passed to the Highways department and incorporated onto their list of works to prioritise. |
| | e. Narrow footpaths west side of Langford Road and east side of Hitchin Road (from A507 to Henlow Camp). Should be widened so can be used as a cycleway which would help to provide a safer route to school. | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | f. Church Road, additional speed hump required to address speeding traffic and improve access to Henlow academy. | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | g. A 20mph speed limit to be introduced outside Raynsford VC Lower School. | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| Stondon Parish Council (email of 18 September 2012) | Place 40mph signs at convenient places on all roads coming into Stondon at a reasonable distance from the 30mph signs that already exist. The high priority roads would be the A600 from both Hitchin and Shefford as these are the busiest roads. <ul style="list-style-type: none"> - A600 from Hitchin - placed before the rise at Holwellbury - A600 from Shefford - placed before the bend in the road at the first house on the right, where we believe the parish boundary is. | This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority. |

| CONSULTEE | COMMENTS | RESPONSE |
|---|--|---|
| | <p>The next priority would be from Shillington and Meppershall.</p> <ul style="list-style-type: none"> - Shillington - placed before the rise to Tyne Hill kennels, opposite the car boot site. - Meppershall - placed before the Church bends. | |
| | <p>Raised pedestrian crossings [to reduce vehicle speed/improve pedestrian safety]:</p> <ol style="list-style-type: none"> a. Station Road – adjacent to the Doctors Surgery b. Station Road – adjacent to the Golf Club c. Bedford Road A600 – to location of the existing Pelican Crossing d. Bedford Road A600 – south of the Orchard Way/Bedford Road/Station Road roundabout to slow traffic approaching from Hitchin e. Bedford Road A600 – north of the orchard way/Bedford Road/Station Road roundabout to slow traffic approaching from the Bird in Hand Roundabout f. Shillington Road near Brittain's Rise g. Hillside Road – opposite the Village Hall h. Bedford Road A600 – between the south of the Bird in Hand Roundabout and north of the Orchard Way/Bedford Road/Station Road roundabout, cycle lanes, to reduce carriage way width to slow traffic on the road and encourage cycling within the village – with a possible 20 mph limit for this area. | <p>Schemes for safety works on Station Road, Shillington Road and Hillside Road have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> <p>Providing a raised speed table on Bedford Road is not considered appropriate by the Traffic Management Team of Central Bedfordshire Council due to the nature of the road and so has not been considered through this process.</p> |
| | <p>The profile and planting on the Orchard Way/Bedford Road/Station Road roundabout needs attention. The planting is so high, that as a pedestrian, when trying to get to the central reservation, you can't see traffic approaching from the other side of the roundabout.</p> | <p>This is a maintenance issue and not funded through the LAMP. The concerns have been passed to the relevant department.</p> |
| | <p>20 mph limit at the junction of Orchard Way/Bedford Road and reduce the speed limit for all roads on the Bovis/Persimmon [Westbury] sites.</p> | <p>The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> |
| <p>Town and Parish Council meeting (minutes of 30 July 2012)</p> | <ol style="list-style-type: none"> a. More housing developments in Clifton and the surrounding area will add to the problems currently experienced in terms of children getting to school safely. b. New housing estates should be designed so that traffic speeds can not exceed 20 mph. Councillors were assured that this was the approach Central Bedfordshire Council was taking on all new developments. c. Pavements are not in a fit state to encourage children to walk to Samuel Whitbread School. The kerbs are poorly maintained and the footpaths themselves are not wide | <p>School travel plans are in place and Central Bedfordshire Council will work with schools to improve accessibility. This is coupled with the inclusion of school safety zone schemes in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme, to address these concerns.</p> <p>The Urban Design Guide for Central Bedfordshire is being reviewed and this will be taken into consideration during the process. Once the review is complete the revised guide will be adopted as a Supplementary Planning Document in 2013 or 2014.</p> <p>A school safety zone scheme in the area around the school has been included in the long list and assessed against the Scheme Prioritisation</p> |



| CONSULTEE | COMMENTS | RESPONSE |
|-----------|--|--|
| | enough, with a fear of being hit by passing vehicles especially HGVs. Pavements are not wide enough for double buggies. | Framework for inclusion in the programme. |
| | d. Cycling between Langford and Henlow is very dangerous. A new cycle lane would encourage more children to cycle to Samuel Whitbred School if it was provided along this route. | Two schemes (one for a shared use link and one for an off road link) have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | e. Cycling is not safe in Stondon because the roads are too narrow. | A scheme to improve safety concerns (both in terms of actual safety and perceived safety issues) has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | f. Support for a contra flow cycle lane on Park Lane in Henlow. It needs to be made more obvious it is there though as its not obvious to some motorists at present. | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | g. Cycle routes to Arlesey Station aren't complete. | A series of schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme relating to improving cycle links including from Arlesey Station. |
| | h. Children can't get the bus to school from Henlow because they live too close and so are not entitled to free travel. Means they haven't got much choice but to be driven to school or use dangerous roads to cycle to school. | These comments will help to inform the development of the Central Bedfordshire Public Transport Strategy which will consider the review of service provision. |
| | i. Perception that it is cheaper to drive children to school that to use public transport for children in Henlow. | |
| | j. The southbound bus stop in Stondon is fine, but the northbound stop could be improved. | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | k. Questioned as to whether it is worth investing in public transport infrastructure when they will be changes in services which are operating in the near future. | Schemes for public transport improvements included in the long list will not be made obsolete by changes to public transport service provision. |
| | l. Buses don't run early or late enough in many places leaving no alternative to the car for many residents. | LATP funding relates to capital schemes and can't be spent on subsidising bus services to operate outside of peak periods. However the concern is noted and will be captured in the Public Transport Strategy document to be produced for the authority. |
| | m. Would like to see West Drive in Fairfield Park come forward as a bus only lane. Highlighted that the authority are in negotiations with the developers over the S106 agreement covering this issue. | Central Bedfordshire Council is negotiating with the developers of Fairfield Park to secure bus services improvements from the area to Arlesey, and this may include the West Drive link. |

| CONSULTEE | COMMENTS | RESPONSE |
|--|--|--|
| | n. The development of 80 new dwellings in Clifton with direct access onto New Road will be dangerous. | Planning applications are considered on transport grounds by the authority to ensure that any potential safety issues are addressed, and that the developer takes the correct measures to achieve safe access and egress to a site for all types of road users. Such improvements would not be funded through the LATP as it would be the responsibility of the developer and secured through the planning process. |
| | o. A speed watch scheme in Langford clocked a large number of vehicles speeding through the village. | Speed reduction measures are already in place within the village. Bedfordshire Highways will continue to monitor the accident record on the B659. Funding is available for road safety improvements at those locations where the need is demonstrated due to a concentration of accidents. |
| | p. The B659 (formerly the A6001) is seen as a rat run between Shefford / A507 and Biggleswade to the north. | |
| | q. Desire to see 20mph limits on existing housing estates, with a recognition that this would have to involve some actual physical speed restraints on the carriageway. | Schemes for 20mph limits outside of schools have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. This may lead to a wider roll out of the concept in the future. |
| | r. A 20mph speed limit requested outside of Raynsford School. | A school safety zone scheme (which includes a 20mph limit) has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | s. Speed limits at roundabout on the A507 are not consistent. | This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority. |
| | t. Want to see a common approach to speed limits across the Plan area, together with a consistent use of speed buffer zones upon entering villages. | |
| | u. Variable Message Signs (VMS) which warn drivers of their speed when entering villages would be popular. | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| Central Bedfordshire Members Meeting (minutes of 19 July 2012) | <ul style="list-style-type: none"> Need to be conscious of the future growth in the area and ensure that the area can accommodate the increase in demand to travel. | The LATP funding predominately seeks to address existing transport problems. Those which may arise as a result of new development should be mitigated by contributions received by the authority from developers via Section 106 or Section 278 Agreements. Nevertheless, the long list contains schemes which will help to increase the capacity and efficient operation of the network in advance of future increases in demand to travel. |
| | <ul style="list-style-type: none"> Stotfold town centre redevelopment will deliver big changes for all road users in the | Noted. |



| CONSULTEE | COMMENTS | RESPONSE |
|-----------|--|---|
| | area. | |
| | <ul style="list-style-type: none"> Mixed feelings about the roll out of 20 mph limits, fearing that they would not reduce the speed of traffic without actual physical measures to accompany them. | This is a valid point. If 20mph speed limits are introduced on the basis of changing the perception of safety to encourage more people to walk and cycle then they have a useful roll. However they do require physical speed restraints in the road to have a measureable effect on reducing the speed of traffic. |
| | <ul style="list-style-type: none"> The maintenance of footpaths is an issue, with overgrown vegetation making it hard for people to stay on the actual footpath without being forced out into the carriageway. | There is a separate maintenance budget to fund this area and the concern has been passed on to the relevant department. |
| | <ul style="list-style-type: none"> Recognise that there are a lack of footpaths and narrow footpaths in places. | A series of schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme relating to this. |
| | <ul style="list-style-type: none"> Lot of crossing points already have dropped kerbs and tactile paving although this could be rolled out wider. | A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | <ul style="list-style-type: none"> Pedestrian crossing required on Station Road in Stondon, near to the doctors' surgery. | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | <ul style="list-style-type: none"> Walking to school along Bedford Road in Stondon is not attractive due to the speed and volume of traffic. Potentially need a raised zebra crossing in place to address this with a speed limit buffer zone. | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | <ul style="list-style-type: none"> Cycle signs should display distance and not timings. | The policy is to include timings on new cycle signs and not distances as set out in the Central Bedfordshire Cycling Strategy. |
| | <ul style="list-style-type: none"> Stondon are keen to promote cycling but are not sure how best to do so. | A series of schemes which would encourage more people to cycle in Stondon have been included within the long list and assessed through the Scheme Prioritisation Framework for inclusion in the programme. |
| | <ul style="list-style-type: none"> Consider the reallocation of roadspace to cyclists where possible. | Noted. |
| | <ul style="list-style-type: none"> Improvements to cycling in Stofold need to be considered on Hitchin Road between Brook Street and the High Street, together with the ability of cyclists to cross from one side of the carriageway to the other. | Schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | <ul style="list-style-type: none"> Improvements should link in with Pendleton Way. | A series of schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |

| CONSULTEE | COMMENTS | RESPONSE |
|-----------|--|--|
| | <ul style="list-style-type: none"> Poor quality and complete lack of shelters and timetables in many areas. | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | <ul style="list-style-type: none"> Bus stops should include information on return journeys. | A series of schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme relating to this. |
| | <ul style="list-style-type: none"> Stop next to dentist on High Street, Stotfold is not served by any buses so should be removed and relocated. | This comment has been passed onto the Public Transport Team for action. |
| | <ul style="list-style-type: none"> People from Stotfold often use Hitchin or even Stevenage train station instead of Arlesey because of parking problems and the better service they offer. | A new car park at Arlesey Station has planning permission, which together with the extension of the platforms to improve access to trains, should make the station more attractive to local users. |
| | <ul style="list-style-type: none"> Should undertake a postcode plot of users of Arlesey station, which may be able to help inform the provision of a revised bus service to link into an interchange facility. | This would form part of the production of a Station Travel Plan for Arlesey which is included within the Long List. |
| | <ul style="list-style-type: none"> Problems around schools are the main issues associated with general traffic. | School travel plans are in place and Central Bedfordshire Council will work with schools to improve accessibility. This is coupled with the inclusion of school safety zone schemes in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme, to address these concerns. |
| | <ul style="list-style-type: none"> At St Marys School in Stotfold double yellow lines are required to give parents the chance to pull in to drop off children. This scheme may already be programmed. | A more all encompassing scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | <ul style="list-style-type: none"> Routeing of traffic in the vicinity of the new Roecroft School needs to be resolved with a request to maintain the current one-way operation to enable parking along one side of the road. Felt that the parking would keep the speed of traffic down and not compromise safety. | The road in question is not adopted highway and so not the authority's responsibility to manage at this stage. The developer of the new housing in the vicinity of the school has a condition associated with their planning permission to provide a two way road. If the school wish to see this amended then they need to enter into an agreement with the developer, although there would have no formal obligation for them to amend the original agreement. |
| | <ul style="list-style-type: none"> Issues associated with the routing of traffic on High Street / Broad Street in Stotfold. Should it become one way? Should be addressed through the Stotfold Town Centre Masterplan design and works. | A large scale town centre improvement scheme is in the process of being designed and delivered and this will take into account all local concerns. |



| CONSULTEE | COMMENTS | RESPONSE |
|---|---|--|
| | <p>52 were 10 ton + 14 were 7 ton 3 were gravel lorries</p> <p>34 10ton + 26 7 ton 14 gravel</p> | |
| <p>Highways Agency (email of 6 November 2012)</p> | <p>The HA is supportive of the general transport principles of the LATP and the positive stance being taken towards recognising the importance of sustainable transport modes and infrastructure.</p> <p>The LATP makes reference to the development of a new 390 space car park at Arlesey Station. Although no objections were raised during previous consultation with the Highways Agency the position of the Agency is that the impact of the development on the immediate surroundings has proved inconclusive, therefore careful monitoring and consideration of any potential negative transport impacts should be looked at in the future.</p> <p>We recognise however that a potential benefit of improving access to Arlesey Station is that the greater use of the train services on the East Coast Mainline could reduce traffic impact on the highway network, particularly along the A1 corridor.</p> | <p>Comments noted.</p> |
| <p>Arlesey Town Council meeting (minutes of 6 November 2012)</p> | <p>Concerned that a Section 106 agreement for a school crossing on High Street had not been implemented after a long period of time.</p> <p>Concern that there were no buses that coincided with train arrivals, the rail station forecourt was an old design and buses had difficulty in negotiating the area and the nearest bus stop was at least 3 minutes away at Church Lane.</p> <p>Should reduce speed limit to 30mph at southern end of Hitchin Road as long straight is perceived to be dangerous.</p> <p>Would Central Bedfordshire Council consider reinstating West Drive between Hitchin Road and Fairfield and then introducing a bus service?</p> <p>Traffic congestion at peak times on the A507 between Arlesey roundabout and Henlow.</p> <p>Also, could a signalised junction at peak time only be considered at the west side of the railway to enable commuters to exit the car park more safely.</p> | <p>Cllr Ian Dalgarno – Explained at the meeting that the delay was down to not wishing to waste public funding until a Development Plan had been provided for the Town</p> <p>Central Bedfordshire Council will explore an opportunity for a rail station travel plan in the future.</p> <p>This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority.</p> <p>Central Bedfordshire Council is negotiating with the developers of Fairfield Park to secure bus services improvements from the area to Arlesey, and this may include the West Drive link.</p> <p>Measures included within the long list to increase the attractiveness of alternatives to the car will assist in this regard.</p> <p>The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> |
| <p>Cllr Rita Drinkwater</p> | <p>Speeding problem in Clifton and a desire to see measures introduced to address this. The</p> | <p>The scheme has been included in the long list and assessed against the</p> |



| CONSULTEE | COMMENTS | RESPONSE |
|---|---|--|
| (email of 8 August 2012) | <p>successful speed watch scheme in place provides the evidence that this is a real problem, as can be seen below:</p> <ul style="list-style-type: none"> - In the six months up to the end of July there were 27 visits by the camera van; resulting in 65 motorists being recorded as speeding. Also, to the same date the Clifton Speed Watch Volunteers went out on 35 visits resulting in 114 vehicles being reported for speeding. A total of 179 vehicles. Not many really? But that is 179 vehicles in 31 hours over six months. | Scheme Prioritisation Framework for inclusion in the programme. |
| Cllr Brian Saunders (email of 15 November 2012 and general discussions October / November 2012) | The Town Council wish to have a replacement bridge on Malthouse Lane so long as they are consulted. | This request has been passed on to the maintenance / structures team within Bedfordshire Highways and will be included within the programme of works when the need arises to replace the existing bridge. |
| | Can the speed limits on Mill Lane, Wrayfields and Malthouse be reduced to 40 (assuming the current speed limit is 60)? | This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority. |
| | A class at St Mary's School has done a road survey and ask that the speed limit along the area of Rook Tree Lane near the school be limited to 20mph. | A more all encompassing scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | Provide a footpath from the mill to the cemetery on Mill Lane. | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | Limit the use of Wrayfields / Mill Lane to general traffic and thereby restrict HGVs. Obviously this could be done with a weight restriction but could a width restriction be applied instead? | A survey was undertaken during the November 2012 which identified virtually no use of the bridge by HGVs. Only one HGV was recorded using the route during this period of time and therefore it is not considered appropriate to include the scheme in a list of measures to be considered for future funding. |
| Bedford Area Bus Users' Society (letter of 19 November 2012) | Concern as to the make up of the plan area. | The LAMP area is based upon the ward boundaries of local Central Bedfordshire Council Members. The journey purpose emphasis of the LTP and LAMPs ensures that cross boundary issues are taken into consideration in the prioritisation of schemes to be funded. |
| | This LAMP does not address the 'key transport issues and concerns of local people'. It does not form the basis of a programme of measures between the present time and 2026. Does not indicate how an integrated transport system might be achieved. It fails to set out a vision for what an integrated transport system should look like. | The overarching vision for an integrated transport system is set out in the LTP together with a framework for achieving this. The LAMP provides the local level detail to support this. |

| CONSULTEE | COMMENTS | RESPONSE |
|-----------|---|---|
| | There are no perceived actions in hand to enhance access to the Station by bus. CBC actions have resulted in closure of the bus stop in the front of the Station. | <p>A review of existing bus services and the vision for how future provision may look is being considered through the production of a Public Transport Strategy which is due for adoption in 2013. The routing of bus services is out of the scope of this document.</p> <p>A scheme to provide a bus stop at the station however has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> |
| | The Stotfold Town Plan asserts "The station at Arlesey would be used more if it had better parking facilities and improved public transport to and from the station." The draft LAMP does not address these specific issues, preferring instead, to dwell upon cycle lanes provision and the condition of pavements. The draft LAMP does not start to address issues such as the loss of skilled manufacturing jobs in Stotfold following the closure of the Motorola site. | A scheme to provide more parking has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | Relevance of the Greensand Ridge Local Development Strategy is not obvious as it is outside the local Plan study area. | The Greensand Ridge Local Development Strategy includes Clifton which is in the Plan area. |
| | The list of bus services in Appendix A is incorrect and incomplete. If such information is to be included in Council documents it needs to be relevant and up-to-date. There is no mention of services 71, 72, 188, 190 and 200 that currently serve the Plan area. | The full up to date list has been included in the final plan. |
| | There is a pressing need for a Station Travel Plan for Arlesey | The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | The CBC website has details of S106 funding obtained between 2000 and 2012. For Stotfold this amounts to £705,345 or an average of some £55,000 per year applied to bus services. It is difficult for the lay observer to see the benefits to bus service provision in Stotfold from such funding? | The development of the Central Bedfordshire Public Transport Strategy which will consider the review of service provision across the authority and factor in the most appropriate use of funding for subsidised services secured from new developments in Stotfold as well as elsewhere. |
| | The assertion that 1% of residents of Arlesey and Stotfold travel to work by train has to be questioned? Data published by the Office for Rail Regulation suggest that some 445 000 passengers used Arlesey Station in 2010-11. | It does appear to be that the figure indicated for train based commuting trips is an anomaly. The same survey undertaken in 2010 indicated that the figure was closer to 6%. This is something we will continue to monitor over time, alongside other data sets use as actual levels of usage to create a complete picture of the role of rail in local residents accessing employment further afield. |
| | No reference is made to the additional flows to Samuel Whitbread Upper School (at the | The Shefford, Silsoe and Shillington LAMP refers to flows to Samuel |



| CONSULTEE | COMMENTS | RESPONSE |
|---|---|--|
| | extreme western end of the Plan area) resulting from planned increases in the populations in Arlesey and Stotfold. No reference is made to access to FE colleges? | Whitbred school from the west. There is no reference to access to FE colleges as this information is not readily available. |
| Stotfold Town Council (letter of 20 November 2012) | Would like to see the bridge on Malthouse Lane replaced when the need arises, as opposed to blocking off the road and taking measures to redirect traffic. Central Bedfordshire Council must ensure that it is similar in design and that the Town Council are consulted prior to any works taking place, which the Town Council are led to believe is 2014/15. | This request has been passed on to the maintenance / structures team within Bedfordshire Highways and will be included within the programme of works when the need arises to replace the existing bridge. |
| | In addition the Town Council seek: <ul style="list-style-type: none"> - a weight restriction of 7.5t and appropriate signage on Malthouse Lane, Mill Lane and Wrayfields - signage indicating a humped bridge to be placed at either end of Malthouse Lane - width restriction for Malthouse Lane, with appropriate signage at either end, together with a sign at the A1 access warning of a narrow bridge and weight restriction - possible useful wording for such sign could be 'unsuitable for heavy goods vehicles' | A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. However following a survey of HGV movements in the area, the extent of activity is unlikely to warrant such particular interventions. |
| Anonymous correspondence from Stondon resident (via consultation feedback form) | No waiting facilities for buses such as the Wander Bus. Request for a bus stop within the middle of Stondon, in the Station Road area. | A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | Concern of speeding traffic through the area. Drivers ignore signs and so the speed limit needs enforcing. | A number of schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme to address this concern. |
| | Local buses need to be more available to older people to improve access to shopping areas. Particularly need a service to Lister Hospital. | A review of existing bus services and the vision for how future provision may look is being considered through the production of a Public Transport Strategy which is due for adoption in 2013. The routing of bus services is out of the scope of this document. |
| Clifton Parish Council (email of 23 November 2012) | It seems that, for whatever reason, previous boundary changes have led to many urgently needed public safety requirements for Clifton being "lost" in the planning stage and are absent from this plan. | Clifton has not been included in an LAMP previously and therefore this Plan has been the first opportunity to consider all transport issues in the village in one document. |
| | Clifton has no traffic calming and has resulted in the village becoming the preferred "rat-run" in mornings and evenings to beat the 20mph limit and road humps of Shefford to the West, and the new mini-roundabouts and now two sets of pedestrian traffic lights in Henlow to our East. | A traffic calming scheme in Clifton has been included in the long list to address this problem and assessed against the Scheme Prioritisation Framework for potential inclusion in the programme. |

| CONSULTEE | COMMENTS | RESPONSE |
|--|--|---|
| | <p>Comments included within the report that both Henlow and Langford suffer from heavy through traffic. No mention is made of this same problem in Clifton when much of that same traffic passes on through this village.</p> | Reference has been amended to incorporate Clifton. |
| | <p>Clifton has Bedfordshire's largest Upper school in Samuel Whitbread with in excess of 2000 attendees travelling in, out and through our village daily. Plans for a rear access allowing the considerable number of school buses and other traffic have so far failed to materialise resulting in heavy traffic at the school-rush conflicting with our previously mentioned rat-run issues.</p> | <p>The scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. A School Safety Zone scheme has also been included within the long list</p> |
| | <p>From a Safer Routes to Schools perspective we would asked that the schemes listed below are included in the list for prioritisation:</p> <p>SRTS measures All Saints lower, SRTS measures Samuel Whitbread Academy 20mph speed limit adjacent to All Saints Lower school School Safety Zone adjacent to All Saints Lower school 20mph speed limit adjacent to Samuel Whitbread Academy School Safety Zone adjacent to Samuel Whitbread Academy Illumination of the cycle path / roadway between Clifton and Henlow. Stockbridge Rd. Illumination along the primary walking /cycling route between Henlow and Clifton for Upper / middle school children. Broad St/ Clifton Rd Henlow. Widening of the footpath (above) to allow safe walking and /or cycling on Broad St./ Clifton Rd Henlow.</p> | <p>These schemes have been incorporated into more all encompassing schemes for both schools as part of providing School Safety Zones, in line with the authority wide policy of catering for journeys to school. These have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> |
| | <p>Provision of a footpath along Stanford Lane from Stockbridge Rd to Clifton Cricket Club. This busy narrow unlit roadway is well used by young cricketers as the only link between Clifton and the CC. This un-pathed road also leads to the fishing lake and Country walks.</p> | A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| <p>Arlesey Town Council (email of 23 November 2012)</p> | <ul style="list-style-type: none"> • Restore the school bus serving Etonbury. These were withdrawn despite large protests. • Anything that improves the safety of our children getting to and from Etonbury is a high priority. • Bus service to the Stotfold doctors and Lister Hospital. • Local hourly round robin Bus service. Arlesey Train Station TO Stotfold (includes Co-op) TO Fairfield TO Arlesey THROUGH TO Train Station. • Subsidised taxis. The local Taxi doesn't run evenings - probably not viable - is there a 'rural' subsidy that could be offered in return for guaranteed availability of service. | <p>The LATP focuses on spending capital funding on infrastructure projects and so can not be used to subsidise bus or taxi services.</p> |



| CONSULTEE | COMMENTS | RESPONSE |
|-----------|--|--|
| | Extending the pavements out to Twin Acres | A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | <ul style="list-style-type: none"> Place HGV restrictions in the village. HGV's, PSV's etc destined for the industrial estate to the South of Arlesey and West of the railway line should enter the village from the south along Hitchin Road. Better signage is needed in House Lane as HGV's enter from Stotfold Road and leave the village via Church Lane. (the office has received many complaints of speeding HGV's along Church Lane. | A scheme to look at and address all freight issues in the town has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | Make the Station car park on the Arlesey side multi storey. | A scheme to provide more parking has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | 20 mph speed limit outside school. | A series of school safety zone schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | Electric Car plug in points at school, library/hall, Station, football club, post offices | A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | CCTV - if the roads are about to get busier with the expansion and construction traffic all happening before the infrastructure improvements - a few CCTV cameras would help with safety - and have the desirable side affect of making the village a generally safer and more secure place. | CCTV cameras are not a road safety measure. Furthermore the provision of safety measures is governed by actual levels of accidents and as this is not a current priority location, measures will not be provided. The developers of housing developments however have to demonstrate that safety issues are addressed in the access and egress to their sites and this will be applied if the sites in Arlesey come forward in due course. |
| | <ul style="list-style-type: none"> Extend the 30mph limit on Hitchin Road well beyond the Cemetery, with perhaps an intermediate speed limit imposed of 40 mph somewhere near Twin Acres , with improvements to the footpaths along there also. Some white stripes could go across Stotfold Road, to warn traffic from the A507 going South, to slow down from 40mph to 30 mph and more visual, reactive 30mph signs | This will be considered as part of the Annual Speed Limit Review. There is money associated with this to undertake any required works if deemed necessary and is the responsibility of the Traffic Manager for the authority. |
| | <ul style="list-style-type: none"> Unsafe when pedestrians cross the road behind parked cars. Some " beware people crossing" signs could be placed strategically. When vehicles exit junctions it is unsafe when parked cars and vans obscure their vision. This is worse on junctions where side roads meet the High Street. So perhaps double yellow lines should go across all junctions. Some arrangements to prevent all traffic from parking on both sides of a | A parking strategy is now in place across Central Bedfordshire and this is set to incorporate a review of all current parking restrictions in place and introduce new restrictions where deemed appropriate, and hence it is out of the scope of the LATP. |

| CONSULTEE | COMMENTS | RESPONSE |
|--|---|--|
| | <p>road at the same time.</p> <ul style="list-style-type: none"> All disabled parking spots need to be kept clear for blue badge holders and bus stops for buses to pull in and pick up passengers without having to double park | |
| | <p>The safety of the railway station entrance and exit on the A507. The 60mph limit is too fast for traffic entering the station on the Henlow side. From my own experience travelling to work in fast moving traffic the entrance to the Station or Henlow Lakes is very tight especially if a car and caravan is entering the junction there. And not well sign posted in advance of the entrance. On the other side especially on dark evenings traffic cannot be seen very well when pulling out onto the A507. Perhaps more lighting at this junction would be useful.</p> | <p>There have been slight casualties recorded at the site in the last three years but the site is not an accident blackspot and is not a priority to be addressed on road safety grounds due to this record.</p> |
| | <p>House Lane should be resurfaced.</p> | <p>The LATP focuses on integrated transport measures and maintenance schemes are funded separately.</p> |
| | <p>Been informed that Highways will carry out safety work outside The Community Centre and Gothic Mede School, for example the proposed pedestrian crossing (which has had a legal issue for some time) and should have been in place some time ago will be included in this scheme and a proposed lower speed limit will be imposed. Again so this is not repeated in council's suggestions needs investigating. We don't have the full facts on this scheme.</p> | <p>A safety zone scheme outside the school is set to be delivered in 2013/14.</p> |
| | <p>Footways are an issue throughout the town but again may already be included in other schemes. Such as a footway that was requested 2/3 years ago to go up to Arlesey Town Football Club under one of the Highways 5 year Works Programme Schemes. That may already be scheduled in to be done soon.</p> | <p>This will be addressed through the Highways Works Programme as stipulated.</p> |
| | <p>West Drive has many contentious issues as people are still confused as to when there will be a bus service through there. Perhaps you could clarify what may happen in the future</p> | <p>Central Bedfordshire Council is negotiating with the developers of Fairfield Park to secure bus services improvements from the area to Arlesey, and this may include the West Drive link.</p> |
| <p>Glenn Rickwood, Stotfold resident (email of 22 November 2012)</p> | <p>Review the speed limit on Wrayfields, Malthouse Lane and Mill Lane (and Taylors Road and Astwick Road) looking to reduce it from 60mph to 30mph. These narrow lanes are in an area of open countryside that has much amenity value for local residents and a 30mph speed limit would greatly improve safety for pedestrians, cyclists and others.</p> | <p>A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> |
| | <p>Introduce vehicle weight restrictions on these roads as well – Wrayfields, Malthouse Lane, Mill Lane, Taylors Road and Astwick Road. They should be for access only and granted 'Quiet Lanes' status.</p> | <p>A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme.</p> |



| CONSULTEE | COMMENTS | RESPONSE |
|--|---|--|
| | Establish a regular bus service between Stotfold and Arlesey Station. | The LATP focuses on spending capital funding on infrastructure projects and so can not be used to subsidise bus services. |
| | Extend the cycle path network within Stotfold. | A series of cycle schemes have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | Provide a footbridge over the A1 close to Wrayfields, to link Stotfold's green infrastructure with that in Hertfordshire. | A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| Bedfordshire Rural Communities Charity (email of 21 November 2012) | 3.3 – worth highlighting only a very small part of the eastern section of the area falls within the Greensand Ridge RDPE area. Table 3.1 Arlesey – 1 st bullet point – this has been delivered already. Rail services – If mentioning Letchworth, should also mention Biggleswade The plan doesn't seem to take into the account the huge level of development that will take place in Arlesey in the coming years. | These changes have been reflected in the final plan. |
| | Priorities in Arlesey: We believe a priority should be added in relation to the Arlesey Cross development and providing suitable pedestrian / cycle links through and around this development to Etonbury School and Stotfold We believe a footbridge will soon be installed the East Coast Mainline to provide east-west access for pedestrians; but do not think this will cater for cyclists. | These improvements will be sought from the developers of the Arlesey Cross site to help mitigate the impact of the new development on the local area. |
| | Priorities in Stotfold: -Enhance the route of the NCN through the town -Provide an off-road alternative for the Kingfisher Way Walk to the north of the town (Taylor's Road). | A series of cycle schemes to achieve this have been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | Priorities in Henlow: -Enhance the route of the NCN through the village -Provide new footbridge over the River Ivel between Poppy Hill Lakes and Millennium Meadow. | A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |
| | Priorities in Langford -Provide new route for the Kingfisher Way along the River Ivel between Mill Lane and Holme Mills, to take pedestrians away from the busy High Street and Langford – Biggleswade Road | A scheme has been included in the long list and assessed against the Scheme Prioritisation Framework for inclusion in the programme. |

Appendix D: Programme of Schemes “Long List”

| Rank | Ref | Scheme Name | Location | Town |
|------|--------|--|--|------------------------|
| 1 | CY-02 | Cycle route alongside Langford Road to link Biggleswade and Langford, including widening a section between the Sheep Walk and Southill Road for improved pedestrian access, with further links to High Street and the Railway Station. | A6001, Langford Road and others | Langford & Biggleswade |
| 2 | FR-01 | Freight study to determine most appropriate routeing through the Plan area | Plan area wide | Plan area wide |
| 3 | GT-05 | Traffic calming schemes in Clifton | Main roads through Clifton which are used as a rat run between Shefford and Henlow, including New Road, Shefford Road | Clifton |
| 4 | FR-02 | Introduce vehicle weight restrictions on - Wrayfields, Malthouse Lane, Mill Lane, Taylor’s Road and Astwick Road. They should be for access only and granted ‘Quiet Lanes’ status | Wrayfields, Malthouse Lane, Mill Lane, Taylor’s Road and Astwick Road | Stotfold |
| 5 | PT-01 | Arlesey Station Travel Plan | Arlesey Station | Arlesey |
| 6 | PT-09 | Replace 100 bus stop flags and timetable cases across the Plan area | Plan area wide | Plan area wide |
| 7 | PK-02 | Electric Car plug in points at school, library/hall, Station, football club, post offices. | Various | Arlesey |
| 8 | SSZ-05 | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments (Level 3 intervention). | Stondon Lower School, Hillside Road, Lower Stondon | STONDON |
| 9 | SSZ-07 | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments (Level 3 intervention). | Samuel Whitbread Academy, Shefford Road, Clifton | CLIFTON |
| 10 | PT-04 | Real time information signs at 7 bus stops in Stotfold & Fairfield Park | Sites include: - Stotfold Green - Co-op in Stotfold town centre - main entrance to Fairfield Park - four other locations on the route of the no.97 service | STOTFOLD |



| Rank | Ref | Scheme Name | Location | Town |
|------|--------|--|---|--------------------|
| 11 | PT-06 | Real time information signs at 8 bus stops in Arlesey | Sites include: - two stops closest to the station - 6 more stops on the route of the no. 97 service | Arlesey |
| 12 | PT-07 | Real time information signs at 4 bus stops in Langford | Sites include: - four stops on the route of the no. 188 and no. 190 services | LANGFORD |
| 13 | PT-08 | Real time information signs at 6 bus stops in Henlow & Henlow Camp | Sites include: - six stops on the route of the no. 71, no. 72, no. 188 and no. 190 services | Henlow |
| 14 | PT-05 | Real time information signs at 2 bus stops in Clifton | Sites include: - two stops in the village | Clifton |
| 15 | CY-04 | Widening of existing footpaths to enable shared use with cyclists between the A507 and Henlow Camp, together with safety improvements at the junctions to enable safe crossing of the A507 | East side of A600 (Bedford Road) & East side of B659 (Hitchin Road) | Henlow |
| 16 | CY-03 | Off-road cycle link between Henlow and Langford via Poppy Hill Lakes | Following rights-of-way through Poppy Hill Lakes and Langford Wind Farm | Henlow & Langford |
| 17 | CY-20 | Improve the safety of cyclists travelling between Lower Stondon and Henlow Camp along Station Road | Station Road | Stondon |
| 18 | CY-19 | Update cycle network signage across Arlesey, Stotfold and Fairfield Park | Various | Arlesey & Stotfold |
| 19 | WK-07 | Improve the public realm and pedestrian environment along the High Street between Lynton Avenue and The Granary including the introduction of a 20mph zone | High Street | Arlesey |
| 20 | SSZ-01 | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments (Level 3 intervention). | All Saints VA C of E Lower School, Church Street, Clifton | CLIFTON |
| 21 | CY-17 | Shared use, illuminated footway / cycleway between Henlow and Clifton via Clifton Road and Broad Street | Arlesey Road / Clifton Road | Henlow & Clifton |
| 22 | GT-02 | Traffic calming and safety measures along the length of Station Road & Shillington Road. | Station Road & Shillington Road | Stondon |

| Rank | Ref | Scheme Name | Location | Town |
|------|--------|--|---|----------|
| 23 | SSZ-02 | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features (Level 2 intervention). | Derwent Lower School, Hitchin Road, Henlow | HENLOW |
| 24 | SSZ-03 | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features (Level 2 intervention). | Raynsford Lower School, Park Lane, Henlow | HENLOW |
| 25 | SSZ-04 | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features (Level 2 intervention). | St Marys C of E Academy, Rook Tree Lane, Stotfold | STOTFOLD |
| 26 | SSZ-06 | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features (Level 2 intervention). | Henlow C of E Academy, Church Road, Henlow | HENLOW |
| 27 | CY-08 | Upgrade the link from Arlesey Station Car Park (east side - accessed off Old Oak Close) and the A507 to allow shared use and improve cycle network signage at both ends of the link. | Arlesey Station | Arlesey |
| 28 | CY-06 | Cycle safety improvements to the junction of the A6001 and Arlesey Road | Arlesey Road | Henlow |
| 29 | WK-01 | Pedestrian crossing (pelican suggested although there may be more appropriate alternative) on Station Road | Station Road | Stondon |
| 30 | GT-01 | 20mph limit within Stondon | Junction of Orchard Way / Bedford Road | Stondon |
| 31 | CY-27 | Improvements for cyclists & pedestrians at High Street / Brook Street junction together with new contra flow cycle lane along Brook Street | Brook Street | Stotfold |
| 32 | CY-26 | Provide a shared use path on Hitchin Road between the junction with the High Street and the junction with Valerian Way together with junction improvements at the junction of the High Street and Hitchin Road, Regent Street. | High Street, Hitchin Road, Regent Street | Stotfold |
| 33 | GT-03 | Review the speed limit on Wrayfields, Malthouse Lane and Mill Lane (and Taylor Road and Astwick Road) looking to reduce it from 60mph to 30mph. | Wrayfields, Malthouse Lane, Mill Lane, Taylor Road and Astwick Road | Stotfold |
| 34 | WK-08 | New footpath from the mill to the cemetery on Mill Lane | Mill Lane | Stotfold |
| 35 | WK-15 | Upgrade footpath from Arlesey Station car park north to bus stop, and the creation of 530m of pavement along grass verge | A507 | Arlesey |
| 36 | CY-16 | Secure permissive rights for cyclists to use FP19 - providing a connection between Henlow High Street and the proposed alignment of NCN12. | Coach Road | Henlow |



| Rank | Ref | Scheme Name | Location | Town |
|------|-------|--|--|-----------|
| 37 | GT-06 | New access point to rear of Samuel Whitbread School | Samuel Whitbread Academy, Shefford Road, Clifton | Clifton |
| 38 | CY-01 | Formalise contra-flow cycling on Park Lane, Henlow by enhancing signage and lane markings, together with the provision of a cycle link between Park Lane and Groveside across the Recreation Ground to provide a link to Henlow Middle School. | Park Lane | Henlow |
| 39 | CY-07 | Cycle parking to west side of the tracks at Arlesey Station together with the replacement of the current cycle lockers on the east side with a shelter | Arlesey Station | Arlesey |
| 40 | CY-14 | Secure permissive rights for cyclists to use FP7 - providing a connection between Church Road and the proposed alignment of NCN12 via Henlow Middle School | Church Road | Henlow |
| 41 | CY-11 | Upgrade the existing footpath between Astwick Road and Saxon Avenue to allow shared use | Astwick Road | Stotfold |
| 42 | CY-23 | Upgrade the existing shared use path on Hitchin Road between the junction with the A507 (North) and North Drive (South) at Fairfield Park | Hitchin Road | Stotfold |
| 43 | WK-06 | Public footpath 2km in length from Holme Mills to Langford along eastside of River Ivel. | Holme Mills to River Ivel | Langford |
| 44 | WK-13 | Footpath along Stanford Lane from Stockbridge Road to Clifton Cricket Club | Stanford Lane | Clifton |
| 45 | WK-14 | Improve the junction of Church Road and Regent Street to facilitate pedestrian movements in the vicinity of the shop | Church Lane, Regent Street | Stotfold |
| 46 | CY-24 | Provide a cycle crossing of Norton Road and a shared use path link to Murrell Lane - to form part of NCN12 | Norton Road | Stotfold |
| 47 | CY-25 | Upgrade existing footpaths across the churchyard to provide a multi-user path between Church Lane (West) and Chequers Close (East) | Church Lane | Stotfold |
| 48 | WK-02 | Completion of footpath from the church in Upper Stondon to the rest of Stondon | Meppershall Road | Stondon |
| 49 | GT-07 | Variable message signs on gateways to villages | Various approaches to villages in the plan area | Plan wide |
| 50 | CY-09 | Upgrade the existing footpath between The Rally and Church Lane to allow shared use. | The Rally | Arlesey |
| 51 | CY-05 | Cyclists priority measures over vehicles using the entrance to the planned football pitch development west of Larksfield Surgery | Arlesey Road | Stotfold |
| 52 | CY-18 | Improvements to the shared use path along Valerian Way including links to Hitchin Road and the NCN on | Valerian Way | Stotfold |

| Rank | Ref | Scheme Name | Location | Town |
|------|-------|--|-------------------|----------|
| | | east of Norton Road | | |
| 53 | CY-15 | Upgrade the pedestrian link between Valerian Way (south of Stotfold) and Grange Drive to allow shared use | Grange Drive | Stotfold |
| 54 | GT-04 | Signalised junction at the junction of the exit from the car park to the west of Arlesey Station and the A507. | A507 | Arlesey |
| 55 | PT-03 | New bus shelter in Stondon specifically, and elsewhere as required. | Station Road area | Stondon |
| 56 | CY-12 | Illumination of the cycle path / roadway between Clifton and Henlow. | Stockbridge Road | Clifton |
| 57 | WK-09 | Extend pavements out to Twin Acres in Arlesey | Twin Acres | Arlesey |
| 58 | WK-10 | Create public footpath along brook to link Brook Close and existing footpath 2 | Brook Close | Henlow |
| 59 | WK-11 | Create public footpath along brook to link Stockbridge Road to Baulk Wood | Stockbridge Road | Henlow |
| 60 | WK-03 | Create new bridleways to provide a circuit east of the railway line | Unspecified | Langford |
| 61 | CY-13 | Provide an off-road alternative for the Kingfisher Way Walk to the north of the town (Taylor's Road) | Taylor's Road | Stotfold |
| 62 | CY-22 | Install measures to improve the safety of cyclists travelling between Lower Stondon and Meppershall along Hillside Road, Meppershall Road and Stondon Road | Meppershall Road | Stondon |
| 63 | CY-10 | Safety improvements for cyclists using Hitchin Road to travel between Arlesey and Hitchin | Hitchin Road | Arlesey |
| 64 | PT-02 | Provision of new bus stop at Arlesey Station, including changes to the station forecourt to provide a suitable turning circle. | Arlesey Station | Arlesey |
| 65 | PK-01 | Extend car parking provision at Arlesey Station | Arlesey Station | Arlesey |
| 66 | CY-21 | Install measures to improve the safety of cyclists travelling between Lower Stondon and Shillington along Shillington Road | Shillington Road | Stondon |
| 67 | WK-05 | Crossing of the A507 due south of Etonbury School. | A507 | Arlesey |
| 68 | WK-04 | Provide a footbridge over the A1 close to Wrayfields | A1 | Stotfold |
| 69 | WK-12 | New footbridge over the River Ivel between Poppy Hill Lakes and Millennium Meadow | Poppy Hill Lakes | Henlow |



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