



Central Bedfordshire Local Transport Plan

Biggleswade & Sandy Local Area Transport Plan

Incorporating Beeston and Blunham



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1. Background

1.1 What is the Local Area Transport Plan?

The Local Area Transport Plan (LATP) for Biggleswade, Sandy and Blunham sets out the key transport issues and concerns of local people, and a programme of measures through which they will be addressed. It forms part of the Local Transport Plan (LTP) for Central Bedfordshire which covers the 15 year 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 Biggleswade and Sandy together with the parish of Blunham. The area is located in the north east of Central Bedfordshire and borders Bedford Borough. Biggleswade has a population of around 16,420 (based upon 2009 figures), Sandy a population of 11,620, and Blunham a population of 930 giving the Plan area a combined population of around 28,970.

1.3 How does the LATP relate to the LTP?

The Biggleswade and Sandy 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 overarching, 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 how actual journeys are undertaken through an analysis of the travel patterns of local residents identified in a Householder Travel Survey undertaken across Central Bedfordshire in April 2012.

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



Figure 1.1: Biggleswade and Sandy LATP within the LTP3 Structure

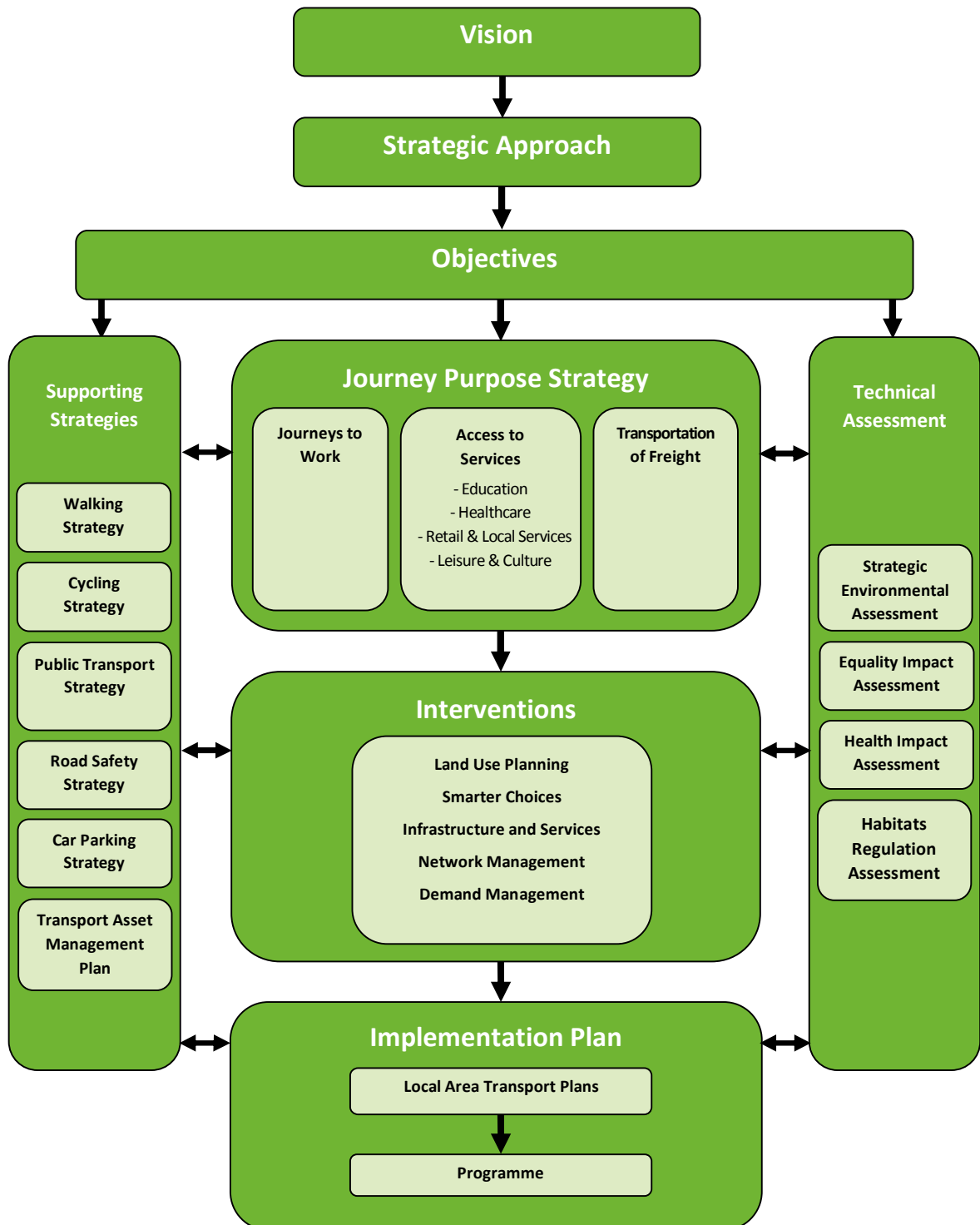
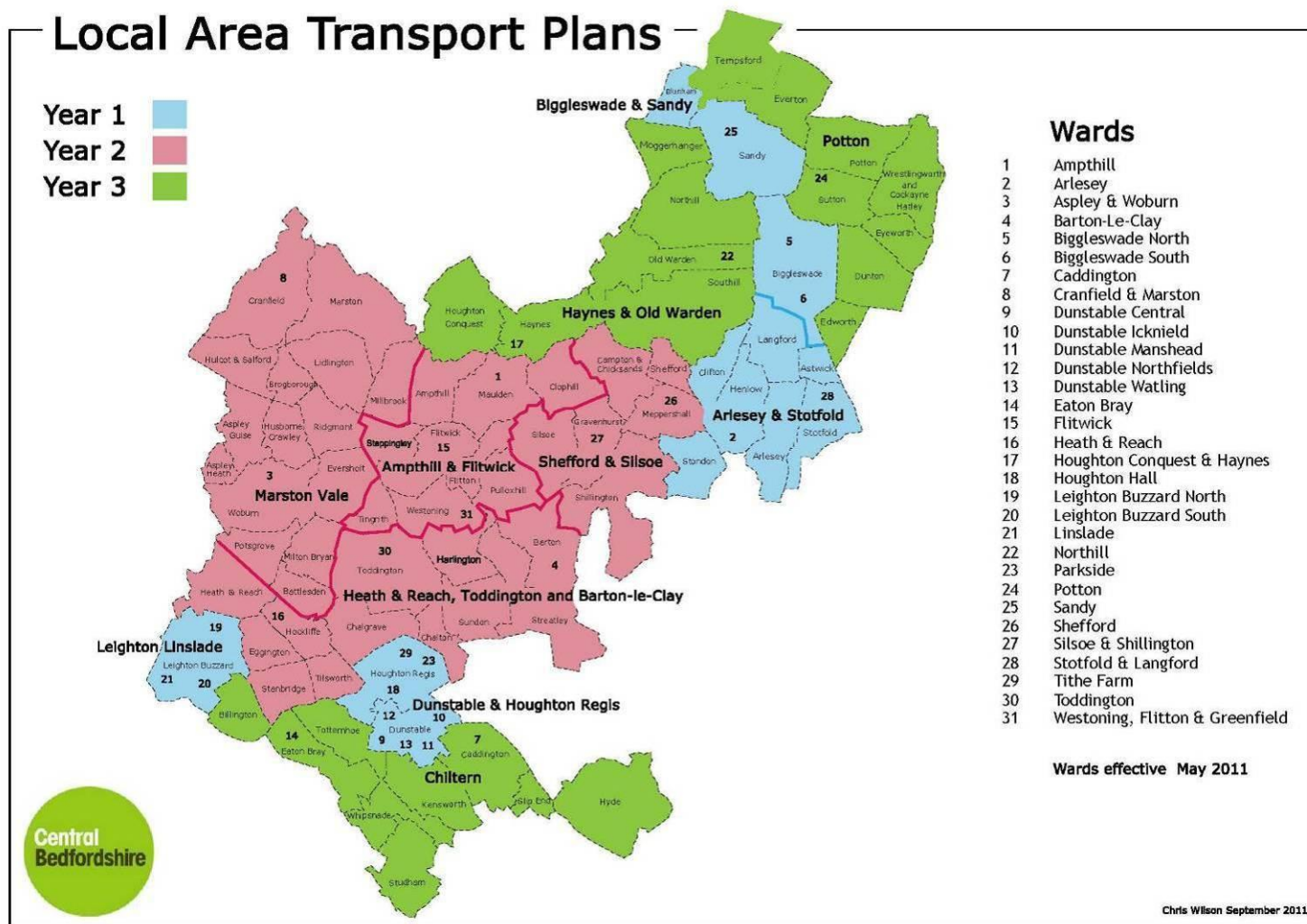


Figure 1.2: LATP Areas



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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.
- **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 Biggleswade and Sandy by different types of travel.
- **Chapter 5 – Journey Purpose Analysis:** Reviews how the issues identified for each mode of travel in the area, translate into how local residents actually travel for different journey purposes.
- **Chapter 6 – Consultation and Engagement:** Details the consultation process on the Plan and the key findings of engagement with local residents, stakeholders and elected representatives.
- **Chapter 7 – Priority Action Areas:** Focuses on the priority action areas through which the issues identified may be addressed over the course of the Local Transport Plan period as a whole.
- **Chapter 8 – Programme:** Highlights how schemes have been prioritised to be delivered over the course of the Plan, the funding allocated to the Biggleswade and Sandy area, and the programme of initiatives to be implemented locally.
- **Chapter 9 – Other Schemes and Funding:** Sets out the schemes which are set to be delivered by developers or through 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.
- **Appendices A/B – Biggleswade and Sandy Cycle Networks:** Highlights the cycling routes within the towns and their relative status within the network hierarchy.
- **Appendix C – HGV Restrictions:** Details of HGV restrictions and their locations across the Plan area.
- **Appendix D – 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 E – 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 Biggleswade Overview

Biggleswade is located in the north east of Central Bedfordshire adjacent to the A1 and has a population of around 16,400. It is the largest town in the former Mid Bedfordshire authority area and is the fourth largest within Central Bedfordshire as a whole.

The town provides some 6,500 jobs and there are 8,110 people of working age. As a consequence of this imbalance a large number of residents commute out of the town for job opportunities particularly to London, Hertfordshire, and other locations within Central Bedfordshire¹.

Biggleswade is well connected in transport terms and benefits from a direct rail link to London, and Peterborough to the north, whilst the National Cycle Network passes through the town. The A1 forms a bypass of the town to the west, whilst an eastern relief road is also set to be provided as part of an urban extension to the east of the town.

Through the development of the urban extension to Biggleswade and other sites designated for development, it is envisaged that the population of the town will increase by around 40% in the period up until 2026.

2.2 Sandy Overview

Sandy is located to the north of Biggleswade and has a population of around 11,600. The town provides some 6,000 jobs and there are around 7,200 people of working age. As a consequence of this imbalance a large number of residents commute out of the town for job opportunities particularly to London, Hertfordshire, and other locations within Central Bedfordshire, as in the case of Biggleswade.

Sandy is well connected in transport terms and benefits from a direct rail link to London, and Peterborough to the north. It is adjacent to the A1 and the National Cycle Network also passes through the town. The town has less scope for future development when compared to Biggleswade with it being constrained by the rail line to the east and the River Ivel and A1 to the west.

Table 2.1: Biggleswade and Sandy Key Statistics

Area	Biggleswade	Sandy	Central Beds
Population (2009)	16,420	11,620	252,900
Proposed Growth (2026)	+6,480	+480	+27,000
Journey time to Central London:			
Road	1 hr 30 min	1 hr 30 min	Up to 1 hr 50 min
Rail (fastest service)	39 min	57 min	30 min

Sources: Census 2001 / First Capital Connect / www.transport.direct.info

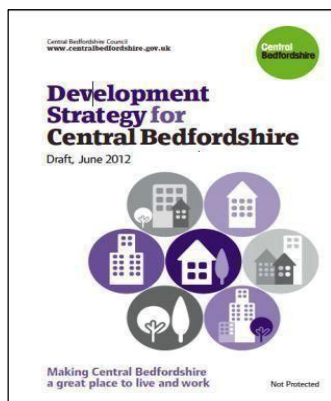
¹ Census 2001



2.3 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 2.3 respectively.



Key to Figures

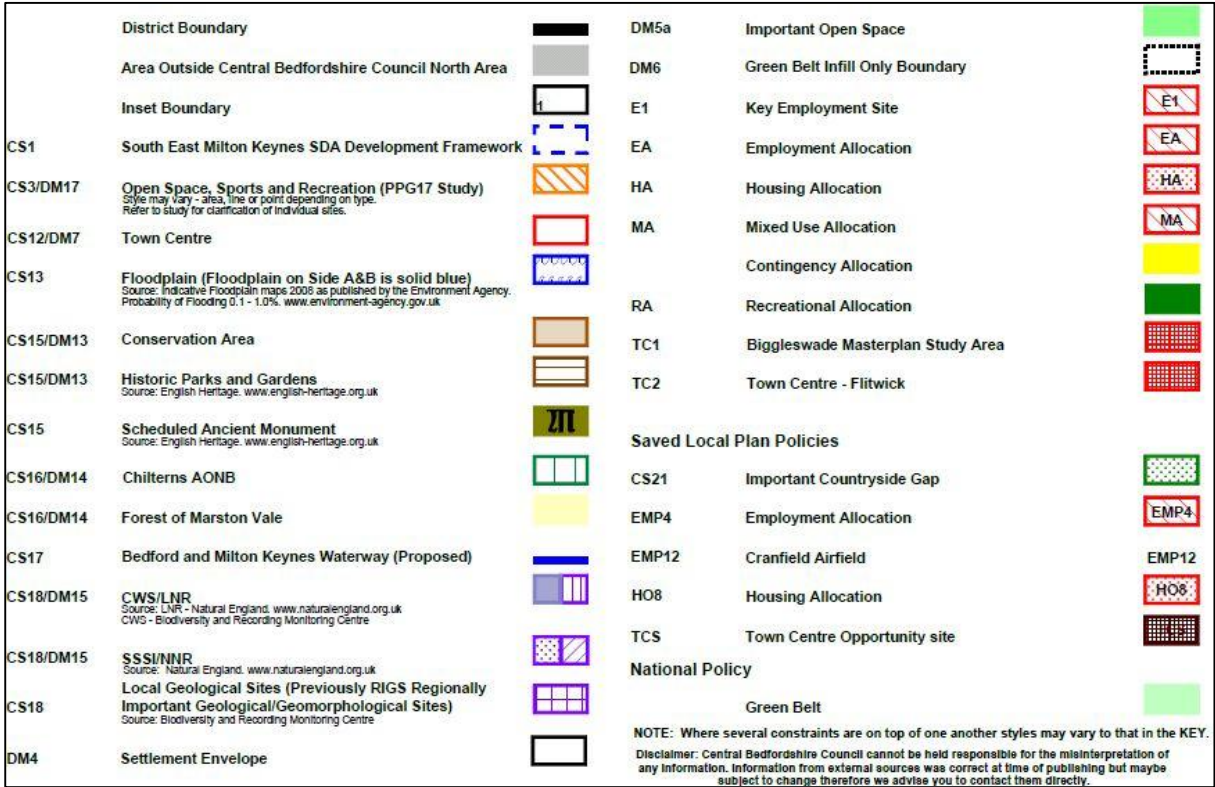


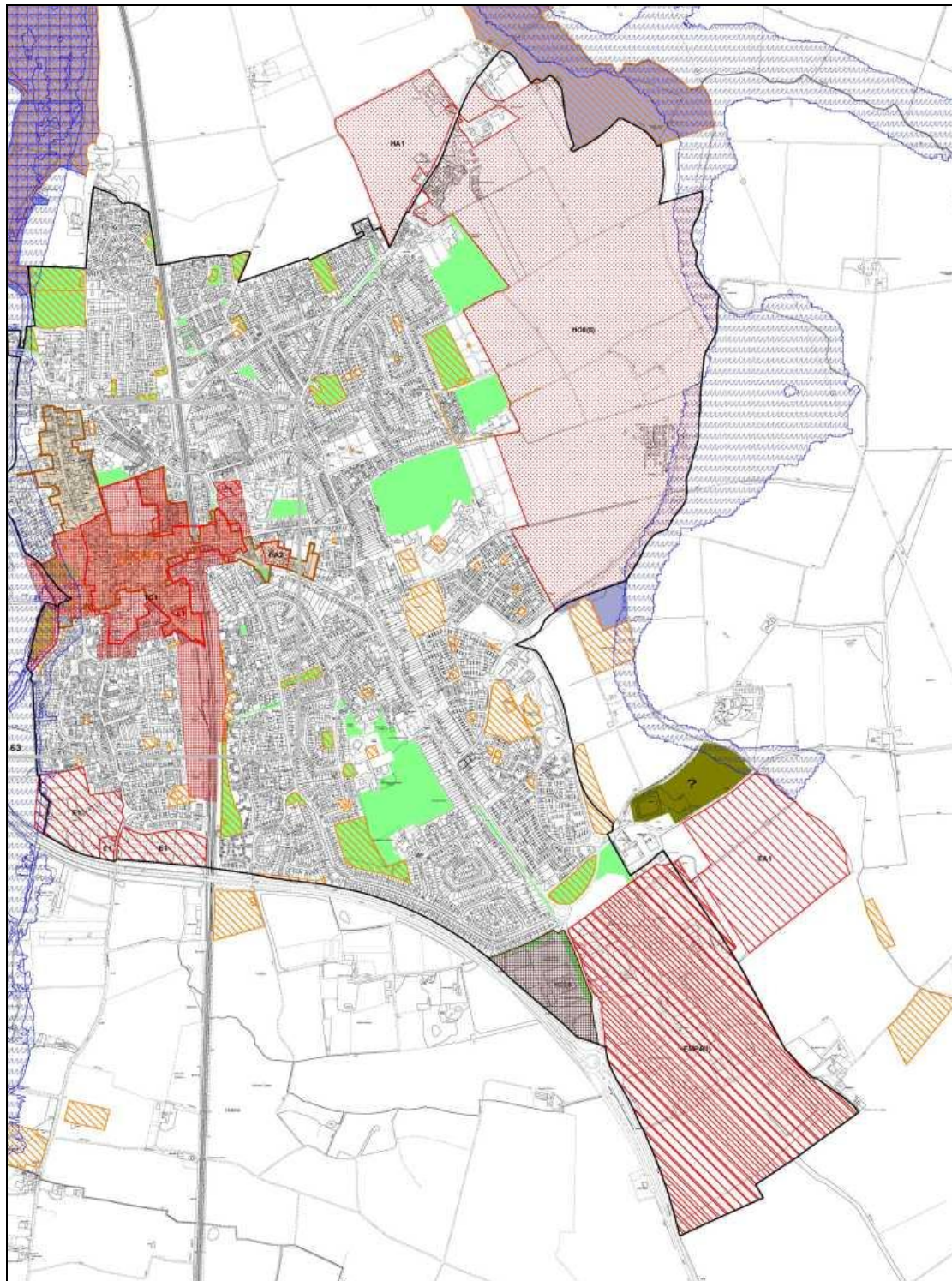
Figure 2.1: Blunham Development Sites



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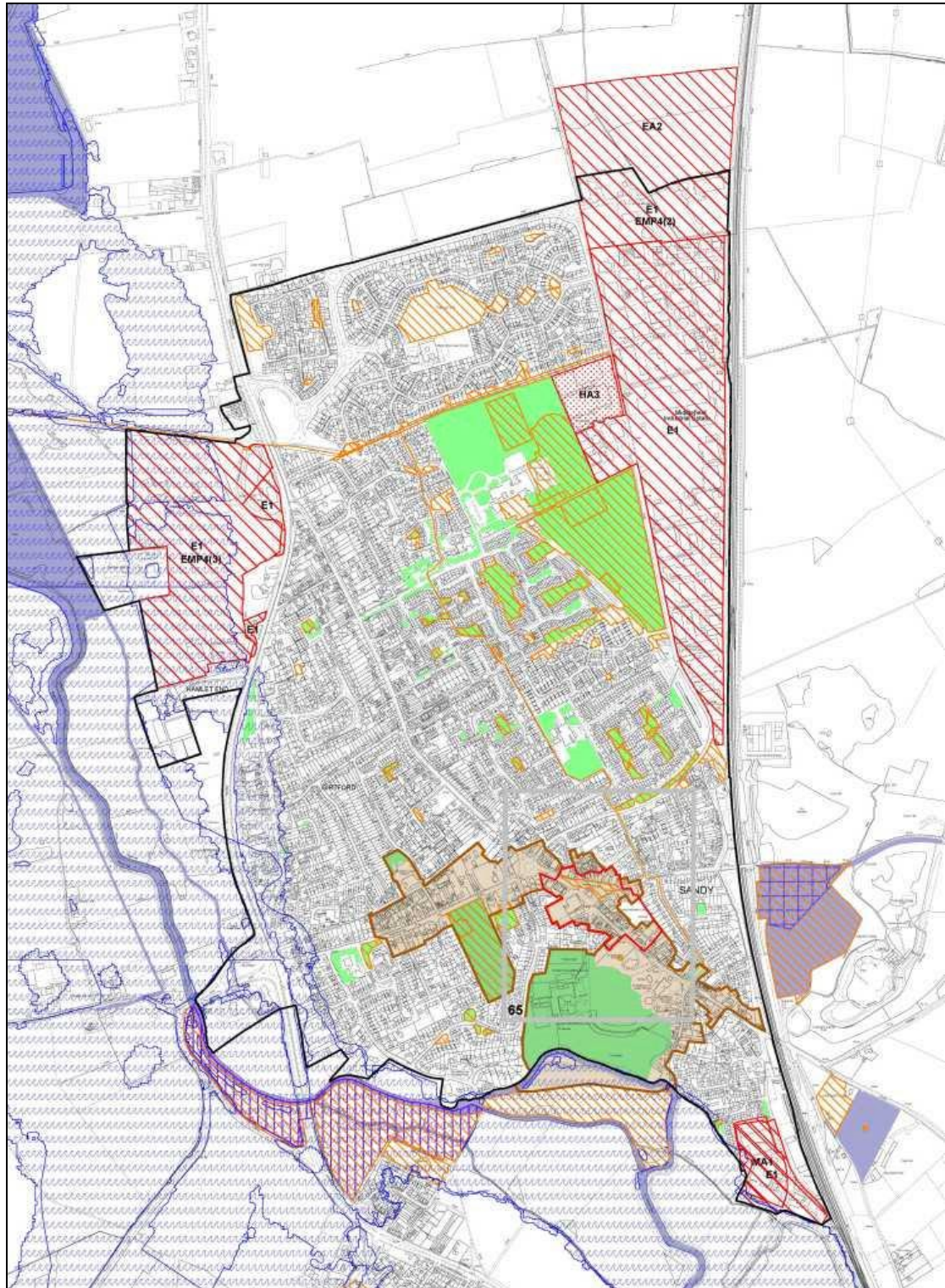
Figure 2.2: Biggleswade Development Sites



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Figure 2.3: Sandy Development Sites



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2.4 Large Scale Developments

A number of planning applications have been granted approval in the Plan area in recent years and are in various stages of being delivered.

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

In addition, the authority also ensure that developers undertake works to the highway themselves to alleviate any capacity, congestion or safety issues through Section 278 Agreements, and the details of these are also set out in Chapter 8 of this Plan.

Land East of Biggleswade

The largest development site in the Plan area is to the east of Biggleswade, on land south of Potton Road. An application for the development of over 1,400 dwellings was approved in 2003 and is in the process of being constructed, at a current 'build out' rate of around 50 dwellings per year.

The approval also includes the construction of an eastern relief road and various other transport works to the local area (detailed in Chapter 9), together with a new primary school and provision of public open space.

The site in total is anticipated to accommodate 2,100 dwellings once other applications have been received from developers.

Tesco, Sandy

Planning permission was granted for the development of a new 3,300 sq.m Tesco superstore in Sandy on 7 September 2011. The application for the development comprised provision of a store together with new vehicular access, around 200 parking spaces, and a bus turning area on land off New Road to the south of the town.

Permission was granted subject to a number of conditions including transport works to be undertaken, and these are detailed in Chapter 9 – Other Schemes and Funding. The development of the store has influenced a number of schemes included within the 'Long List' of schemes within this Plan, as detailed in Appendix F.

The store is expected to provide employment for some 180 once fully operational.



3. Local Studies

3.1 Biggleswade Town Plan

A Town Plan for Biggleswade, produced by the Bedfordshire Rural Communities Charity (BRCC), was approved by the Town Council in June 2010. It sets out a series of actions to be undertaken to improve the town in a number of different areas, including traffic and transport.

The key actions proposed in terms of transport within the Plan comprise:

- Increasing the promotion of existing bus services to increase usage and ensure viability.
- Prioritise existing destinations and look into the feasibility of increased destinations that can be reached by bus.
- Improve access to Biggleswade Station platforms for all passengers e.g. those with limited mobility, pushchairs and heavy luggage.
- Address the large numbers of passengers on trains to Kings Cross.
- Support the provision of a transport interchange at Biggleswade Station.
- Facilities / improvements to encourage cycling within the town.
- Address concerns regarding pavement surface condition and overgrown vegetation.
- Need for additional dropped kerbs for pushchairs, wheelchairs etc. and wider pavements.
- Review parking in and around the town centre including:
 - Parking charges
 - Dangerous parking in residential areas, particularly as a result of those using the station
 - Lack of residents' car parking
 - Parking on verges in residential areas
- Maintain current direction of traffic flow in the town.
- Undertake town centre junction improvements.
- Identify and address problem sites for speeding.

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.

The priorities follow a survey of all households within the town in September / October 2009, and to which 1,200 responses were received.



High Street, Biggleswade



The Baulk, Biggleswade

3.2 Biggleswade Town Centre Master Plan

The Local Area Transport Plan is closely aligned to the work undertaken on the Biggleswade Town Centre Master Plan which was adopted as a Supplementary Planning Document (SPD) in July 2011. The vision of the Master Plan is that:

“Biggleswade town centre will be a confident, distinctive and sustainable destination.”

Transport Recommendations

As part of this vision the Master Plan seeks to develop the town centre area as the transport hub for the rest of the town to help support economic growth and encourage sustainable travel. The transport priorities for the town centre are set out in Table 3.1 below.



Vision of Biggleswade Market Place

Table 3.1: Biggleswade Town Centre Master Plan Transport Proposals

Mode	Initiative
Walking	<ul style="list-style-type: none"> Improvements to public realm to improve the physical environment of the town centre Improved lighting to pedestrian areas Transport management to promote improved use of public transport to get into the town centre Improved signage and information for pedestrians Potential for shared space within the Market Square and town centre to provide level surfaces and also give priority to pedestrians over vehicles Create activity within the town centre at street level and at all times of the day to provide passive surveillance to the public areas
Cycling	<ul style="list-style-type: none"> Junction improvements Way-finding and signage Extended and improved cycle parking Improved access to the town centre Commercial space for cycling retailing
Public transport	<ul style="list-style-type: none"> The provision of a turning circle, bus stands and shelters within the station concourse as part of developing a transport interchange Provision of appropriate bus stop to service the town centre area. Provision of real time bus information as part of improvements to public transport
Car parking	<ul style="list-style-type: none"> To reduce commuter and long stay (employee) parking on residential streets and in spaces in the central area To address demand for unrestricted long-stay (employee) parking in the town centre generally in managed car parks To improve quality, safety and accessibility of longstay off-street parking areas in edge of centre locations to ensure they are fit for use To ensure adequate parking provision for residents at all times To ensure provision (turnover) of short/ medium stay shopper/visitor parking in the central core area To safeguard existing levels of car parking provision To encourage the provision of more car parking to improve the town's viability Prioritise use of new innovative technologies such as Automatic Number Plate Recognition (ANPR) in management and monitoring of car parking spaces and turnover.



3.3 Sandy and Beeston Town Plan

The Sandy and Beeston Town Plan was adopted in March 2011 and covers the period between 2011 and 2020. Transport and traffic forms one of eight action areas in the Plan. Concerns focus upon:

- Facilities at Sandy Station.
- Car parking problems associated with the Station.
- A need for improvements to bus service provision and increased promotion of existing services, including information provision.
- A desire for new cycle routes.
- The volume of HGVs travelling through the town.
- Maintenance of pavements and road surfaces, together with street lighting improvements.



Sandy Town Centre

In addition improvements to leisure provision in the town are sought which have transport connotations, focusing on improvements to bridleways and footpaths, and better access for wheelchairs and pushchairs.

The action plan contained within the document sets out how these issues will be tackled. In addition to the above, there is a specific desire to see a new zebra crossing provided on the High Street in the vicinity of St Swithun's School.

3.4 Blunham Village Improvement Plan

The Blunham Village Improvement Plan was produced in 2010 based upon a survey of key issues highlighted by local residents. Transport features prominently and the Plan contained seven transport specific aims notably:

1. To reduce as far as possible the amount of traffic using roads through the village where there are suitable alternatives and to ensure that the weight limit is observed.
2. Manage the speed of traffic on those roads where there is a concern over current speeds.
3. Introduce a measure of control of roadside parking that meets the needs of residents but does not create situations that are difficult for road users to negotiate.
4. Create safe parking opportunities for those parents who have little option but to bring children to school by car and encourage other parents to use alternative means. Deter casual parking that creates unsafe conditions for child pedestrians and other road users.
5. To improve, repair, clear and install footways where there is a need.
6. Improve street lighting in the deficient areas to a level that satisfies residents whilst retaining a rural ambience.
7. To compare the aspirations of potential bus users with the services currently provided and encourage the local authority and bus operators to bridge the gap between the two.

Within this remit, Barford Road, Station Road, The Hill and High Street are the key areas of concern for speeding traffic with traffic calming the preferred solution.

The lack of a footway between Blunham and Great Barford bridge and the narrowness of the footway on The Hill are the main problem locations for pedestrian access.



The Hill, Blunham

3.5 Greensand Ridge Local Development Strategy

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

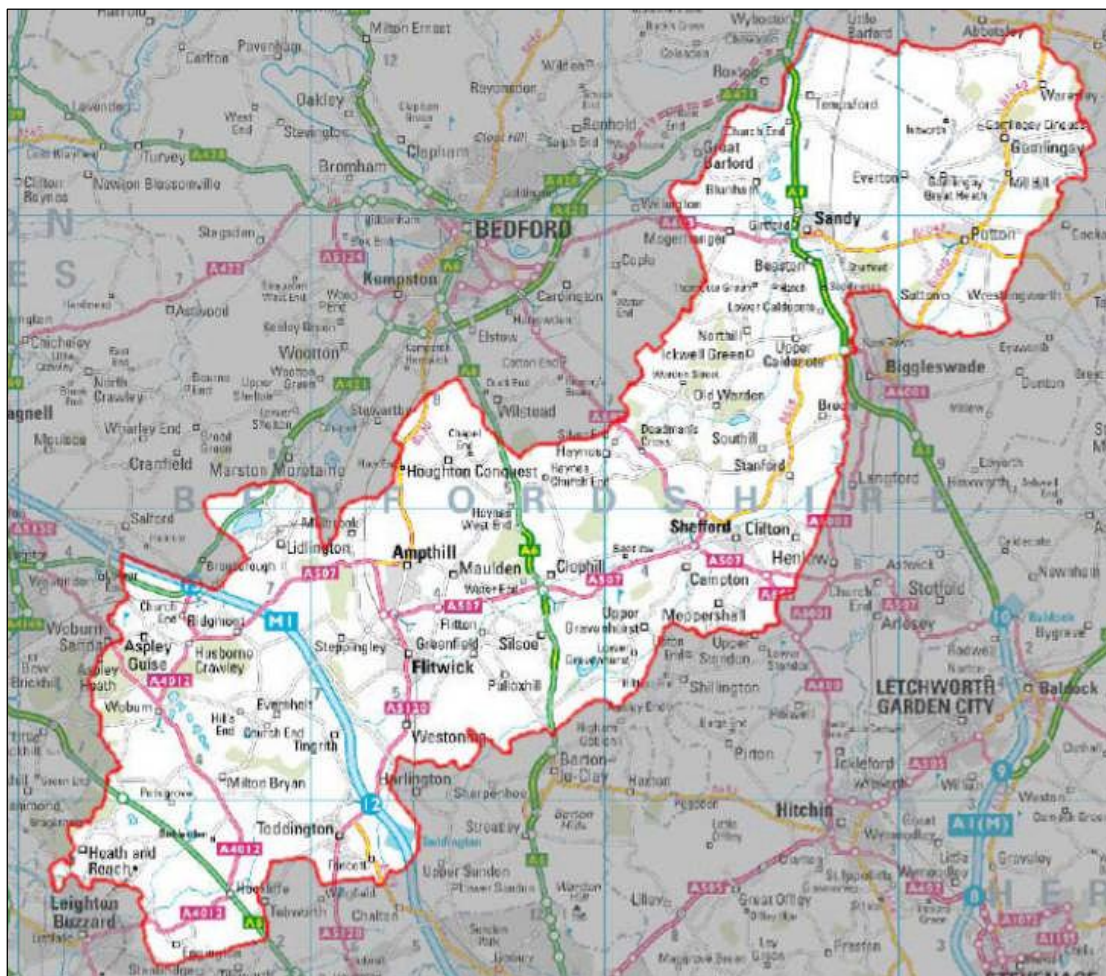
The strategy particularly focuses on economic growth, highlighting that the challenge manifests itself in a number of different ways.

A lack of local jobs and the attractiveness of the area to live in mean that there are high levels of out-commuting, particularly by car with declining access to services, and a leakage of service provision to urban areas and areas outside of the authority, making it harder to access those services for those who do not have a car.

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.

Figure 3.1: Greensand Ridge Development Strategy Area



- **“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.

3.6 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 Biggleswade and Sandy by the Town Councils, in conjunction with the Bedfordshire Rural Communities Charity.

The transport and access related priorities identified within the Plans, and which could potentially be funded by the LATP, are set out in Table 3.2, and form part of a number of 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 3.2: Green Infrastructure Plans Priorities

Plan Area	Priorities
Biggleswade (aspirations of the plan only)	<ul style="list-style-type: none"> • Create a single improved access under the A1 for FP23 and BW22 for pedestrians and cyclists • Create pedestrian / cycleway access over the A1 to provide “Green Wheel” link • Create and promote Great North Cycleway through the town, including the installation of a safe traffic-lit crossing near Stratton House • Create a cycleway alongside Langford Road to link Biggleswade and Langford, possibly by widening and managing vegetation • Create new safe crossing of railway at Holme Green / near Shortmead House • Create Great North Cycleway south from Biggleswade <p>(Many of these initiatives for improved access form part of the Biggleswade Green Wheel Masterplan, see Section 3.7).</p>
Sandy (actual priorities)	<ul style="list-style-type: none"> • Create cycleway along disused railway to link route of Great North Cycleway to Potton • Provide safe crossing of the A1 to filling station / supermarket and rights of way network to the west • Create cycleway along Potton Road to link Sandy to Potton, using paths through the Lodge as appropriate • Create new bridleway parallel to Everton Road linking Swaden and Stone Lodge including a safe crossing of Everton Road from Sand Lane • Enhance crossing footbridge over the A1 to enable use by cyclists, buggies, wheelchairs and mobility scooters

Source: <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/biggleswade.pdf>; : <http://www.bedsrcc.org.uk/greenInfrastructure/downloads/sandy.pdf>

3.7 Biggleswade Green Wheel Masterplan

A draft of the Biggleswade Green Wheel Masterplan was produced in August 2012 and sets out a long term vision for the development of publically accessible green spaces around the town, connected by “spokes” of linear paths and green corridors, easily accessible to pedestrians, cyclists and horse riders in places.

The Masterplan, developed by the Countryside Access Team at Central Bedfordshire Council and Bedfordshire Rural Communities Charity, details the standards which will be applied to these routes, the principles and characteristics of the links, and the works required for each section of the Wheel to be complete. Elements of this are to be included in the “long list” of schemes to be funded through this LATP.

3.8 Blunham Traffic Survey

A traffic survey was undertaken by residents of Blunham in October 2011 to assess the number of different vehicle types travelling on the key routes through the village and the extent to which speeding may be considered a problem.

The survey focused on movements on High Street and Barford Road and examined flows in both directions during the morning and early evening peak periods over the course of a week in mid October 2011.

The results of the survey form part of the evidence base of this Plan and will subsequently help to inform future schemes in the area.



4. Modal Issues

4.1 Walking

Due to the size of the towns and their relatively flat topography, Biggleswade and Sandy are conducive to undertaking many different types of journey on foot. An average able-bodied person can walk around 2 miles and most services on offer in each of the centres are located within a 2 mile distance of the surrounding suburbs.

For less able bodied people however, this is not the case and walking will not be a realistic form of travel for all local people. Despite this most journeys include an element of travel on foot, reflecting the importance of pedestrian improvements locally.

Pedestrian Priority

There are a number of areas within Biggleswade town centre, predominantly around the Market Place, which give pedestrians priority over other forms of traffic.

However away from the Market Place the quality of footpaths and crossing points are of poor quality. Footways are narrow along Hitchin Street, between the Health Centre and the Market Place and on other routes into the town centre.

Raised platforms are provided on desire lines along the High Street through the town centre to reduce traffic speed, increase awareness of pedestrians and act as informal crossing points.

The crossings themselves are also responsive to pedestrians and this helps to reduce the waiting time to cross the road. Despite this the levels of traffic flow along this important gateway into the town centre form a degree of conflict with the needs of pedestrians in the area.



Raised and signalised crossing in Biggleswade

In Sandy, whilst the town centre itself has no fully-pedestrianised areas, recent improvements to the highway network in this area mean that the environment is generally conducive to walking. Raised crossings and junctions slow traffic speeds while increasing the awareness of pedestrians, and pedestrian priority crossings are provided on many of the key pedestrian routes, notably in and around the Market Place.

The footways in the centre are generally of a good width, although they can narrow in some places on routes heading out of the town centre such as Potton Road and parts of Station Road. The only guard-railing of note in the town centre is adjacent to the pelican crossing outside of Budgens.

Footways in Blunham are narrow in places and completely absent in others, notably on The Hill, Park Lane and to Great Barford bridge respectively. This dissuades pedestrians from walking into the village due to road safety concerns and lack of access for those in wheelchairs or with pushchairs for example.

Street Furniture

In and around Biggleswade Market Place there is a vast amount of guard railing. This reduces the permeability of the centre and the ability of pedestrians to cross the road in the most convenient places, on the pedestrian desire line, in a number of instances.

Seating and finger-post directional signs are provided in the town centre. The signing however is in need of review to ensure that all of the key trip generating uses within the town centre are appropriately signed.

Seating, planting pots, and litter bins are provided throughout Sandy town centre, much of which is generally of good quality. These are spread throughout the town centre so as to avoid clutter, although there are noticeable concentrations in the Market Place and outside Budgens.

Footpath signage is not particularly prominent in Sandy, with finger-posts generally being limited to Public Footpaths and Bridleways.



Guard railing on desire line in Biggleswade

There are a number of benches in place across Blunham, provided for the convenience of pedestrians. The Parish Council secured £2,500 of funding in 2012 from the 'Awards for All' scheme which was spent on 8 benches that have been strategically placed around the village.

Permeability

Whilst the centre of Biggleswade is generally accessible, the East Coast Mainline cuts through the town and creates issues in terms of the ability of pedestrians to easily cross from one side of the train line to the other.

In Sandy the town centre itself is generally permeable. Pedestrian priority crossings are provided on many of the desire lines, including crossing the busy High Street. Routes to and from the car parks are characterised by off-highway walking routes, with key pedestrian crossings where these routes cross busy roads.

Commuter parking in residential areas in both towns creates issues in terms of the safety and accessibility of pedestrians as a result of inconsiderate parking.

4.2 Cycling

Around 53% of respondents to the Householder Travel Survey in Biggleswade and Sandy stated that they owned a bike (some 188 of the 356 local respondents to the survey).

This figure is slightly higher than that for Central Bedfordshire as a whole with some 47% of the population (940 out of 2,000 respondents) owning a bike², and highlights the potential to increase the number of trips undertaken by bike in the towns.



Cycle parking at Sandy Station

² Central Bedfordshire Householder Travel Survey; April 2012



Network Hierarchy

A cycling network hierarchy has been identified in Biggleswade and Sandy 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 through the LATP area. In places it provides a high quality, high profile link, connecting Biggleswade and Sandy to the rest of the strategic network, although further work is required to ensure that the whole network within the Plan area is brought up to a consistently high standard. Maps of the complete cycle network provision in Biggleswade and Sandy are contained within Appendix A and Appendix B respectively.

Infrastructure Provision

There are a number of cycle lanes in place across both towns, together with advanced stop lines, directional signing and cycle parking in the town centres and major trip generators such as the station and supermarkets. 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 A1 trunk road and East Coast Mainline both form barriers to cycling within Biggleswade, Sandy and further afield. Heavy traffic can also marginalise cyclists particularly at busy junctions in the town centre and with the A1. There is a lack of a dedicated safe cycle link between the two towns, although there is scope for a new off road cycle link between Sandy and Potton.



Cycle parking in Biggleswade town centre

4.3 Public Transport

The provision of bus services in both Biggleswade and Sandy is limited. Stagecoach operates a commercial, branded service between the towns and Bedford although many of the other services are more marginal and are subsidised by Central Bedfordshire Council.

The LATP area is covered by Bus Plus 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.



Bus stop in Sandy

Despite this there is a lack of bus services which actually directly serve the train stations and this undermines the attraction of public transport based trips for journeys further afield.

A comprehensive review of bus service provision across the authority is due to take place in 2013. This aims to rationalise the services on offer to ensure that the needs of local residents are most appropriately met within the current socio-economic climate.

Bus Infrastructure

The terminus for buses in Biggleswade is located within the heart of the town on the edge of the Market Place. This provides a very convenient pick up and drop off point for passengers wishing to access the facilities within the town centre. It is also only around a 5 minute walk to the train station to the south.

Whilst the terminus is centrally located, the waiting facilities and information available to passengers is of poor quality. The information on services operating from the bus station is very poor with a limited number of timetables which are hard to follow. There is a lack of real time, or any other form of electronic information detailing potential delays to service provision.

The main bus stop, and terminus of some services in Sandy is located in the Market Square in the heart of the town. This provides a very convenient pick-up and drop-off point for passengers wishing to access the facilities within the town centre. At the railway station, the bus stop is located right outside the door to the ticket office, providing convenient bus-rail integration for those services that do operate to the station.

In the residential areas of both towns and Blunham the quality of the waiting facilities are of poor quality. In a number of cases raised kerbs are provided to enable easier access onto buses, although there is a lack of shelters, lighting and service information in the majority of cases.

Rail Services

Heavy rail services operate between Biggleswade and Sandy and London to the south and Peterborough in the north as part of the Capital Connect franchise. The services between Biggleswade and Sandy and London includes fast, limited stop services, which makes them particularly attractive to commuters and operates frequently (twice an hour) throughout the day.

Rail Infrastructure

Information on rail services is available at both Biggleswade and Sandy stations and this highlights the services operating from the station and the ability to interchange with routes further afield. Access to each platform at Biggleswade is via a set of staircases. There is no lift access to the platforms and this causes difficulties for those with limited mobility and parents with pushchairs.

Sandy station can be accessed on level ground on both sides, with the northbound platform being accessed via the car park and ticket office, and the southbound platform being accessed via a walking route off Potton Road.



Access to platforms at Biggleswade Station

When combined with the Potton Road railway bridge, there is level (if somewhat convoluted) access between both platforms for those with limited mobility. A pedestrian footbridge also directly links the two platforms, although this bridge is not disability access compliant.

There remain excellent opportunities to improve the ease of interchange between bus and rail services at both train stations in the Plan area, and it is a priority action area to develop a step change in the level of public transport usage across the authority.



4.4 Highways

Access to a car in Biggleswade and Sandy 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, an increase from 85% recorded in the 2001 Census. This compares to 75%³ nationwide. The breakdown of car ownership is set out below:

Table 4.1: Biggleswade & Sandy Car Ownership Levels

Number of Cars	Biggleswade & Sandy		Central Bedfordshire	
	Responses	%	Responses	%
None	43	12%	260	13%
One	174	49%	960	48%
Two	117	33%	640	32%
Three or more	21	6%	160	8%
Total	356	100%	2000	100%

Source: Householder Travel Survey; April 2012

Strategic Road Network

Biggleswade is well served by the strategic road network with two junctions providing direct access onto the A1 to the north west and south of Biggleswade. The A1 provides good north-south links from the towns to the rest of the region and further afield.

The level of stress on the A1 in the LATP area is relatively low. Stress relates to the strategic capacity of the route in relation to the daily flow of vehicles, and does not take into account junction specific delays.

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 to travel along the corridor⁴. Despite this, no schemes are planned to increase the link capacity on the A1 in the LATP area.

The junctions of the A1 which serve Biggleswade are designed as 'at-grade' junctions, in the form of roundabouts known as Biggleswade North and Biggleswade South. This is as distinct from being designed as 'grade-separated' junctions where the link is accessed via a slip road. As a consequence of this arrangement significant delays have been observed at both junctions in peak periods.

A proposed junction improvement of the A1 South Roundabout has been developed and will be funded through developer contributions as part of growth within the town.

The primary access to the A1 in Sandy is via the roundabout between the A1, A603, and Bedford Road, an interchange which suffers from congestion at peak periods. To the south of Sandy is the junction with New Road, which is an at-grade crossing and to the north access is via St Neots Road and a slip road leading to Sunderland Road and the industrial estate to the east of the town.

There are various other access points onto the A1 from both Sandy and Beeston, a number of which raise safety concerns due to the speed of the traffic flow vehicles are joining.

³ Transport Statistics Bulletin; National Travel Survey 2008, Department for Transport.

⁴ East of England Regional Network Report 2006; Highway Agency.

Just to the north of the Plan area is the key A1/A421 interchange, known as The Black Cat Roundabout. This crossroads of strategic north/south and east/west routes has suffered from significant delays and congestions for a number of years, impacting upon the movements of residents within the Plan area, and leading to vehicles rat-running through Blunham to avoid the queues at peak periods.

The Department for Transport (DfT) announced in October 2012, however, that some £6.4 million will be spent on addressing these problems through widening the roundabout and approach roads. It is anticipated that works will commence in 2014⁵.

Local Road Network

The local network generally benefits from good north-south provision but lacks alternative east-west routes which avoid the town centres. This is partly as a consequence of the East Coast Mainline which runs north-south through Biggleswade and to the east of Sandy. The key links on the local road network include:

- **A6001, Biggleswade:** The A6001 (comprising London Road, High Street, Shortmead Street and Hill Lane) links Biggleswade to the A1 via roundabouts to the north and south of the town. It forms the main route through the town centre and is the key link in the local road network in the town.
- **B1040, Biggleswade:** The B1040 (comprising The Baulk and Potton Road) links Biggleswade to Potton. The proposed eastern relief road to be provided as part of the new residential development to the east of the town will have a junction on Potton Road to the north of the town.
- **B658, Biggleswade:** The B658 (known as Langford Road) links Biggleswade with Shefford to the south west, passing under the A1. It provides a link to the A507, the main east/west route across Central Bedfordshire.
- **A603, Sandy:** The A603 (Bedford Road) acts as the main link between Sandy and Bedford to the west, from its junction with the A1. The single carriageway route provides access to the A421 for longer distance east/west movements.
- **B1042, Sandy:** The B1041 (also known as Bedford Road, High Street and Potton Road) is the main east-west route through Sandy, running from the A1 roundabout, through the town centre, past the railway station and out towards Potton. There is a 20mph speed limit in place on the section through the town centre and forms the primary link within the town.
- **St Neot's Road, Sandy:** This is the main north-south route in Sandy itself, running from the A1 junction in the north to the junction with the B1041 in the south. The route benefits from a traffic calming scheme.
- **Sunderland Road, Sandy:** This road runs north-south parallel to the East Coast Mainline on the eastern edge of Sandy, providing access between the employment areas to the north east of the town, the town centre and the A1. There is a weight restriction on the southern stretch of the road to reduce HGV movements through a predominately residential area.
- **New Road, Sandy:** This road links Sandy to the A1 to the south of the town from the train station. The junction with the A1 allows right turning movements at present, across the dual carriageway, although residents have raised safety concerns associated with the current layout. A new Tesco development on the road will influence the use of the road within the town.

⁵ <http://www.highways.gov.uk/news/press-releases/22m-road-boost-for-east-of-england>



Road Safety

The number of people killed, seriously or slightly injured on roads in and around Biggleswade and Sandy between 2009 and 2012 is set out in Table 4.2, whilst the location of road traffic accidents in the area are highlighted in Figure 4.1.

The vast majority of accidents involved car users. Motorcyclists were the group second most likely to be injured in an accident, whilst pedestrians and cyclists were involved in 8 serious accidents between them within the three year period, a relatively small number when compared to other road users.

Table 4.2: People Killed, Seriously or Slightly Injured in Biggleswade and Sandy between 2009 and 2012

Casualties	Adults				Children				Total			
	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total
Pedestrians	0	5	11	16	0	2	4	6	0	7	15	22
Cyclists	0	1	10	11	0	0	6	6	0	1	16	17
Motor cyclists	1	8	10	19	0	0	0	0	1	8	10	19
Car users / passengers	0	4	122	126	0	0	12	12	0	4	136	138
Bus	0	0	3	3	0	0	0	0	0	0	3	3
HGVs / passengers	0	0	6	6	0	0	0	0	0	0	6	6
Other	0	0	0	0	0	0	0	0	0	0	0	0
Total	1	18	162	181	0	2	22	24	1	20	184	205

Source: Bedfordshire Highways (Police Stats 19 database)

4.5 Car Parking

The demand for parking in Biggleswade and Sandy comes from shoppers and visitors to the town centres, accessing the range of independent stores and large supermarkets, and also commuters travelling by train from Biggleswade and Sandy Stations, often to London, via the East Coast Mainline.

There is a considerable amount of on street parking in the Sunderland Road area of Sandy as a result of employees working on the industrial estate along the road.

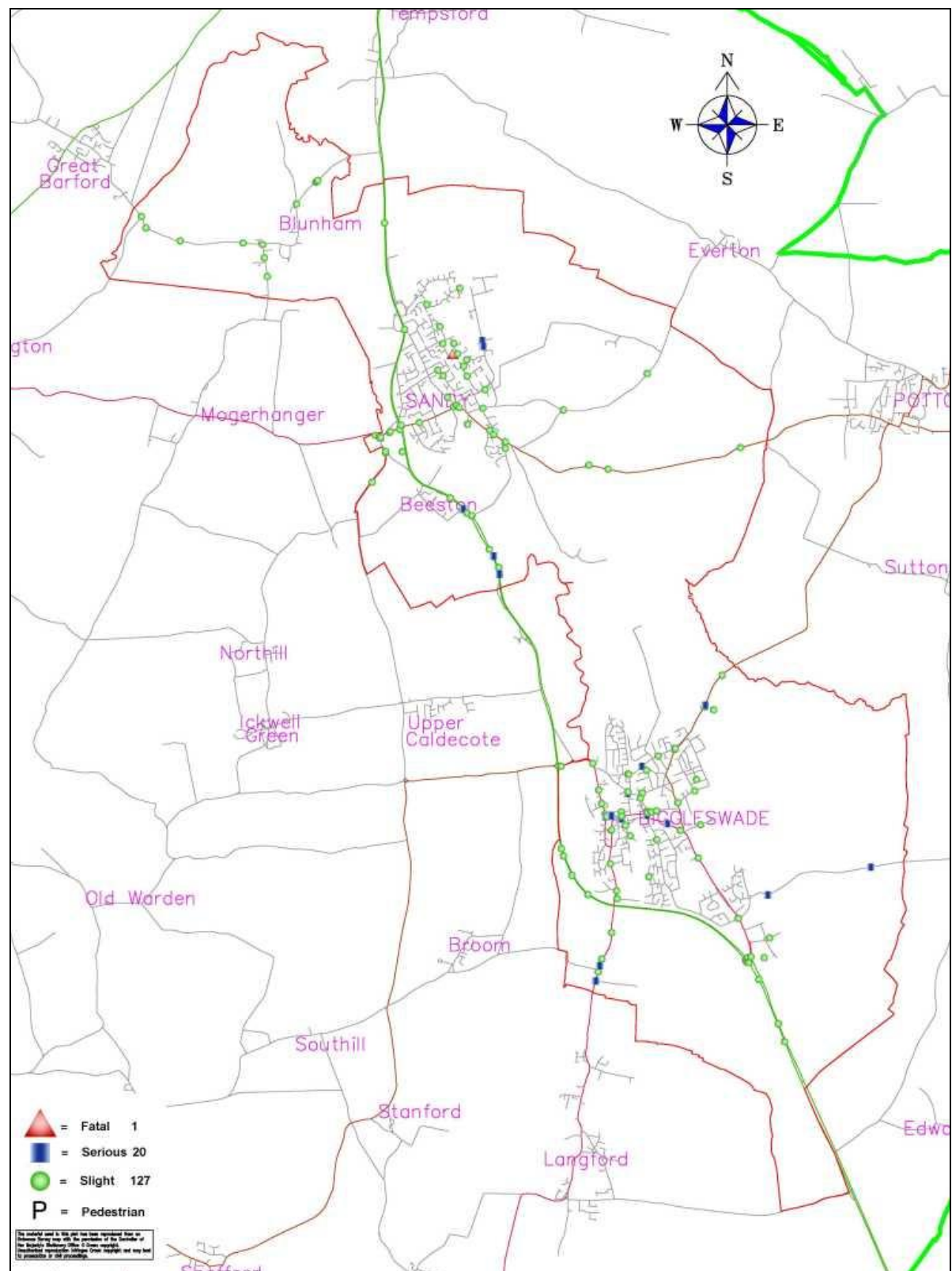


Sunderland Road, Sandy

Kings Road and St Swithun's Way are also subject to high levels of parking demand in the town. The nature of these parking demands differs however, with shoppers and visitors seeking short stay provision, whereas commuter parking tends to be for longer periods over the course of the day.

Blunham streets suffer from parking pressures associated with the school drop off and pick up times. These generate knock on effects associated with road safety concerns and detract children from walking or cycling to school.

Figure 4.1: Biggleswade and Sandy Road Traffic Accidents between 2009 and 2012



Source: Bedfordshire Highways (Police Stats 19 database)



Scale of Parking Provision

There is considerable on-street and off-street car parking provision in and around the LATP area. The off-street provision in Biggleswade is set out in Table 4.3, whilst that in Sandy is focused in a number of car parks including on the High Street, at Budgens, in the Market Square, and at the Station in the town.

Table 4.3: Existing Town Centre Car Parks in Biggleswade

Location	Number of Spaces	Charge	Time Limitation
Rose Lane	122 (approx)	Free	Unrestricted
Asda	348	Free	Up to 2 hours
St Andrews Street One	34	Free	Unrestricted
St Andrews Street Two	22	Free	Unrestricted
Market Place (west)	41	Free	Up to 2 hours
Market Place (east)	14	Free	Up to 2 hours
High Street (on-street)	11	Free	Up to 1 hour
Hitchin Street (on-street)	15	Free	Up to 1 hour
Aldi One	49	Free	Up to 1.5 hours
Aldi Two	79	Free	Up to 1.5 hours
Station Road (on-street)	34	Free	Up to 1 hour
Existing health centre	35	Free	Unrestricted (patients)
Station forecourt	45	Charged	Varied
Network Rail	179	Charged	Varied
Town Council (Station)	60 (approx)	Free	Unrestricted
Chestnut Avenue	35	Free	Unrestricted

In Biggleswade, whilst on-street parking in the town centre is limited stay provision only, there are opportunities to park on-street within a 5 minute walk of the town centre or station in most residential areas, often to the detriment of local residents' amenity.

There are a number of on-street and off-street car parking locations in and around Sandy town centre. On-street parking is generally limited in the town centre. There are a number of on-street bays in the Market Place area, whilst some short stay parking (a maximum of one hour) is provided in the town centre and along the High Street.

There are also opportunities to park on-street within a 5 minute walk of the town centre and the railway station, and therefore as with Biggleswade, there is parking provision available to shoppers and visitors at most times of the day.

Management of Provision

Responsibility for the management of the off-street parking, not owned by the large supermarkets, rests with the Town Council who have the powers to determine the nature of their operation, whilst Network Rail manage the car parks adjacent to the train station.

The diversity of ownership and control of the car parking provision requires the local authority to work in partnership with the car park operators to manage the nature of parking supply and to introduce measures to influence demand.

Cost of Provision

Most car parking in Biggleswade and Sandy, both on-street and off-street 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 parks operate on a 'pay and display' basis. The tariffs are set out in Table 4.4.

Table 4.4: Biggleswade and Sandy Stations Car Parking Charges (as of January 2013)

Length of Stay	Biggleswade	Sandy
Daily	£4.60	£5.20
Weekly	£21.70	£23.70
Monthly	£80.50	£90.80
Quarterly	£211.00	£249.00
Annual	£698.00	£799.00

Source: http://www.firstcapitalconnect.co.uk/static/filemanager/Car_park_tariff_changes_Dec_12_090113_v5_LOW_RES_L_CS1279_1112.pdf

These charges result in parking being displaced to surrounding residential streets. This causes issues in terms of loss of business for local shops and residents being unable to park outside their homes.

There are also road safety and accessibility concerns with cars parked on verges and in other inappropriate locations.



Under utilised station car park, Biggleswade

Residents Parking Schemes

A residents' parking scheme is in place near Biggleswade train station in order to ensure that local residents are able to park outside their own home and that commuters using the station do not occupy this provision.

There are currently no residents' parking schemes in operation in Sandy, although parking restrictions do operate on some roads to aid traffic flow. There is a desire on the part of local residents to see a residents' parking scheme, or similar on-street parking restrictions, in place in the streets surrounding the railway station, notably St Swithun's Way. This is because many of these streets are subject to commuter parking for those wishing to access the railway station.

Commuter Parking

Parking generates concern amongst local residents from a variety of different sources, the general lack of provision in residential areas in relation to levels of car ownership, the demand generated by shoppers and visitors to local shops and attractions, parking outside of schools during the morning and early evening 'school run', but none more so than issues associated with commuter parking during the day.

These problems are often at their most acute in the roads surrounding major commercial areas (such as Sunderland Road in Sandy), close to both Biggleswade and Sandy town centres (such as Sun Street in Biggleswade) and in the vicinity of both train stations in the Plan area.

The Central Bedfordshire Parking Strategy produced in 2012 will seek to address these concerns by a wholesale review of on street and off street parking and putting management measures in place.



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 Biggleswade and Sandy 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.

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

Table 5.1: Distances Travelled to Work

Distance	Biggleswade & Sandy		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Work at home	18	9%	100	9%
0 – 2 miles	43	22%	220	19%
2 – 5 miles	28	14%	180	15%
5 – 10 miles	25	13%	220	19%
10 – 20 miles	36	18%	220	19%
20 + miles	50	26%	220	19%
Total	196	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 higher proportion of local residents work within 2 miles of where they live compared to Central Bedfordshire as a whole, and this demonstrates the opportunity to provide alternatives to the car for these commuters.

Conversely, a higher proportion of Biggleswade and Sandy residents travel over 20 miles to work than across the authority as a whole. This is possibly a reflection of the areas excellent strategic transport links to areas further afield via the A1 and East Coast Mainline. The comparative modal split of journeys to work for residents in the Biggleswade and Sandy LATP 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	Biggleswade & Sandy		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Walking	20	11%	117	11%
Bike	2	1%	11	1%
Bus	5	3%	64	6%
Train	13	7%	64	6%
Car	126	70%	752	71%
Car (as passenger)	13	7%	53	3%
Other	2	2%	0	0%
Total	180	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 Biggleswade and Sandy residents travel to work choices reflect those of the authority as a whole. The biggest difference is in terms of the proportion of residents who use the bus to get to work, with twice the proportion of commuters in the authority using the bus compared to those in the Plan area, a potential reflection of the distances local residents travel to work.

5.3 Access to Healthcare

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

For hospital treatment, residents have to travel outside of the Plan area to Bedford, Addenbrookes in Cambridge or Lister Hospital in Stevenage. The nature of trips to these differs to those of accessing more local healthcare provision, with a much higher reliance on the car.

Table 5.3: Distance Travelled to the Doctors

Distance	Biggleswade & Sandy		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
0 – 2 miles	258	74%	1,284	66%
2 – 5 miles	84	24%	545	28%
5 – 10 miles	3	1%	97	5%
10 – 20 miles	3	1%	0	0%
20 + miles	0	0%	0	0%
Total	349	100%	1,945	100%

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

Table 5.4: Access to Doctors Modal Split

Mode	Biggleswade & Sandy		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
Walking	161	46%	681	35%
Bike	3	1%	19	1%
Bus	7	2%	97	5%
Train	0	0%	0	0%
Car	150	43%	953	49%
Car (as passenger)	24	7%	156	8%
Other	0	0%	0	0%
Total	349	100%	1,945	100%

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



The general picture highlights that Biggleswade and Sandy residents do not have to travel as far as their Central Bedfordshire counterparts when it comes to visiting their local doctors. Some three quarters travel under 2 miles to reach their local GP compared to around two thirds authority wide. This figure is even lower for some of the smaller towns in Central Bedfordshire with only a third of Arlesey and Stotfold residents within 2 miles of their local doctor for example.

As with journeys to other services, there is less reliance on the car and more people walking in Biggleswade and Sandy than across the rest of Central Bedfordshire. This is probably a reflection of the comparative distances residents travel to reach their doctors across the different areas. Conversely Blunham's local surgery in Great Barford cannot be reached on foot due to the lack of a footpath or via public transport due to the absence of a connecting service, placing heavy reliance on the car for such journeys.

The table also highlights the disparity between those who live within a relatively short walking distance of such provision in Biggleswade and Sandy (74%) compared to those who actually do walk (46%).

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 eight lower schools, two middle schools and two upper schools in the Plan area. The break down in how pupils travel to these establishments is set out in Table 5.5.

Table 5.5: Comparison of Travel to School Mode Share

School		Car	Car (Share)	Cycle	Walk	School Bus	Bus	Other	All Pupils
Lower Schools									
John Donne	Total	39	1	0	44	0	0	0	85
	%	46%	1%	0%	52%	0%	0%	0%	100%
Laburnum	Total	11	5	0	129	0	0	0	147
	%	7%	3%	0%	88%	0%	0%	0%	100%
Lawnside	Total	9	0	0	240	0	0	0	249
	%	4%	0%	0%	96%	0%	0%	0%	100%
Maple Tree	Total	47	0	3	172	0	0	0	223
	%	21%	0%	1%	77%	0%	0%	0%	100%
Robert Peel	Total	30	0	7	255	0	0	3	296
	%	10%	0%	2%	86%	0%	0%	0%	100%
Southlands	Total	22	0	0	260	0	0	0	282
	%	8%	0%	0%	92%	0%	0%	0%	100%
St Andrews	Total	36	0	0	323	0	0	0	361
	%	10%	0%	0%	89%	0%	0%	0%	100%
St Swituns	Total	31	0	4	126	1	0	0	166
	%	19%	0%	2%	76%	1%	0%	0%	100%
Middle Schools									
Edward Peak	Total	21	3	2	273	44	0	0	347
	%	6%	1%	1%	79%	13%	0%	0%	100%
Holmemead	Total	28	2	1	445	6	0	0	484
	%	6%	0%	0%	92%	1%	0%	0%	100%
Sandy Place Academy	Total	84	14	20	281	57	5	2	463
	%	18%	3%	4%	61%	12%	1%	0%	100%
Upper Schools¹²									
Sandy	Total	44	0	3	420	318	40	0	833
	%	5%	0%	0%	50%	38%	5%	0%	100%
Stratton	Total	55	10	8	758	364	3	29	1,250
	%	4%	1%	1%	61%	29%	0%	2%	100%

Source: Central Bedfordshire School Census 2011 (Sandy Place Academy data from 2012 'Hands Up' survey)

There are significant differences in the way pupils travel to school within the LATP area. Reliance on the car ranges from 46% of pupils at John Donne to just 4% of pupils at Lawnside Lower, whilst conversely the number of children walking to school is highest at Lawnside Lower (96% of all pupils) compared to just 50% at Sandy Upper.

There is extremely limited use of scheduled public transport services to help children to get to school although a high proportion of pupils at Sandy and Stratton Upper Schools are provided with a dedicated school bus which is reflected in the figures.

All schools in Sandy now have either a 20mph speed limit or 20mph zone adjacent to them, although this is not the case in Biggleswade or Blunham. Nonetheless, School Travel Plans in place at each school help to identify specific issues which underpin the travel patterns and the authority take the proposals they contain into account in the delivery of transport initiatives in the vicinity of schools.

5.5 Access to Retail Provision

There are a number of large food stores in and around the Plan area, with another, a new Tesco development to the south of Sandy, set to open in the near future. The proximity of this provision ensures that residents do not have to travel further afield for their food shopping, as seen in Table 5.6.

The distance travelled by local residents to their nearest supermarkets is in line with the picture for the authority as a whole, with the vast majority (78%) travelling under 5 miles. It will be interesting to see how online grocery shopping levels change over the time period of this Plan, and through the roll out of superfast broadband across the authority, there is the potential that it may increase somewhat in the future.

In terms of non-food shopping, referred to as comparison shopping, there are a range of destinations local residents visit, although the main destinations outside of the Plan area are Bedford (53% of respondents to the Householder Travel Survey) and Milton Keynes (36% of respondents).

Due to the distances involved in these trips there is heavy reliance on the car as either a driver or a passenger (79% of trips), with 10% of residents using the bus.

Table 5.6: Distance Travelled to Supermarkets

Distance	Biggleswade & Sandy		Central Bedfordshire	
	Actual number	Percentage	Actual number	Percentage
0 – 2 miles	135	38%	800	40%
2 – 5 miles	142	40%	740	37%
5 – 10 miles	61	17%	340	17%
10 – 20 miles	11	3%	40	2%
20 + miles	0	0%	0	0%
Shop online	11	3%	80	4%
Total	356	100%	2,000	100%

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

5.6 Access to Leisure, Culture and Tourism

There are a number of locations which generate leisure, cultural or tourist trips in the Biggleswade and Sandy area including the Saxon Pool and Leisure Centre in Biggleswade, the RSPB Lodge, near Sandy and Jordan's Mill and Heritage Centre, south of Biggleswade. In Blunham, the playing fields off Bedford Road attract a large number of users with associated access and parking issues at peak times.



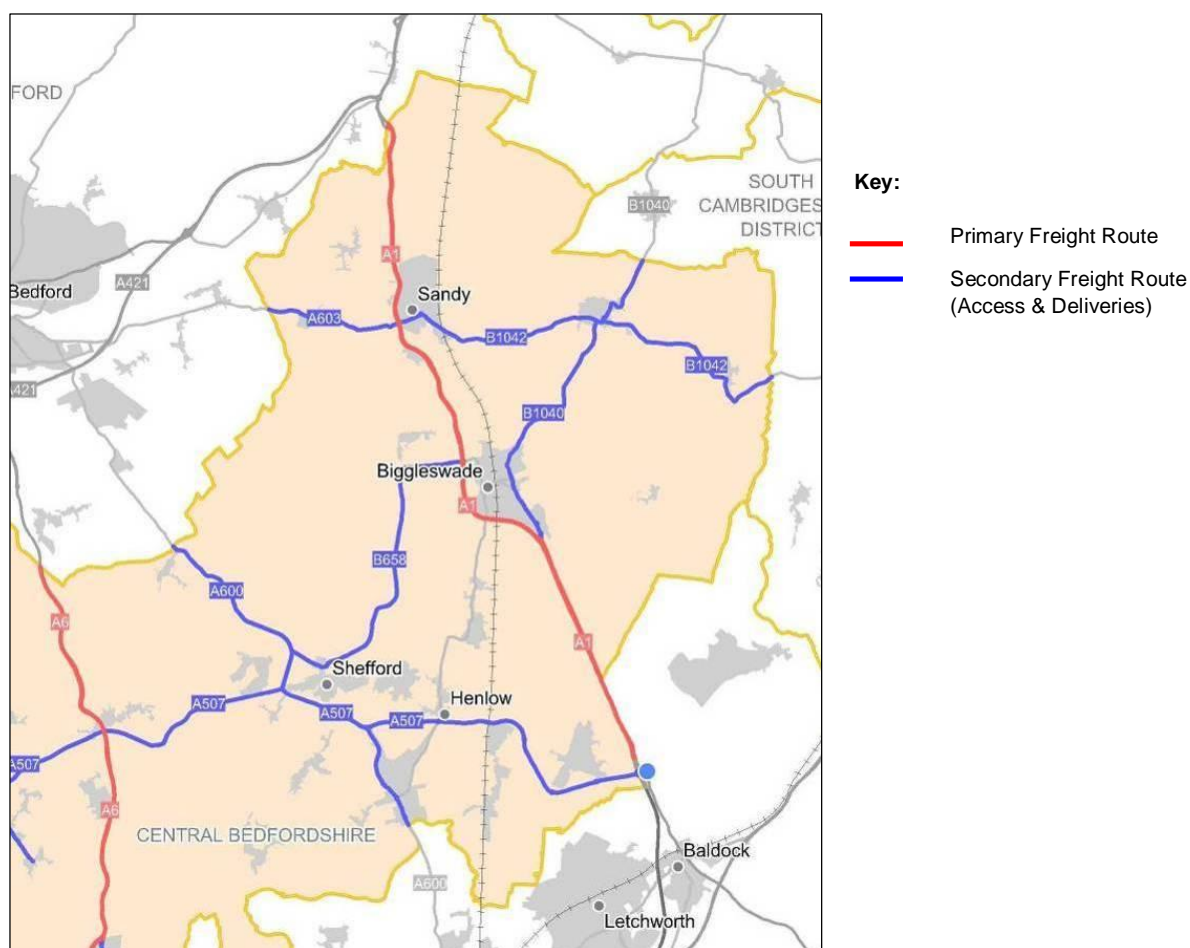
The authority will seek to work with these and other attractions in the area to develop a more detailed understanding of the movements they generate through encouraging the development of Travel Plans for each location, as a means of not just getting a more informed evidence base of the movements each site generates but in order to help promote alternatives to car based travel.

5.7 Movement of Freight

Freight forms the focus of the one of the six journey purpose themes which the LTP is structured around and as part of this a number of broad areas of intervention are identified within the Plan, 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. The section in and around Biggleswade and Sandy is set out in Figure 5.1.

Figure 5.1: Designated Road Freight Network in Biggleswade and Sandy



There are concerns as to the prevalence of HGV vehicles within both town centres and the detrimental impact these movements have on the attractiveness of the town centres for visitors as well as the safety concerns they present. Addressing access issues and restrictions will help reduce the volume and impact of such flows.

Freight in Biggleswade

It is unlikely that freight movements will be able to be removed from Biggleswade town centre in the short term. This is due to the location of supermarket and employment sites close to the centre of the town. As a consequence, close working with the operators will be required to ensure that the impacts of HGVs movements are best managed and minimised.

This is important in trying to minimise the conflict between HGVs and pedestrians on the High Street and elsewhere in the centre of Biggleswade.

Freight Issues and Routing in Sandy

A report was commissioned in 2011/12 (Year 1 of the LATP) to look into concerns associated with freight routing in Sandy. The study, published in August 2012 identified a number of main issues:

- Current freight routes through the town
- Overnight parking in the vicinity of Girtford Bridge
- Suitability of existing junctions to support freight traffic manoeuvres

A number of proposals were also put forward in the Report through which to address the above issues, broken into two phases to take into account the timescales through which they may be delivered, as set out in Table 5.7. A number of options were also considered in terms of securing improvements to the junction of the High Street and Station Road, although none of the options were deemed acceptable, in a number of cases due to the huge financial costs involved.

Phase 1 recommendations will be consulted on and implemented with funds identified in the 2011/12 to 2013/14 programme, whilst Phase 2 recommendations are outlined for further consideration and consultation, with implementation in future years subject to funding availability.

Table 5.7: Recommendations for Freight Routing in Sandy

Phase 1 Recommendations	Phase 2 Recommendations
<ul style="list-style-type: none">• Improvements to existing signs in town.• Installation of parking restrictions in vicinity of Girtford Bridge.	<ul style="list-style-type: none">• Amendments to signage on approach to town, primarily from / on the A1.• Weight restriction on St. Neot's Road.• Further Investigations on the layout of High Street / Potton Road / Station Road junction.• Further Investigation on the layout of New Road / A1 junction.• Right turn restriction from New Road onto A1 Northbound.

Freight in Blunham

In terms of Blunham, whilst the village itself is protected from HGVs through weight limits in place on nearly all important links (see Appendix C), there is local concern that these restrictions are not always observed by lorry drivers. The authority will monitor the situation, and liaise with hauliers and the Police to ensure that the restrictions are adhered to in the future.



6. Consultation & Engagement

6.1 Overview of Process

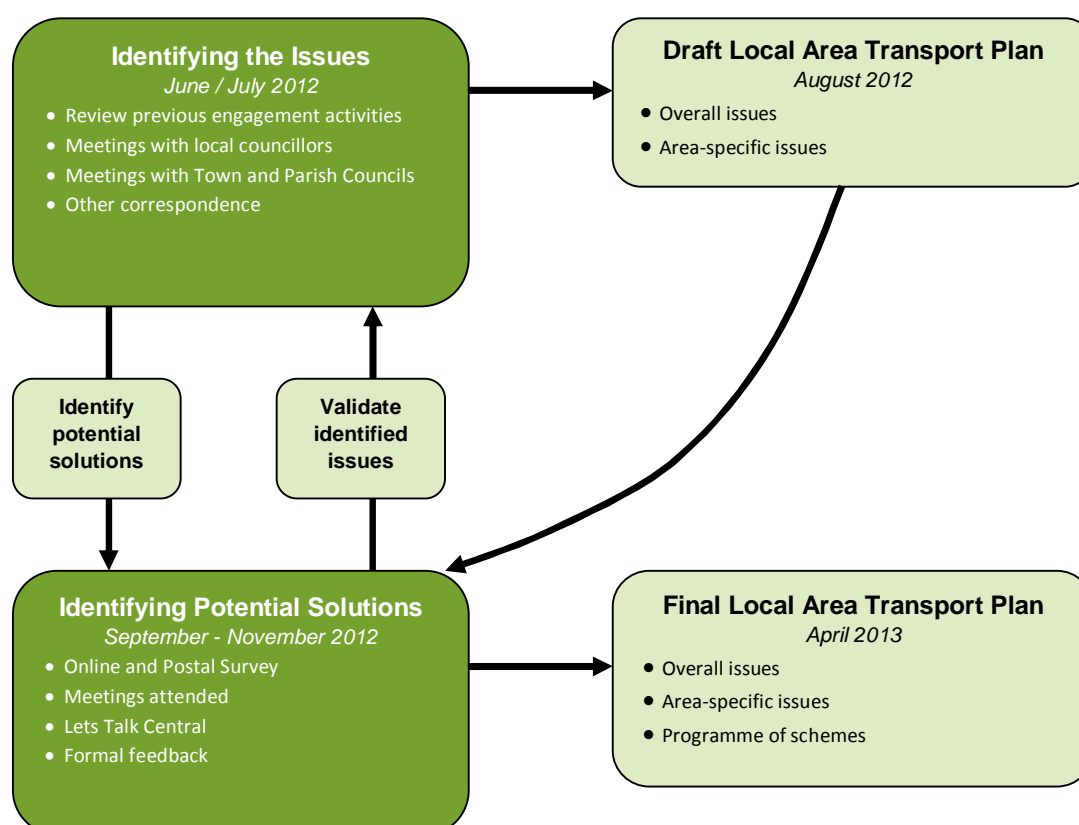
As part of the development of the Biggleswade, Sandy and Blunham Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public is being undertaken by Central Bedfordshire Council.

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 consultation, 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 is 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 LATP 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 13 August 2012 to brief them on the LATP and identify their key issues relating to all transport modes and journey purposes.
- **Meeting Town and Parish Councils:** A meeting was held with Biggleswade Town Council Town on 29 August 2012, Sandy Town Council on 15 October 2012 and with Blunham Parish Council on 14 August 2012 to brief each on the Plan, and provide an opportunity to discuss issues relating to all transport modes and journey purposes. In addition, a special public meeting was held with residents of Sandy on 30 October 2012, organised by the Town Council.
- **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 Biggleswade and Sandy.
- **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.

6.3 Informing the Local Area Transport Plan

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

The feedback obtained on the issues 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 have been considered, either individually or as part of a combined package of different schemes, in developing the LATP Programme. More information on how the LATP Programme will be developed is contained in the Programme chapter of this LATP.

A number of issues and solutions likely to be identified as part of the engagement process are outside the scope of the LATP. 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 7.3 summarise the issues and highlight the key locations in each settlement as a priority for intervention.

7.2 Priorities in Biggleswade

The town centre, train station, expansion of the town to the east, routes to school and access onto the A1 are just some of the areas of importance when it comes to transport issues in Biggleswade. Reducing the dominance of traffic, improving access to the station, the creation of a 'Green Wheel' of walking and cycling routes, and accommodating the increasing numbers of trips in the local area as a result of future growth will be the key challenges to be addressed in the coming years in the town, as set out in Figure 7.1.

7.3 Priorities in Sandy

Sandy lies at a crossroads for north/south and east/west movements which generates a significant amount of traffic in the town. Whilst the existing 20mph limit and speed restrictions help to alleviate this problem to some extent, the prevalence of HGVs in, and on routes to the town centre is of concern to local residents.

New development, including the provision of a new supermarket to the south of the town will also generate additional traffic, with a requirement for this to be mitigated and alternatives to car based travel throughout the town provided.

Reducing the barrier formed by the A1, particularly for residents in Beeston is a further priority in the area. The lack of alternative routes between Beeston and Sandy for pedestrians and cyclists and the road safety concerns associated with traversing the dual carriageway are key areas to be addressed over the Plan period, as set out in Figure 7.2.

7.4 Priorities in Blunham

Through traffic and associated speeding, parking issues connected to the school and a lack of footpaths for leisure walks are among the key transport concerns in the village, and these are drawn out in Figure 7.3.

Figure 7.1: Priorities in Biggleswade

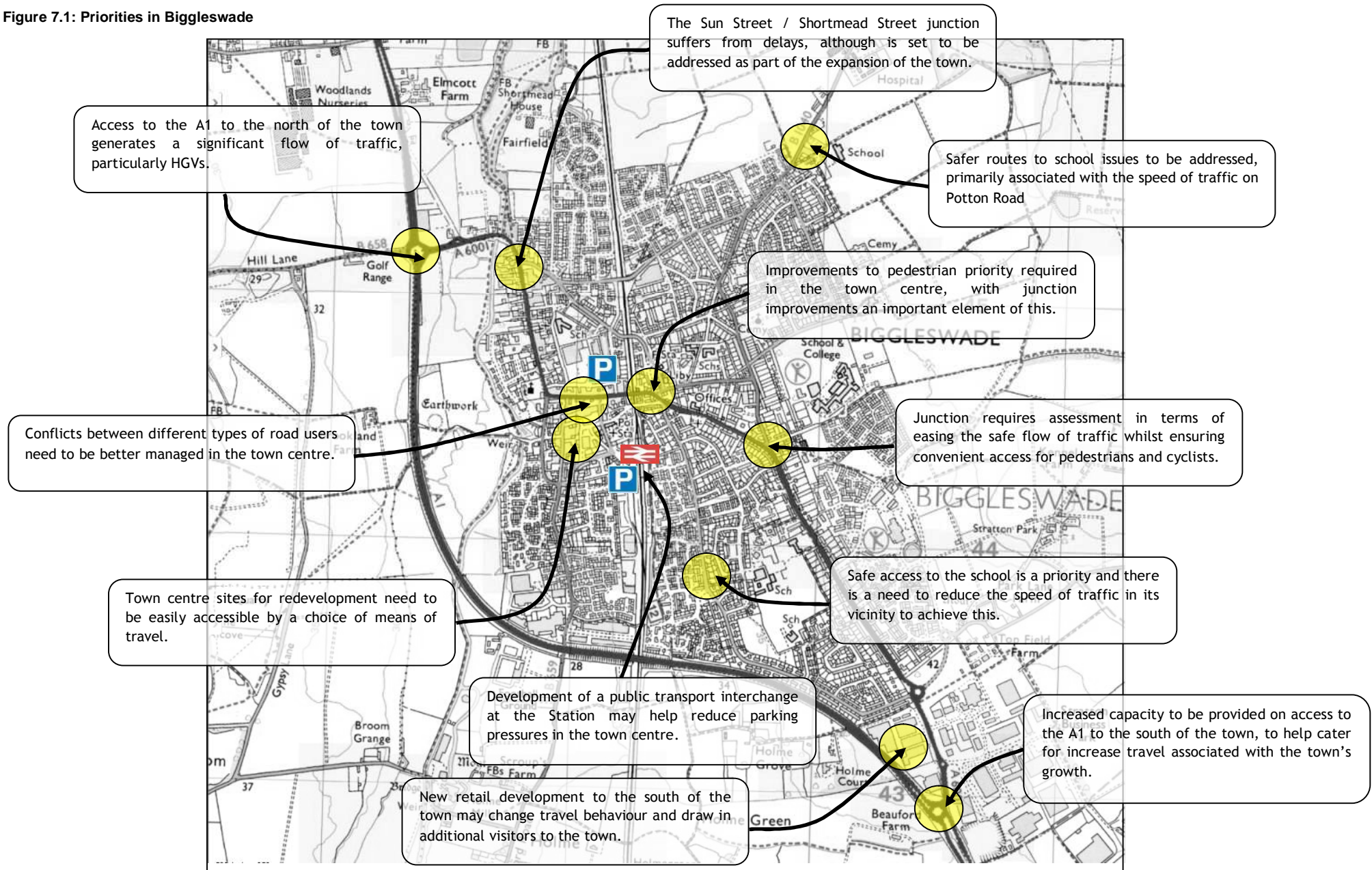


Figure 7.2: Priorities in Sandy

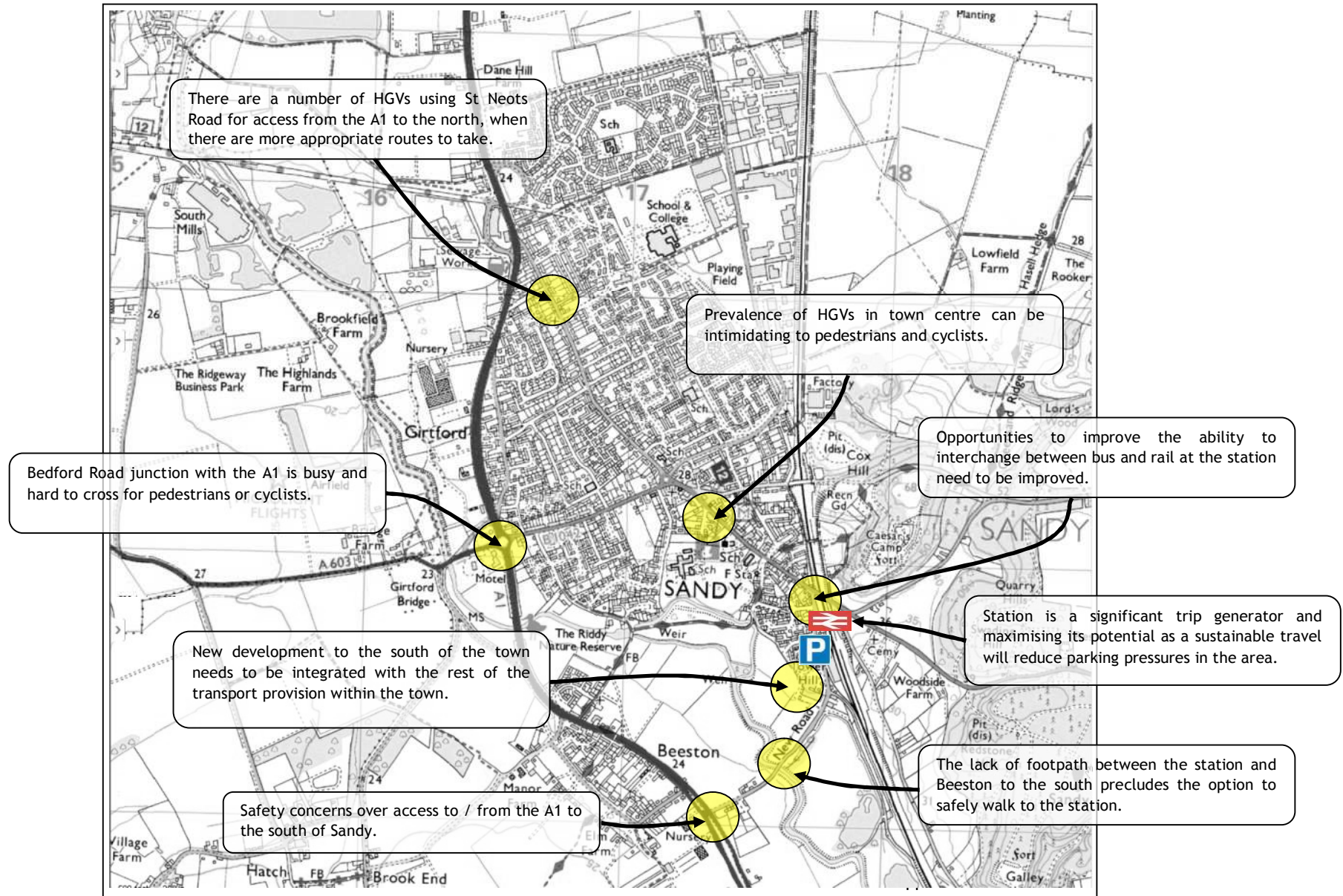
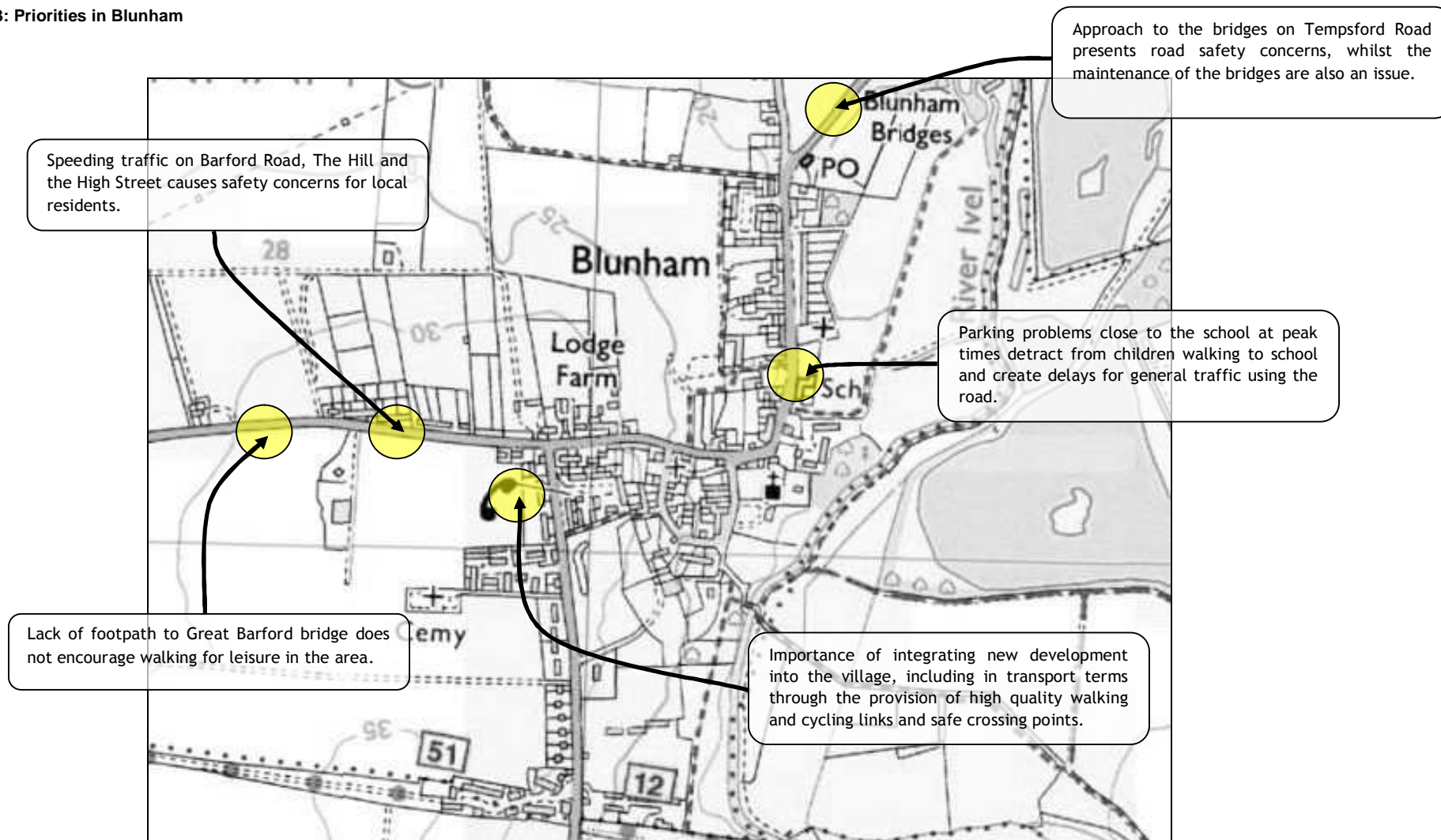


Figure 7.3: Priorities in Blunham



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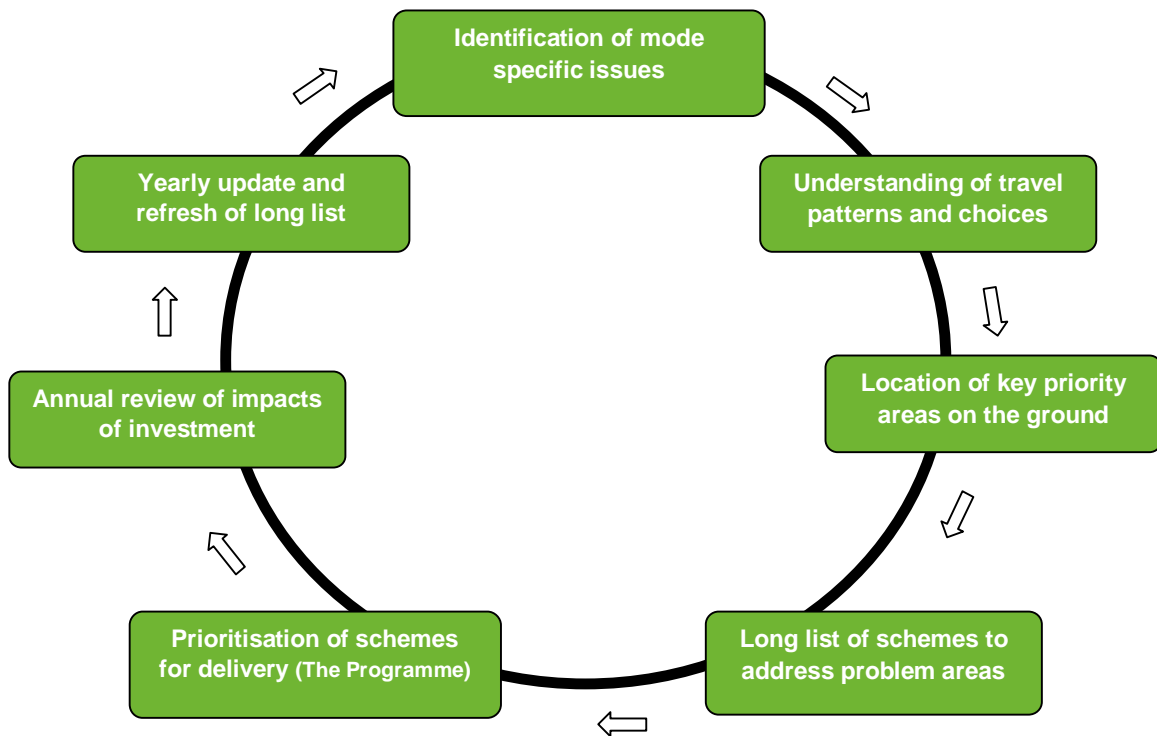
8. Programme

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 Biggleswade and Sandy.

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

Figure 8.1: Programme Development Process



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



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

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

8.3 How much funding is available?

The allocation of integrated transport funding for the authority as a whole is set out in Table 8.2. The Biggleswade and Sandy LATP formed part of the first tranche of Plans and was awarded a total of £552,000 for the first three years of the Plan which has been allocated to schemes that are in the process of being delivered.

An additional £200,300 has now been made available for Year 4 of the Plan, the 2014/5 financial year. The breakdown of funding across the first tranche of LATPs, including this allocation, 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 Potton)	-	-	£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 Biggleswade and Sandy 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 schemes which can be funded through the integrated transport budget. This means that they must be capital schemes relating to the provision of actual infrastructure, as opposed to revenue schemes which involve ongoing costs and relate to maintenance and the operation of services for example.

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

The package will seek to strike a balance between different types of intervention and coverage of the Plan area, within the context of the relative rankings of schemes as generated by the Scheme Prioritisation Framework. The scheme costs 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 Biggleswade and Sandy "long list" is set out in Appendix E. 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: Biggleswade and Sandy LAMP Programme of Schemes - 2011/12 to 2013/14

Ref	Scheme	Town	Funding Profile			Notes
			2011/12	2012/13	2013/14	
Public Transport Improvements			£40,000	£40,000	£20,000	
	Biggleswade and Sandy wide: Implement route and information improvements	Biggleswade & Sandy				
	Engayne Avenue, Sandy: Improvements to provide bus turning circle	Sandy				
	Biggleswade Station Interchange: Bus turning area on land south of the station to facilitate new station bus stops	Biggleswade				Relates to the delivery of Key Area 6 of the Biggleswade Town Centre Master Plan
Biggleswade General Walking and Cycling Improvements			£30,000	-	£31,000	
	New cycle routes to extend and link into the existing network	Biggleswade				Based upon the Biggleswade pedestrian and cycling priority networks.
	Cycle parking: New cycle parking in the vicinity of local services	Biggleswade & Sandy				
	Pedestrian crossings at Potton Road and Drove Road, Biggleswade	Biggleswade				Relates to the delivery of Key Area 2 of the Biggleswade Town Centre Master Plan
Biggleswade Master Plan Junction Improvements			-	£60,000	£76,000	
	Shortmead Street / St Andrews Street / High Street	Biggleswade				
	Station Road/High Street	Biggleswade				
Biggleswade Public Realm Improvements			£40,000	£63,000	£36,000	
	Shared Space provision on Hitchin Street, Biggleswade	Biggleswade				Relates to the delivery of Key Areas 1 & 3 of the Biggleswade Town Centre Master Plan
	Remove guard railing / de-clutter in Town Centre	Biggleswade				
Sandy General Walking and Cycling Improvements			£35,000	£20,000	£20,000	
	New cycle routes to extend and link into the existing network	Sandy				
Sandy Freight Issues			£20,000			
	Look at freight re-routeing options in Sandy and possible weight limits	Sandy				
Sandy Highway Improvements			£22,000			
	Look at design of station junction with Potton Road	Sandy				To facilitate the right turn and improve junction
Total			£187,000	£182,700	£182,700	

Table 8.5: Biggleswade and Sandy LATP Programme of Schemes – 2014/15

Ref	Scheme	Town	Funding Profile			Notes
			2014/15	-	-	
Cycling						
CY/02	Biggleswade to Langford cycle route	Biggleswade	£100,000	-	-	Contribution towards the development of a XX km cycleway, partly funded by a contribution from the Arlesey and Stotfold LATP.
CY/03	Potton to Sandy cycle route, via the RSPB	Sandy	£25,000	-	-	Total cost of scheme is £640,000 and includes further contributions from the Potton LATP, the Potton Combined Charities and the RSPB.
Public Transport						
PT/05	Real time information provision at 10 bus stops in Biggleswade, Sandy and Blunham	Plan area wide	£50,000	-	-	To be provided on stops serving the following bus routes: no.73, no.188, no.190 and no.191.
Freight						
FR/01	Implementation of the recommendations of the Sandy Freight Report	Sandy	£25,000	-	-	Includes implementing a freight ban on St Neots Road and other measures as detailed in the report published in August 2012.
Total			£200,300	-	-	

Note: The provision of the Potton to Sandy cycle route is subject to the success of a bid submitted to the Department for Transport for cycle safety funding. If this is not forthcoming, the £25,000 allocation in the Plan will be redirected towards the development of Station Travel Plans at Biggleswade and Sandy Stations, scheme reference number PT/04 in the Long List.



9. Other Schemes & Funding

9.1 Schemes to be funded by S106 Agreements

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

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

Notwithstanding this, S106 funding is a vital source of investment in the local transport network to complement that provided by the Local Transport Plan itself. The level of funding which has been secured from developers, but has not yet been received by the authority or allocated to specific schemes, is set out in Table 9.1. Table 9.2 shows where funding has already been spent in the same period

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

In total the authority currently still has around £1.8 million 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 cycleways, 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
Biggleswade	£97,000	£763,000	£272,000	-	£552,000	£1,684,000
Sandy	£19,000	£12,000	£50,000	-	-	£81,000
Blunham	£21,000	£30,000	-	-	-	£51,000
Total	£137,000	£805,000	£323,000	-	£552,000	£1,817,000

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

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

Within this remit however, the scope exists to use these monies to supplement the funding which the Biggleswade and Sandy area has been allocated directly through the LATP in seeking to address local priorities.

In addition to this funding, over £400,000 has already been received and spent on schemes over the same period across the five areas of investment detailed above, in the following areas:

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

Area	Sustainable Transport	Highways / Road Safety	Public Transport	Rights of Way	Town Centre Improvements	Total
Biggleswade	£54,237	£236,568	-	£3,148	£70,277	£364,230
Sandy	£33,818	-	-	-	£27,206	£61,024
Blunham	£1,129	-	-	-	-	£1,129
Total	£89,184	£236,568	-	£3,148	£97,483	£426,383

Source: Central Bedfordshire Council Planning Enforcement Team; October 2012

Land East of Biggleswade

There are a number of schemes which are set to be funded by the development of land to the east of Biggleswade, as highlighted in section 2.4. The transport measures to be funded by the developer to mitigate the impact of the new housing include the provision of:

- A 2.3km eastern relief road to link Potton Road to the junction of Saxon Drive, Sorrell Drive and Chambers Way,
- A mini roundabout at the junction of Sun Street / Shortmead Street,
- Traffic calming measures on St John's Street, and
- Other general footpath and cycleway improvements.

Tesco, Sandy

In terms of the Tesco superstore on New Road, Sandy, which was granted planning permission in September 2011, mitigating measures secured by the authority to be funded by the retailer include the provision of:

- A bus turning area off New Road to facility safe bus access to the site,
- A speed reduction scheme and an on-carriageway cycle lane from Willow Rise to the High Street,
- A shared use footway / cycleway on west side of Station Road / New Road, and
- Other pedestrian and cycle safety improvements in the vicinity of the site.



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

Information provision:

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

Ticketing:

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

Car Sharing:

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

Travel Plans:

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

Promotion:

- Roll out cycle training through the 'Bikeability' initiative at Levels 1-3 for all school children.
- Encourage / 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 Biggleswade and Sandy in the first year of the Plan, between April 2011 and March 2012.

It also details 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 Biggleswade and Sandy LATP had a budget of £187,000 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: Schemes Delivered in Biggleswade and Sandy

Scheme	Budget / Spent	Notes
Public Transport Improvements	£40,000	
Implement route and information improvements	Biggleswade: £14,874 Sandy: £14,346	<ul style="list-style-type: none"> Timetables, flags and minor associated works across Biggleswade and Sandy.
Engayne Avenue, Sandy: Junction & Network improvements to provide bus turning circle	Not delivered	<ul style="list-style-type: none"> Turning circle not required following site visit and discussions. Money to go toward bus stop improvements instead.
Biggleswade Station Interchange: Bus turning area on land south of the station to facilitate new station bus stops	Not delivered	<ul style="list-style-type: none"> Relates to the delivery of Key Area 6 of the Biggleswade Town Centre Master Plan and issues associated with the re-use of the existing bus station need to be addressed before can proceed.
Biggleswade General Walking and Cycling Improvements	£30,000	
New cycle routes to extend and link into the existing network. Cycle parking in Biggleswade and Sandy: New cycle parking in the vicinity of local services.	£11,884	<ul style="list-style-type: none"> Revised cycle destination signage in Biggleswade. Removed & reset pedestrian guardrails in locations to facilitate cycle use (Holme Court Avenue, Southfield School). Installed mini-ensign bollards (Southfield School, Station Road). Carried out landscape works (various sites). Converted footpath by Churchill Court (for shared use un-segregated facilities) to link onto Potton Road. Removed cycle signs along Holme Court Avenue and install new cycle symbols & green patches of HFS along the road.
Pedestrian crossings at Potton Road and Drove Road, Biggleswade	Not funded	<ul style="list-style-type: none"> Relates to the delivery of Key Area 2 of the Biggleswade Town Centre Master Plan



Scheme	Budget / Spent	Notes
Biggleswade Public Realm Improvements	£40,000	
Shared Space provision on Hitchin Street, Biggleswade	£21,884	Relates to the delivery of Key Area 3 of the Biggleswade Town Centre Master Plan Design only and consultation in accordance with member wishes. Remainder carried forward to 2012/13 Additional funding required from S106 to reach required budget for implementation.
Remove guard railing / de-clutter in Town Centre		Relates to the delivery of Key Area 1 of the Biggleswade Town Centre Master Plan
Sandy General Walking and Cycling Improvements	£35,000	
New cycle routes to extend and link into the existing network	£22,471	<ul style="list-style-type: none"> Removed clap gates at the rail line footbridge. Installed staggered barriers within the structure at either end. Cut back overgrown vegetation. Converted the footpath in Church Path to shared use (un-segregated), removed concrete bollards and installed new bollards at each end. Cycle crossing (uncontrolled) on Sunderland Road near Newton Way/ Brickhill Road provided. Refreshed road markings at High Street junction with Station Road. Installed cycle symbols by the Pegasus crossing. Widened the footway between Ivel View and Woolfield to provide shared use (un-segregated). Removed tree stump, cut back overgrown vegetation, provided new surfacing, mini-ensign bollards and signs, together with log edging along the embankment. Delivered 20mph limits outside schools across Sandy.
Sandy Freight Issues	£20,000	
Look at freight re-routing options in and around Sandy and possible weight limits	£12,087	<ul style="list-style-type: none"> Schemes combined into single study and report. Recommendations to be funded from carry forward in 2012/13.
Sandy Highway Improvements	£22,000	
Look at design of station junction with Potton Road to facilitate the right turn and improve junction		
Total Spend	£97,549	£89,451 carried forward to the 2012/13 financial year.
Budget	£187,000	

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	
No.	Indicator	Units		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
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	
No.	Indicator	Units		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
3	Condition of Unclassified Roads	Quartile	Actual Performance	Top quartile	Top quartile	Top quartile	Top quartile	Data requir	Data required				Quartile highlights performance against other authorities nationwide.
			LTP Trajectory				Top quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	Medium Quartile	
No.	Indicator	Units		2007	2008	2009	2010	2004-08 ave	2011	2013	2014	2015	
4	Total Killed and Seriously Injured	Casualties	Actual Performance	no data	no data	no data	no data	136	94				LTP target equates to a 6% reduction in the period up until 2020.
			LTP Trajectory					136	134	133	132	132	
No.	Indicator	Units		2007	2008	2009	2010	2004-08 ave	2011	2013	2014	2015	
5	Children Killed or Seriously Injured	Casualties	Actual Performance	no data	no data	no data	no data	13	6				LTP target equates to a 6% reduction in the period up until 2020.
			LTP Trajectory					13	12	12	11	10	
No.	Indicator	Units		2007	2008	2009	2010	2004-08 ave	2011	2013	2014	2015	
6	Total slight casualties	Casualties	Actual Performance	no data	no data	no data	no data	979	814				LTP target equates to a 6% reduction in the period up until 2020.
			LTP Trajectory					979	970	965	960	953	
No.	Indicator	Units		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
7	Bus passenger journeys	Thousand Passenger Journeys	Actual Performance	8,988	9,211	9,364	3,237	Data requir	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	
No.	Indicator	Units		2007	2008	2009	2010	2011	2012	2013	2014	2015	
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%	
No.	Indicator	Units		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
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%	
No.	Indicator	Units		2006/7	2007/8	2008/9	2009/10	2010/11	2011/12	2012/13	2013/14	2014/15	
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%	80%	
No.	Indicator	Units		2007	2008	2009	2010	2011	2012	2013	2014	2015	
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%	
No.	Indicator	Units		2007	2008	2009	2010	2011	2012	2013	2014	2015	
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%	
No.	Indicator	Units		2007	2008	2009	2010	2011	2012	2013	2014	2015	
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	104	105	
No.	Indicator	Units		2007	2008	2009	2010	2011	2012	2013	2014	2015	
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	108	110	
No.	Indicator	Units		2007	2008	2009	2010	2011	2012	2013	2014	2015	
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%	78.1%	78.6%	
No.	Indicator	Units		2007	2008	2009	2010	2011	2012	2013	2014	2015	
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%	30.0%	30.0%	
No.	Indicator	Units		2007	2008	2009	2010	2011	2012	2013	2014	2015	
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%	18.2%	18.5%	
No.	Indicator	Units		2007	2008	2009	2010	2011	2012	2013	2014	2015	
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%	54.0%	55.0%	
No.	Indicator	Units		2007	2008	2009	2010	2011	2012	2013	2014	2015	
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%	31.0%	31.0%	

Appendix B: Sandy Cycle Network



Appendix C: 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
Biggleswade	Hitchin Street: - between Saffron Road and the junction with Market Square.	7.5t weight limit	4 December 1989
	Rose Lane: - applies to vehicles entering Rose Lane from the High Street.	Width restriction: no vehicles over 6 foot 6 inches	7 November 2005
Sandy	Sunderland Road area 550m from Bedford Road junction including: - Faynes Close - Rutlands Gardens - Newton Way - Friars Walk - Sandon Close - Dapifer Drive - Abbey Grove - Wynnesfield Walk - any other road which is built in the area.	7.5t weight limit	21 June 1999
Blunham	All roads contained within the area bounded by the A1, A603, New Road (C56) and the River Ouse with the exception of the UC60 (South Mills) and the C5 (Tempsford Road, Blunham) between the A1 and the entrance to Zwetsloots.	7.5t weight limit	24 April 1990

The weight limit on Girtford Bridge in Sandy was revoked on 22 December 2000.



Appendix D: Consultation Summary

Table D1: LATP Formal Consultation Responses

Consultee	Comment	Response
Biggleswade Town Council (meeting of 29 August 2012)	Would like to see the relocation of some of the street furniture in the town centre.	This is something which should be delivered by the Town Centre Masterplan and developer contributions funding received from sites brought forward in the local area.
	Need for more cycle parking particularly in the Hitchin Street area.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	The Town Council are not in favour of a contra-flow cycle lane on Hitchin Street. Would rather see a reversal in the flow of general traffic.	Comments have been noted.
	Development of a public transport interchange at Biggleswade Station is a key scheme. Can a temporary scheme be delivered to see how it would work?	The scheme is included in the current programme and so will be subject to investment to provide an improved interchange.
	Concern over the impact of the LXB development on the town centre. A shuttle bus between the two will be provided and need to ensure that the area does not operate as an informal park and ride through restrictions on the length of parking.	Central Bedfordshire Council will monitor the situation and take appropriate action if necessary.
	Key road schemes to be delivered are: <ul style="list-style-type: none"> • Biggleswade eastern relief road • - A1 roundabout improvements to the south of the town • Sun Street / Shortmead Street roundabout Can the latter be funded by CBC and then clawed back from the developer?	These schemes are set to be funded by developer contributions. It is not possible to fund the Sun Street / Shortmead Street scheme and claw the funding back due to the nature of the S106 Agreement the developer has with the authority.
	Problems at Eagle Farm Road / Drove Road / London Road which need addressing.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Do not want speed humps on London Road.	Comments noted. No such schemes have been included in the long list.
	Keen to see a raised table at the junction of Holme Court Avenue and Kitelands Avenue. It is close to a school although not supportive of a 20mph associated with this as it would lead to drivers speeding up elsewhere.	Scheme included as part of a more encompassing School Safety Zone scheme within the long list, and assessed through the Scheme Prioritisation Framework.

Consultee	Comment	Response
	Station Road / Back Street / Bonds Lane junction needs improving with the provision of a roundabout maybe.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Double yellow lines on Sun Street close to the junction with Shortmead Street are required as parking is compounding other problems.	
	Extend existing bollards on Shortmead Street / High Street junction to stop inappropriate parking.	
	Parking restrictions on Tennison Avenue to stop commuter parking.	
	Movement of freight should be restricted along the High Street, between Station Road and Shortmead Street.	
Sandy Town Council (meeting of 15 October 2012)	Desire to see a footpath provided along the length of New Road as it is an important link for residents of Beeston into Sandy.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Explore the potential for a roundabout at the junction of New Road and the A1. Banning right turns from New Road will place more traffic on Bedford Road and accentuate the problems already experienced by residents.	Works on the A1 are the responsibility of the Highways Agency. The authority will continue to engage with the HA and keep track on the operation of the current junction in terms of its capacity and safety record.
	It is not felt that the solution put forward for the New Road / Station Road junction will resolve the current problems.	Considerable research has been undertaken into the operation of the junction, including through the Sandy Freight Study (published in August 2012). Prior to any detailed scheme coming forward, and the funding being available, local residents will have more opportunities to determine the exact nature of the arrangements and how the junction may function.
Blunham Parish Council (email of 27 September 2012)	Ensure that money for transport schemes secured through S106 Agreements is spent in the village.	This is something that is ensured through the drafting of the S106 Agreements themselves and which have to be acceptable in planning terms, which includes any works funded being closely related to the development itself.
	Proposed redevelopment of The Salutation Public House will result in a loss of parking for people accessing the school.	Additional development opportunities reflected in Planning Context chapter.
	Any plans to redevelop Cows Yard at the rear of the school which will also impact on	



Consultee	Comment	Response
	access to the school and transport issues locally.	
	Blunham is looking to develop a Green Infrastructure Plan. There are a number of schemes the Parish would wish to see delivered relating to this including: - improving the bridge over the weir and the establishment of a bridleway to Sandy - establish a cycleway from Blunham to Great Barford - new footpath linking Station Road to the National Cycle Network	Scheme aspirations included within long list and assessed through the Scheme Prioritisation Framework
	Reflect the lack of a pavement in Park Lane, Blunham. Footways where provided though are generally reasonably wide.	Text updated accordingly.
	Recent grant has seen the provision of 8 new benches for pedestrians across the village.	Text updated accordingly.
	Aspiration to replace the bus shelters outside the church and in Station Road with new shelters as these are most frequently used.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Aspiration to have a cycle route to Great Barford linking Station Road to the National Cycle Network.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	No highways data for Blunham.	The data detailed relates to the whole plan area.
	Problems at the Black Cat roundabout result in the village being used as a rat run. No mention of how this problem could be alleviated.	Reference made to the scheme to be funded by the Department for Transport to address problems at the Black Cat roundabout, as announced in October 2012.
	Blunham not included in the journey purpose analysis.	The data detailed relates to the whole plan area.
	Access to healthcare – Great Barford surgery is the main destination for local residents but there is no footpath or bus service so people have to rely on the car.	Reference included within text.
	Access to education – need for better vehicle access to the school at peak times.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Access to leisure – Blunham has a playing field which attracts a large number of users but parking is likely to becoming an increasing problem. The same applies to the village hall.	Reflected in text.
	Lack of parking and congestion at peak times associated with the school.	Reflected on map.
	Need to keep a clear area outside of the school for safety reasons and this is the priority in the school travel plan, hence the request for an extension to the zig-zag lines and	Scheme included within long list and assessed through the Scheme Prioritisation Framework.

Consultee	Comment	Response
	railings.	
	Narrowness of footpaths on The Hill is a problem.	Reflected on map.
	Blunham has a blanket 7.5t weight limit but this is not always respected by lorry drivers.	Reflected in text.
Highways Agency (email of 6 November 2012)	<p>The HA is supportive of the general transport principles of the LATP and the positive stance being taken towards recognising the importance of sustainable transport modes and infrastructure.</p> <p>A number of important junctions [on the A1] are located at Biggleswade including Biggleswade North and Biggleswade South. The Agency recognises that a new eastern relief road is to be provided as part of an urban extension to the town. The LATP makes reference to a proposed junction improvement to the A1 South roundabout in relation to this development. It is apparent that this has been developed and funded through developer contributions as part of growth within the town. For clarity it would be useful if the LATP briefly clarifies the nature of these improvements.</p> <p>The junctions of the A1 at Sandy include the roundabout at the A603 and Bedford Road, and a number of at grade priority junctions north and south of Sandy, including the junction with New Road. The LATP makes reference to safety concerns at the New Road junction and at junctions around Tempsford. These junctions may experience an increase in traffic flows in future years attributed to planned development. The HA is therefore happy to provide any assistance in better understanding the nature of these concerns and if required, exploring potential measures to address any issues occurring or predicted to occur.</p>	Comments noted.
Mr D Skidmore, Sandy resident (request to Bedfordshire Highways, October 2012)	Traffic calming on Longfield Road in Sandy	The scheme is not considered to offer a measureable improvement in road safety issues, as highlighted by Bedfordshire Highways in their response to the request on 2 November 2012, and therefore the scheme has not been taken forward as part of the long list of schemes for the plan.
Mrs L Cook, Biggleswade resident (request to Bedfordshire Highways, October 2012)	Additional parking restrictions on Dells Lane, Biggleswade	Parking restrictions will be considered through the Parking Strategy for Central Bedfordshire which is to take an overarching approach to revising parking restrictions within the Plan area.
Mr A Reynolds (response to consultation of	Welcome plans to reduce commuter and long stay parking on residential streets particularly on Tennyson Avenue, Chaucer Drive and Dickens Court in Biggleswade	Parking restrictions will be considered through the Parking Strategy for Central Bedfordshire which is to take an overarching approach to revising



Consultee	Comment	Response
19 October 2012)	<p>through the introduction of a Restrictive Parking Scheme for 1 -2 hours from 10.00am Monday to Friday on our estate roads. We also believe this model could be rolled out to other roads near the station blighted by commuter parking, Dells Lane, London Road for example..</p> <p>The level of commuter parking is now intolerable and happens five days a week. Tennyson Avenue is the only access into/out of the estate for around 160 dwellings. The estate roads were never built or designed to take this level of on road parking and we have had several instances where refuse collection vehicles and other delivery vehicles have failed to gain access into Chaucer Drive. School Children and Residents safety is put at risk due to the inconsiderate and high level of commuter parking, who park on corners, up on the footpaths and block designated footpaths.</p> <p>I have presented proposals to alleviate this problem both to a Central Beds Traffic Management Meeting in February 2010 and to the Biggleswade Town Council.</p>	<p>parking restrictions within the Plan area.</p>
	<p>With the continuing housing development in Biggleswade, 2000 additional houses schedule to be built we have got to achieve a solution without just passing the problem on. For this reason we believe Central Beds should seriously consider the introduction of a Park and Ride Scheme for Commuters in Biggleswade, between the hours of 0630 - 0830, & 1700 1930 Monday – Friday.</p> <p>Of course it depends on land being available, close to A1, Saxon and other new developments would obviously be preferable but we believe all options are worth considering in order to improve access and safety on our estate roads</p>	<p>A scheme to provide a park and ride site and service has been included within long list and assessed through the Scheme Prioritisation Framework. However due to the sheer cost of such a project and the likelihood that it would require a subsidised bus service, it is unlikely to be a scheme which is delivered in the near future.</p>
Bedfordshire Rural Communities Charity (email of 21 November 2012)	Table 3.2 – Is it possible to include in the Biggleswade section a note stating that many of the aspirations in the plan for improved access, both including those listed and other actions identified as priorities; all form part of or links to the Biggleswade Green Wheel.	Reference has been included.
	3.7 – Would be good to state who is involved / drafted the Green Wheel Masterplan – ie CBC's CAT Team in partnership with BRCC.	Reference has been included.
	4.2 - Network Hierarchy – would have to disagree that the NCN through Biggleswade; and even between Biggleswade and Sandy is of high quality and high profile. It should be, but it isn't.	The wording 'in places' implies that elsewhere the route is not as high quality or high profile as it should be and schemes have been included within the long list to address this issue.
	4.2 – Infrastructure Provision – although BRCC supports the desire for a cycle route between Sandy and Potton on the dismantled railway, it seems there is greater likelihood of a link alongside Potton Rd	The reference has been amended.

Consultee	Comment	Response
	4.3 – Rail Infrastructure – the problems caused by lack of lifts/ ramps at Biggleswade station are for parents with buggies and young children as well as those with limited mobility	Reference has been included.
	4.4 Highways – clarification would be useful – the A1 is to the west and south and Biggleswade	Reference has been included.
	7.3 – Would like priorities in Biggleswade to also include implementation of the Green Wheel and outstanding elements of the Great North Cycleway (NCN R12)	Reference has been included.
	Table 8.4 – would be interested to see a more detailed breakdown of how the sub totals have been/ are being/ will be spent	Details on the delivery of the programme are contained in Chapter 10 – Annual Progress Update.
	<p>Langford Road, (between the Sheep Walk and Southill Road) -140m</p> <ul style="list-style-type: none"> -To widen existing pavement to standard roadside cycleway width/ surfacing (works will require significant vegetation clearance; landowner has given in-principle consent) -To provide a key link in the Biggleswade Green Wheel which will be safe for all users -To provide a link to the Jordans Heritage./ Visitor Centre -To provide a link from northern Langford and Broom to the Great North Cycleway -To also increase safety and ease of use for Biggleswade Rugby Club <p>(This scheme would be of great merit if part of a larger scheme to improve roadside pedestrian/ cycle access between Biggleswade and Langford; but it is a coherent component in its own right).</p>	This scheme was considered against the Scheme Prioritisation Framework as part of a more all encompassing Biggleswade to Langford cycle way scheme, and subsequently included within the programme of schemes to be delivered in 2014/15.
	<p>Great North Cycleway, Furzenhall Road - Stratford Road</p> <ul style="list-style-type: none"> -To provide safe, off-road pedestrian and cycle link between Biggleswade and Sandy -To be used for recreation by both local and visiting cyclists -To be used for commuting between the 2 towns -To be used for staff and visitors to the RSPB -To form a key link in the national Cycle Network -To surface approx 900m of currently compacted earth path across Biggleswade Common and through trees to north -To enhance approx 700m of existing gravel/ hardcore track (northern end of Furzenhall Rd and eastern end of Stratford Rd) -To incl refurbishment of bridge across stream on northern boundary of Common. 	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
Bedford Area Bus Users Society	The creation of a transport interchange should also embrace the concept of bus-rail connectivity. There is little point in having an interchange without integration? This long-	The Biggleswade Town Centre Masterplan will address the re-use of the existing bus station prior to its relocation to the train station and



Consultee	Comment	Response
(letter of 19 November 2012)	term objective should not be at the expense of the present neglected town centre bus station where improved timetable and real-time passenger information displays are urgently needed. The proposal to re-site bus stops in the congested town centre streets must be a matter for concern.	development of a public transport interchange. All operational issues will be addressed as part of this process to ensure that congestion levels are minimised, whilst accessibility and the efficiency of services are improved.
	BABUS would like to see some attempt made to provide commuter bus services to the railway station to cover morning and evening peak flows in order to reduce pressures from parked cars.	The LATP focuses on the delivery of capital schemes. Bus services are funded by revenue and so are outside of the scope of this document. However a review of public transport services is taking place in 2013 and these concerns will be considered as part of that process.
	Station Travel Plans (page 48) for Biggleswade and Sandy should be given priority.	Scheme to develop travel plans at the stations have been included within long list and assessed through the Scheme Prioritisation Framework. They will be delivered if the funding bid to the Dft for the Potton – Sandy cycle way is unsuccessful.
	Adequate roadside timetable displays - generally poor, or non-existent, standard of such provision	Schemes for new bus stop flags and real time information displays have been included within long list and assessed through the Scheme Prioritisation Framework. Real time information displays have subsequently been included within the programme for 2014/15.
	There is scope for improved marketing of bus services, including the new service from the town centre/railway station to the RSPB site at The Lodge. The new bus timetable displays provided at Sandy railway station are generally inaccessible and illegible.	
	Town centre congestion has a negative impact on bus service reliability.	This is recognised by the authority and measures have been included within the long list to reduce the reliability on cars for people making short trips within the town.
	Table 5.2, It is suggested that the proportion of commuters in the Plan area using bus services is lower (3% compared to 6%) than those across the Authority area. It is dangerous to draw such a conclusion on the basis of five respondents to a survey undertaken by an authority with a population of quarter-of-a-million. More so if, by implication, this is allowed to influence future planning decisions	The number of responses to the question was 180. Whilst not the most statically robust sample size, in excess of 1,000 residents responded to the authority wide survey, which is. The purpose of the table however is to merely give a flavour of the differences in travel patterns across the authority from which to determine reasons why this might be the case, and interventions in areas which may be deemed to be 'under performing' in any given area.
	Appendix A: Public Transport Service Provision – the information is out of date.	The appendix has been removed due to the constantly changing nature of service provision.
Richard Barlow, local resident, via Cllr Caroline	Doing something about the very dangerous exit from Sandy Railway Station car park onto New Road, Sandy, where it is impossible to see traffic on New Road without pulling	Safety concerns are not reflected in the figures of actual accidents in recent years. However works are set to be undertaken in the area related

Consultee	Comment	Response
Mauldin (email of 22 November 2012)	out into that traffic.	to the proposed Tesco superstore. The authority will monitor the situation and if it does become apparent that there is a concentration of accidents in the locality, a scheme may be taken forward through the road safety specific budget available to the authority.
	Providing lots more car parking at Sandy Railway Station and making it preferably free or at least much cheaper. It is highly unsatisfactory that so much road parking is currently used by commuters and that the Sandy town centre car park has to be shut at some times of day to stop commuters using it.	Scheme included within long list and assessed through the Scheme Prioritisation Framework. However due to the considerable costs involved it is unlikely to be considered for delivery in the short term.
	A1 between Biggleswade North Roundabout and Black Cat Roundabout - This seems to be the only stretch of the A1 which has not been upgraded. There are a host of dangerous access points, and speed restrictions. This stretch of the A1 needs ideally to be replaced, but if funds for this are not available it should at least be upgraded. It needs to be properly cared for and maintained so that it no longer has a scruffy and unkempt appearance.	The A1 is the responsibility of the Highways Agency. The authority will continue to engage with the HA to ensure that they are aware of local concern. In addition, 'Pinch point' funding has been awarded by Central Government to improve the black cat roundabout and a scheme will be delivered to this end in the next few years.
	New Road between Sandy and the A1 - The Tesco development will significantly increase road traffic in New Road, and in particular significantly increase traffic moving between the A1 and New Road (and vice versa). This is already a dangerous junction, and major road improvements will be required.	Transport assessments were undertaken as part of the application for the superstore and appropriate mitigating measures were secured on the basis of this evidence.
	A proper analysis needs to be made of likely traffic movements caused by the new Tesco store, and consequential improvements made to New Road and in particular the New Road/A1 junction. If funds are not available for this, the Tesco development should be cancelled.	Additional schemes for improvements to pedestrian provision along New Road have been included within the long list of this Plan whilst the Sandy Freight Study proposes amendments to the New Road / A1 junction to facilitate the movement of HGVs, schemes which will be delivered when funding permits.
Anonymous correspondence from Sandy resident #1 (via consultation feedback form)	Potholes along the length of New Road, Sandy, forcing lorries to use the middle of the carriageway.	This is a maintenance issue and as such is funded separately to the integrated transport schemes delivered through this Plan, based upon a prioritisation process.
	Pinch points along New Road, Sandy making lorries use both sides of the carriageway.	The Sandy Freight Study (published in August 2012) proposes amendments to the New Road / A1 junction to facilitate the movement of HGVs, which will be delivered when funding permits.
	Turn off from A1 Southbound, left into New Road is too narrow for lorries.	
	No sign prohibiting u-turns which are exceedingly dangerous for traffic turning right out of New Road.	
	Need to properly investigate the suitability of New Road, Sandy for heavy traffic	



Consultee	Comment	Response
	especially with the various developments planned for this road.	
Anonymous correspondence from Sandy resident #2 (via consultation feedback form)	Speeding traffic on Sunderland Road in Sandy. Calming measures are required.	Scheme included within long list and assessed through the Scheme Prioritisation Framework.
	Parking on Sunderland Road in Sandy. More yellow lines on the bends are required.	Parking restrictions will be considered through the Parking Strategy for Central Bedfordshire which is to take an overarching approach to revising parking restrictions within the Plan area.
	Need buses direct to the industrial estate.	The LATP focuses on the delivery of capital schemes. Bus services are funded by revenue and so are outside of the scope of this document. However a review of public transport services is taking place in 2013 and these concerns will be considered as part of that process.
	Would also like to see good street lighting that works for pedestrians, cycle lanes in busy areas, clear and accurate bus timetable information.	Schemes for new bus stop flags and real time information displays have been included within long list and assessed through the Scheme Prioritisation Framework. Real time information displays have subsequently been included within the programme for 2014/15.
Sandy Town Council (email of 26 November 2012)	HGVs and Traffic in the High Street Concerned about the increasing numbers of HGVs using the High Street and Market Square to travel through Sandy. These vehicles add to congestion in the High Street, are intimidating to pedestrians and other road users and affect the quality of life of residents in the town in a range of ways including noise, vibrations, air pollution etc. There have been recent incidents where HGVs have mounted the pavement in the High Street and the safe negotiation of the junction between the High Street and Station Road is a further concern. The 20 mph speed limit in the High Street, although signed, is not observed or strongly enforced.	The authority share and recognise the town council's concerns relating to freight movements within the town and it is felt that the freight study published in August 2012 will go a long way towards addressing these concerns once the recommendations have been implemented.
	The Town Council welcomes the proposed weight restriction on St Neots Road outlined in the Phase 1 and Phase 2 recommendations of the Freight Issues and Routing in Sandy study report because this will restrict the impact of HGVs on St Neots Road although it could increase the impact elsewhere i.e. Bedford Road.	Whilst funding is not available at present to deliver all of these measures, additional funding is to be made available in 2014/15 through the programme to assist in this regard, following the assessment of these initiatives through the Scheme Prioritisation Framework.
	It is disappointing that the freight issues study indicates that reconfiguring the junction from the High Street to Station Road is so difficult as the Town Council believes an improvement to this junction is important to encourage HGVs out of the Town Centre and promote overall safety.	
	The junctions between the High Street, Station Road, Potton Road, Swaden and	Scheme at Swaden included within long list and assessed through the

Consultee	Comment	Response
	Stratford Road cause concern. There are two mini roundabouts to assist traffic but no mini roundabout at the bottom of Swaden (presumably because of the width of the road) but Council believes that vehicles should be encouraged to slow down as they approach and improvements to vision are necessary at this junction with Swaden.	Scheme Prioritisation Framework.
	Previously a pedestrian crossing in the High Street outside St Swithuns School was considered and the Council still believes that this is justifiable based on the frequent difficulties reported by pedestrians in this location. There are also concerns about pedestrians using the railway station at busy times. Traffic movements around the junction of Station Road and in the High Street make it particularly difficult to cross safely during the hours of darkness, pedestrian crossings in New Road and/or the High Street would ease this problem.	Scheme included as part of a more encompassing School Safety Zone scheme within the long list, and assessed through the Scheme Prioritisation Framework.
	Town Council recognizes the problems created for residents by increased overnight parking by HGVs at Girtford Bridge and believes that the lay-by by the Riddy should remain a designated overnight stay location.	A scheme to address the parking at Girtford Bridge is to be delivered as part of the 2011/12 to 2013/14 programme, following the findings of the Sandy freight study.
	Finally the Town Council would support proposals to provide increased signage to direct the HGVs which do come through the town.	Welcome the support for the scheme.
	<p>Junction of New Road with the A1</p> <p>The junction between New Road and the A1 has been the focus of local concern particularly since the grant of planning permission for a food store on New Road. Councillors have previously asked for a roundabout or longabout to be considered in this location but have been advised that, leaving aside the capital investment necessary, this would slow down traffic and lead to more rear end shunts. The Council continues to be concerned about the safety of this junction.</p> <p>Food-store lorries will be instructed to turn left only out of New Road when accessing the A1 but Council supports consideration of a mandatory no right turn for all traffic wishing to travel north as is recommended in the Freight Issues study report. Either this or a weight restricted no right turn could be considered. This has been suggested by elected members and residents on previous occasions.</p> <p>Residents and councillors have observed HGVs and others executing dangerous U-turn manoeuvres at the cross-over on the A1 at the end of New Road and the Council requests that a no U-turn sign is implemented as a matter of urgency. (Anecdotally, both residents and councillors have been advised by officers that this is an acceptable course of action to the Highways Agency and CBC.)</p>	The implementation of the recommendations of the freight study will help to address concerns with the A1/ New Road junction. What works do take place however will need to be agreed with the Highways Agency and the authority will continue to work closely with the HA to ensure that the schemes delivery is feasible when funding becomes available.
	<p>New Road</p> <p>The proposed draft LATP makes reference to the planned developments on New Road (p12) and potential additional traffic. The potential new Tesco is referred to in the plan as a superstore which may give a false impression of the size of the proposed retail</p>	The authority will monitor the situation and if it does become apparent that there is a concentration of accidents in the locality or a reliability on access by car, a scheme may be taken forward through the road safety specific budget available to the authority.



Consultee	Comment	Response
	development. The Town Council is mindful of the planned arrangements for a footpath along part of New Road and provision of a bus stop etc but remains concerned that once the proposed developments are built and operational there may still be need for additional improvements to the travelling infrastructure.	
	<p>Parking The Council is aware of parking problems which hamper safe traffic and pedestrian movements at the following locations:</p> <ul style="list-style-type: none"> • St Neots Road • St Swithuns Way (station parking) • Albion Court especially the junction with Bedford Road which restricts vision and safe exit and entry • Laburnam Road and Bedford Road • Faynes Court 	Parking restrictions will be considered through the Parking Strategy for Central Bedfordshire which is to take an overarching approach to revising parking restrictions within the Plan area.
	<p>Footpaths and Cycleways The Town Council is keen to promote walking and cycling as alternatives to car use and welcomes any initiatives to maximize transport by bike or on foot.</p> <p>Increasing numbers of pedestrians and cyclists are using the footpath from Beeston to the Station and the Town Council proposes the installation of low level lighting on the footpath from Beeston to the Baulk in order to promote further the safe use of this path. Use of this path is an essential link encouraging pedestrian and cycle traffic between Beeston and Sandy and many users report concerns about using it during darkness.</p> <p>Specific improvements to the surface of Bridleway 8 have recently been discussed with Central Bedfordshire Council officers and the Council would wish to see these taken forward.</p>	A series of schemes have been included within the long list and assessed through the scheme prioritisation framework. Following this procedure, the Potton to Sandy cycle way has been allocated funding and will be delivered in 2014/15 subject to the success of a funding bid to the Department for Transport.
	The maintenance of pavements in the town is also a matter of local concern. Pavements in St Neots Road and Pym's Way have been regularly been reported but there are also pavement problems around the Winchester Road area. Elderly pedestrians report that they walk in the road rather than on uneven and unsafe pavements.	Maintenance is funded separately to the integrated transport schemes delivered through this Plan, based upon a prioritisation process.
	<p>Buses The Town Council recommends the introduction of a shelter over the stop/bench that is currently on the northbound side of St Neots Road, the first one past West Road.</p> <p>We share local concern about the use of request stops on the A1 as we are aware that</p>	Schemes for bus stops on the A603 and St Neots Road included within long list and assessed through the Scheme Prioritisation Framework.

Consultee	Comment	Response
	bus users are then attempting to cross this road on foot. However there is some local opinion that a request stop on the slip road from A603 to A1 actually would ease the problem of people crossing the A1 on foot as they do now, some just to get to home from work from the food store/garage and Holiday Inn off the roundabout and other places of work. It might also help those going to work if a bus stop could be sited on the side of the farm shop on the A603 again to aid those that work across the other side of the A1.	

In addition to the formal consultation responses, Central Bedfordshire Council received a petition submitted by a group of residents from Sandy in March 2012, relating to requests for a series of schemes to be delivered in the town following approval of a number of planning applications. The points raised in the petition, the response of the authority at the time and how these comments have been addressed in this LATP are detailed below.

Table D2: Response to Sandy Residents Petition of March 2012

Issue	Initial Response to Petition	How have the issues been addressed in the Plan?
1 - The junction with the High Street needs improving to cope with the volume of traffic and its safe negotiation by HGVs	This junction is being currently studied by Central Bedfordshire Council as part of the Local Area Transport Plan. Once it is complete they will then make recommendations for on how to improve it to make it easier for larger vehicles. This will be reported back to the public Traffic Management Meeting	The authority share and recognise the concerns relating to freight movements within the town and it is felt that the freight study published in August 2012 will go a long way towards addressing these concerns once the recommendations have been implemented. Whilst funding is not available at present to deliver all of these measures, additional funding is to be made available in 2014/15 through the programme to assist in this regard, following the assessment of these initiatives through the Scheme Prioritisation Framework.
2 - Installation of a pelican crossing for the safety of pedestrians going to the station	This item did not justify funding from either of the developments on Station Road. Central Bedfordshire Council has secured some funding for other improvements on this section of road. A pedestrian crossing can be considered in the next Local Area Transport Plan for Sandy, if it is a priority locally.	The scheme has been incorporated into a more all encompassing scheme for parking and access at the station, included within long list and assessed through the Scheme Prioritisation Framework.
3 - Upgrading of the road surface currently breaking up including improved kerbs and drainage along its full length	This stretch of road is scheduled to be surfaced in approx 4 yrs time, but if the road deteriorates more quickly than anticipated, it will be brought forward. Earlier maintenance can be considered in the next Local Area Transport Plan for Sandy, if it is a priority locally.	Maintenance is funded separately to the integrated transport schemes delivered through this Plan. However a scheme to provide a footpath along the length of New Road has been included within long list and assessed through the Scheme Prioritisation Framework.
4 - Widening the road for HGVs to pass each other safely, without	Central Bedfordshire Council's highway engineers do not agree that the existing carriageway needs to be widened to accommodate the	The Sandy Freight Study produced in August 2012 sets out the recommendations and actions required to improve the movement of freight throughout the town and



Issue	Initial Response to Petition	How have the issues been addressed in the Plan?
pulling over, and allow for the installation of a proper cycle lane	traffic that use it now and in the next few years. Widening of the road can be considered in the next Local Area Transport Plan for Sandy, if it is a priority locally	the LAMP will work towards delivering these as and when funding becomes available. Additional funding is to be made available in 2014/15 through the programme to assist in this regard, following the assessment of these initiatives through the Scheme Prioritisation Framework.
5a - Installation of a new pavement along the station side of the road from the current station artwork to the existing 30 mph sign	The land is owned by National Rail who did have a planning application approved last year. The plan included a path but National Rail have withdrawn the application. A new footpath can be considered in the next Local Area Transport Plan for Sandy, if it is a priority locally and subject to land ownership being resolved.	The scheme has been incorporated into a more all encompassing scheme for parking and access at the station, included within long list and assessed through the Scheme Prioritisation Framework.
5b - Upgrading of the existing pavement to include widening and resurfacing so that mobility scooters, prams and so forth can use it and pass each other safely. Necessary drops to kerb throughout	These improvements will be part of the developers' responsibilities. On one stretch, the Council do not own enough land, to be able to widen the road. On this stretch, the cycle path is likely to have to go onto the road. Highway engineers are working on the plans for the best solution.	Not an issue for the LAMP.
6 - Provision of upgraded lighting.	These improvements will be part of the developers' responsibilities. The existing footway and lighting will be brought up to modern standards. A new footway and lights will be provided where there aren't any. This will ensure that there is a good standard footway, with lighting, from the High street to the new Tesco's store	Not an issue for the LAMP.
7 - Construction of new mini roundabout at Willow Rise for the entrance/exit to the station car park overflow.	Central Bedfordshire Council's highway engineers do not agree that a roundabout is currently needed at this point. If National Rail plan to develop the station car park, their new access could include a new junction and the proposal for a roundabout will be reconsidered then.	No scheme has been taken forward for inclusion within the Long List due to the lack of need for such as a measure on the basis of the highway engineers' recommendation.
8 - At the entrance to Tesco, construction of a mini roundabout or a central lane where traffic from the High Street can wait, safely and without obstructing other traffic, to turn right.	Central Bedfordshire Council's highway engineers do not agree that a mini roundabout or right turn lane is safe or necessary. Changes to this junction can be considered in the next Local Area Transport Plan for Sandy, if it is a priority locally.	No scheme has been taken forward for inclusion within the Long List due to the lack of need for such as a measure on the basis of the highway engineers' recommendation.
9 - Improve the approach to the A1 including re-alignment for a level, not uphill, junction	The A1 is a trunk road and all trunk roads are the responsibility of Central Government's Highways Agency. Alistair Burt MP, Local Councillors and Central Bedfordshire Council have asked for improvements to be done but they say that there are other schemes	The A1 is the responsibility of the Highways Agency. The authority will continue to engage with the HA to ensure that they are aware of local concern. Sandy Town Council will be notified of this correspondence in due course.

Issue	Initial Response to Petition	How have the issues been addressed in the Plan?
	with much higher priority. Central Bedfordshire Council will write to the Highways Agency again, including the outcomes of the recent study asking for the junction to be given a higher priority.	
10 - Widen the splay of the junction with the A1 so the slip roads can perform their function of allowing HGVs to enter and exit New Road/Station Road without affecting other traffic using the road	<p>The A1 is a trunk road and all trunk roads are the responsibility of Central Government's Highways Agency. We have received the following statement from the Highways Agency:</p> <p>'There are circumstances whereby maximum length large goods vehicles may not be able to enter New Road from the southbound carriageway deceleration lane (slip road) of the A1 if there are vehicles waiting to turn right out of New Road who are positioned with their offside close to the centre white line in New Road. This is because the tracked path of these vehicles requires them to use part of the carriageway where such right turning vehicles are positioned. In this situation the goods vehicle would have to wait until the vehicle(s) had turned right.</p> <p>We considered this situation when assessing the Tesco store application and concluded that the junction is currently used by a variety of large goods vehicles, some of which are likely to be of maximum length and it would be unreasonable to impose a condition prohibiting similar vehicles by Tesco.'</p> <p>In addition, Sandy Town Council have been in contact with the Highways Agency for over 12 years asking for a roundabout at this junction but their request has consistently been refused on the grounds that it will restrict the flow of traffic on the A1.</p>	The A1 is the responsibility of the Highways Agency. The authority will continue to engage with the HA to ensure that they are aware of local concern. Sandy Town Council will be notified of this correspondence in due course.
11 - Improvements to be done 'in one' and not piecemeal	The Council cannot dictate the pace at which the developers will undertake their work. It is a condition of the Planning Permission that Tesco cannot open its store until the works are complete.	Not an issue for the LATP.



Appendix E: Programme of Schemes “Long List”

Rank	Ref	Scheme Name	Location	Town
1	PT/01	Public transport interchange at Biggleswade Station	Biggleswade station	Biggleswade
2	CY/03	Cycle route from Sandy to Potton [NOTE: ALSO IN POTTON LATP]	Either alongside the Potton – Sandy road or via the dismantled railway track	Sandy
3	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	Biggleswade
4	PT/05	Real time information signs at bus stops in Biggleswade, Sandy and Blunham	Sites include: - stops serving the routes of the no.73, no.188, no.190 and the no. 191	Plan wide
5	PT/04	Development of Station Travel Plans	Biggleswade & Sandy Stations	Biggleswade & Sandy
6	WK/01	Improved lighting, signage and information in pedestrian areas of the town centre	High Street and surrounding roads	Biggleswade
7	WK/09	Raised zebra crossings on the Bedford Road, St Neots Road, High Street roundabout	Bedford Road, St Neots Road, High Street roundabout	Sandy
8	PT/06	Replace 50 bus stop flags and timetable cases across the Plan area	Plan area wide	Plan area wide
9	FR/01	Implement the recommendations of the Sandy Freight Study	Town wide	Sandy
10	CY/15	Provide a shared use path along London Road between the junction with Dunton Lane and Eagle Farm Road, and Eagle Farm Road and the High Street.	London Road	Biggleswade
11	GT/03	20mph limit on St Swithuns Way and the remainder of Cambridge Road and Brickhill Road	St Swithuns Way, Cambridge Road and Brickhill Road	Sandy
12	WK/05	Shared use signalised crossing of the High Street and links to Crab Lane and Back Street	High Street, Crab Lane, Back Street	Biggleswade
13	CY/01	Extended and improved cycle parking and signage	Hitchin Street and other locations	Biggleswade
14	CY/29	Implement measures to improve the safety of cyclists using Potton Road between the junctions with Rose Lane in Biggleswade and Station Road in Potton	Potton Road	Biggleswade

Rank	Ref	Scheme Name	Location	Town
15	CY/23	Upgrade the footway in front of Sandy Baptist Church to shared use, providing a cycle link between the High Street and King's Road	High Street, Kings Road	Sandy
16	CY/33	Secure a right of way and provide a multi-user path between Ivel Lane and the entrance of the proposed Tesco Store on New Road	Ivel Road, New Road	Sandy
17	CY/14	Shared use path alongside Sunderland Road including between: - Georgetown (A1 Bridge), Woodpecker Way and Kestral Drive. Works to include constructing new section of footway, crossing of Sunderland Road at approach to roundabout, provision of signing - north/west side of the carriageway between the link to Friars Walk and BW22	Sunderland Road	Sandy
18	GT/04	Traffic calming measures on Sunderland Road	Sunderland Road	Sandy
19	WK/11	Zebra pedestrian crossing on Shortmead Street, near Brunt's Lane	Shortmead Street	Biggleswade
20	CY/20	Upgrade the footpath between NCN 12 and Berwick Way to allow shared use and provide spur link to Winchester Road	Berwick Way	Sandy
21	CY/24	Upgrade Chapel Fields to provide a cycle route linking Church Street and Brunt's Lane, together with the upgrade of existing footpath between Brunt's Lane and Sun Street to allow shared use	Chapel Fields and Brunt Lane	Biggleswade
22	SSZ/05	20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway/cycleway enhancements (Level 4 intervention)	Edward Peake Middle School, Potton Road, Biggleswade	Biggleswade
23	SSZ/06	20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway/cycleway enhancements (Level 4 intervention)	Stratton Upper School, Eagle Farm Road	Biggleswade
24	SSZ/03	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments (Level 3 intervention).	Southlands Lower School, Biggleswade	Biggleswade
25	CY/08	Introduce measures to improve the safety of cyclists using Dunton Lane on the route between Biggleswade and Dunton	Dunton Lane	Biggleswade
26	CY/16	Implement measures and order to allow contraflow cycling on Longfield Road	Longfield Road	Sandy
27	WK/10	Pedestrian crossing on London Road	London Road	Sandy
28	CY/25	Upgrade existing rights of way to provide an off road route between Biggleswade (Bells Brook) and Upper Caldicote via FP7 and FP9	Biggleswade - Upper Caldecote	Biggleswade
29	CY/11	Secure a right of way and provide a multi-user path between the northern approach to the A1 Beeston	Bedford Road	Sandy



Rank	Ref	Scheme Name	Location	Town
		Bridge and The Baulk, following the desire link path across the open space		
30	PR/02	Additional parking at Sandy Station with associated improvements to pedestrian and vehicle access.	Sandy Station	Sandy
31	SSZ/01	Development of a School Safety Zone incorporating: 20 mph signage (Level 1 intervention)	St Andrews Lower School, Brunts Lane	Biggleswade
32	SSZ/02	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Lawnside Lower School, Biggleswade	Biggleswade
33	SSZ/04	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	John Donne Lower School, High Street, Blunham	Blunham
34	WK/03	Upgrade surface quality of the bridleway on Biggleswade Common to tarmac with associated structure improvements at points of access	Biggleswade Common	Biggleswade
35	CY/21	Upgrade BW20 between Sunderland Road and Medusa Way to allow shared use	Medusa Way	Sandy
36	CY/31	Provide safe, off-road pedestrian and cycle link between Biggleswade and Sandy	Great North Cycleway, Furzenhall Road - Stratford Road	Biggleswade & Sandy
37	WK/12	Upgrade the existing narrow footway on Potton Road (north side) between the Furzenhall Post Office (opposite Havelock Road) and the railway bridge, and improve the junction of Potton Road and Havelock Road to include: - a safe crossing of Potton Road accessible to both cyclists and pedestrians - surfacing the desire line path trodden into the verge	Potton Road	Biggleswade
38	CY/09	Make improvements to each of the crossings along NCN51 between Sandy and Danish Camp	Various	Sandy - Blunham - Danish Camp
39	PT/02	New bus stops in Blunham	Various locations	Blunham
40	PT/03	New bus shelter and raised kerb on St Neots Road	St Neots Road	Sandy
41	CY/07	Improve the safety of cyclists using Tempsford Road including a feasibility study to assess the options to reduce accidents in the vicinity of the bridge / road narrowing	Tempsford Road	Blunham
42	GT/02	Junction improvements at Station Road, Back Street, Bonds Lane interchange	Station Road, Back Street, Bonds Lane	Biggleswade
43	WK/04	Create 900m public footpath from Barford Road along farm tracks to promote access to Great Barford in west. Upgrade footpaths between Blunham and Great Barford to bridleways	Barford Road	Blunham
44	WK/08	Provide a formal crossing of London Road close to the junction with Eagle Farm Road	London Road	Biggleswade

Rank	Ref	Scheme Name	Location	Town
45	WK/07	Footpath along the length of New Road to the A1, including uniform carriage width, kerbing and drainage.	New Road	Sandy
46	CY/30	Rose Lane cycle improvements incorporating: - crossing of Sun Street for cyclists using Rose Lane including installation of ASLs with lead-in lanes on each approach - Sign a cycle route between Rose Lane and Church Street through the Asda car park for cyclists travelling south	Rose Lane	Biggleswade
47	CY/17	Cycle route through the grounds of Sandye Place School to connect Swanholme Gardens and Park Road	Swanholme Gardens	Sandy
48	CY/27	Install measures to permit contraflow cycling on Church Street including alterations to the pelican crossing serving the Asda store	Church Street	Biggleswade
49	CY/05	Safety improvements for cyclists using Station Road / Blunham Road to travel between Blunham and Moggerhanger, together with improved crossing of Station Road for cyclists using NCN 51	Station Road	Blunham
50	GT/01	Improve the junction of Eagle Farm Road, Drove Road and London Road	Eagle Farm Road, Drove Road and London Road	Biggleswade
51	WK/02	Connect Park Lane/Blunham weir east of river by upgrading Sandy Footpath 1 to cycleway/bridleway.	Park Lane	Sandy & Blunham
52	CY/26	Upgrade existing footpaths between Mulberry Close and Birch Road to allow shared use	Mulberry Close	Biggleswade
53	CY/06	Secure the necessary permissions to provide a multi-user route from Hitchmead Road to Baden Powell Way - routing through land that is part of Stratton Upper School	Hitchmead Road	Biggleswade
54	CY/22	Secure the necessary permissions to provide a multi-user route from Dunton Lane to Pegasus Drive, Stratton Business via Stratton Farm utilising existing farm road and access tracks	Stratton Business Park	Biggleswade
55	GT/05	Safety improvements at the junction of High Street /Potton Road with Swaden	Swaden	Sandy
56	PT/07	New bus shelter on the northbound side of St Neots Road	St Neots Road	Sandy
57	CY/13	Upgrade existing rights of way (BW14, FP16) to provide a multi-user surfaced path between the Pegasus crossing on Potton Road and Stonecroft utilising the bridge across the rail line	Stonecroft	Sandy
58	CY/19	Upgrade the footpath between Western Way and St Neots Road to allow shared use	Western Way	Sandy
59	WK/06	Removal of town centre guard railing	High Street, Shortmead Street	Biggleswade
60	CY/28	Provide a link between Potton Road and NCN12 north of Biggleswade by upgrading existing rights of way, specifically FP12 and FP13	Potton Road	Biggleswade



Rank	Ref	Scheme Name	Location	Town
61	PT/08	New bus stop on the A603, west of the A1, close to the farm shop	A603	Sandy
62	CY/10	Shared use path running the length of Bedford Road on the northern side, together with a cycle crossing to link Church Path and Mill Lane	Bedford Road	Sandy
63	CY/12	Upgrade BW7 and BW8 to allow shared use, providing a connection between The Baulk and Mill Lane	The Baulk	Sandy
64	CY/18	Upgrade the footpath between South Road and Laburnum Road to allow shared use	South Road	Sandy
65	PR/01	Park and ride scheme	Land close to A1	Biggleswade
66	CY/04	Cycle route from Sandy to Gamlingay, including a new bridleway parallel to Everton Road linking Swaden and Stone Lodge including a safe crossing of Everton Road from Sand Lane	Everton Road	Sandy
67	CY/32	Upgrade existing rights of way and secure the necessary permissions to provide an off-road cycle route between Stratton Way, Biggleswade and Wrestlingworth	BW28, BW2, BW10, BW7, FPW4	Biggleswade

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