



Chiltern Area Local Area Transport Plan

Version: 130204



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1. Introduction

This chapter helps to explain what the Local Area Transport Plan is and how it fits in with the wider context of Transport Strategy within Central Bedfordshire. This document is the final version which has been produced following full consultation with the public and stakeholders.

1.1 What is the Local Area Transport Plan

The Local Area Transport Plan (LATP) for the Chiltern area sets out Central Bedfordshire Council's interpretation of the transport issues which affect the inhabitants of the area. The document further details potential improvements to the transport network and the enhancements to travel opportunities in and around the vicinity.

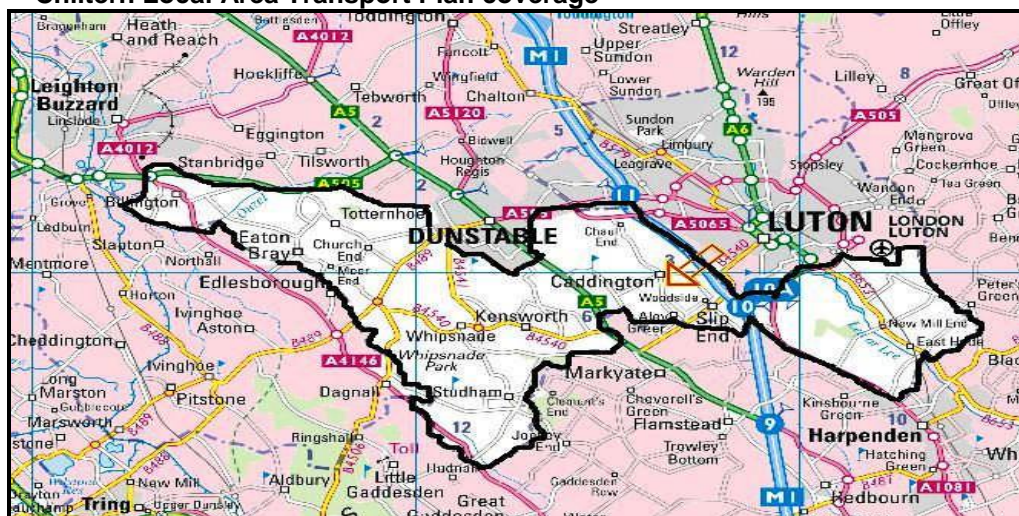
The LATP draws upon a number of different sources of information to form a robust evidence base upon which the most effective and cost efficient transport schemes can be provided in the area including:

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

1.2 What Geographical area does the plan cover

The LATP covers the wards of **Caddington** and **Eaton Bray** and therefore the parishes of **Billington, Caddington, Eaton Bray, Hyde, Kensworth, Slip End, Studham, Totternhoe** and **Whipsnade**. The Chiltern LATP forms one of a series of LATPs developed as part of the Local Transport Plan (LTP) and covers the following geographical area as illustrated below:

Chiltern Local Area Transport Plan coverage



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1.3 Engagement and Consultation

Consultation initially took place with Central Bedfordshire Councillors and Parish Councils and reviewed supporting information such as Parish Plans and Green Infrastructure Plans in developing the initial draft document. This was in addition to work previously undertaken during the production of the LTP but obviously we are focussed on the issues particularly relevant to the Chiltern area. The draft document was then used for more substantive local engagement where a number of issues in addition to our preliminary analysis were identified which we have incorporated into this final document.

1.4 Public participation

Central Bedfordshire Councils approach to developing the LATPs is very much one of enabler and we therefore actively encouraged as much public and stakeholder participation into the development of the plan as possible.

The input from stakeholders, the public and locally elected representatives has led to the creation of all recommendations in this document, for a full list of responses to the consultation please refer to **Appendix E**.



2. Background

This Chapter gives more details as to the links with wider Transport Policy context and also what local information has been utilised in order to produce the Chiltern LATP.

2.1 The Local Transport Plan

The Local Transport Plan is the strategic document which details Central Bedfordshire's aims and objectives for transport and how we plan to deliver them over the next 15 years. The LTP for Central Bedfordshire reflects national Government guidance, local priorities, local travel patterns and also how much money there is available and is in essence the most important transport-related document for Central Bedfordshire.

The Chiltern Area Plan forms one of a series of LATPs through which the LTP for Central Bedfordshire will be delivered. In effect it provides the local detail to accompany the strategic, high level vision, objectives and interventions established in the LTP itself.

The LTP was very much centred on the journeys people need to make which is why the tag line '**my Journey**' has been adopted. The LATP is also informed by a series of 'journey purpose themes' which set out the high level, strategic approach to addressing travel behaviour in Central Bedfordshire. Supporting strategies focus on specific issues in relation to walking, cycling, parking, public transport provision and road safety for example.

The framework for how the LTP is set out is detailed in Figure 2.1 below whilst the geographical coverage of the LATP is highlighted in Figure 2.2. More detail and a copy of the LTP can be seen by visiting the following web page: <http://www.centralbedfordshire.gov.uk/travelling/your-travel-choices/transport-strategy/default.aspx>



Figure 2.1 LTP3 Framework

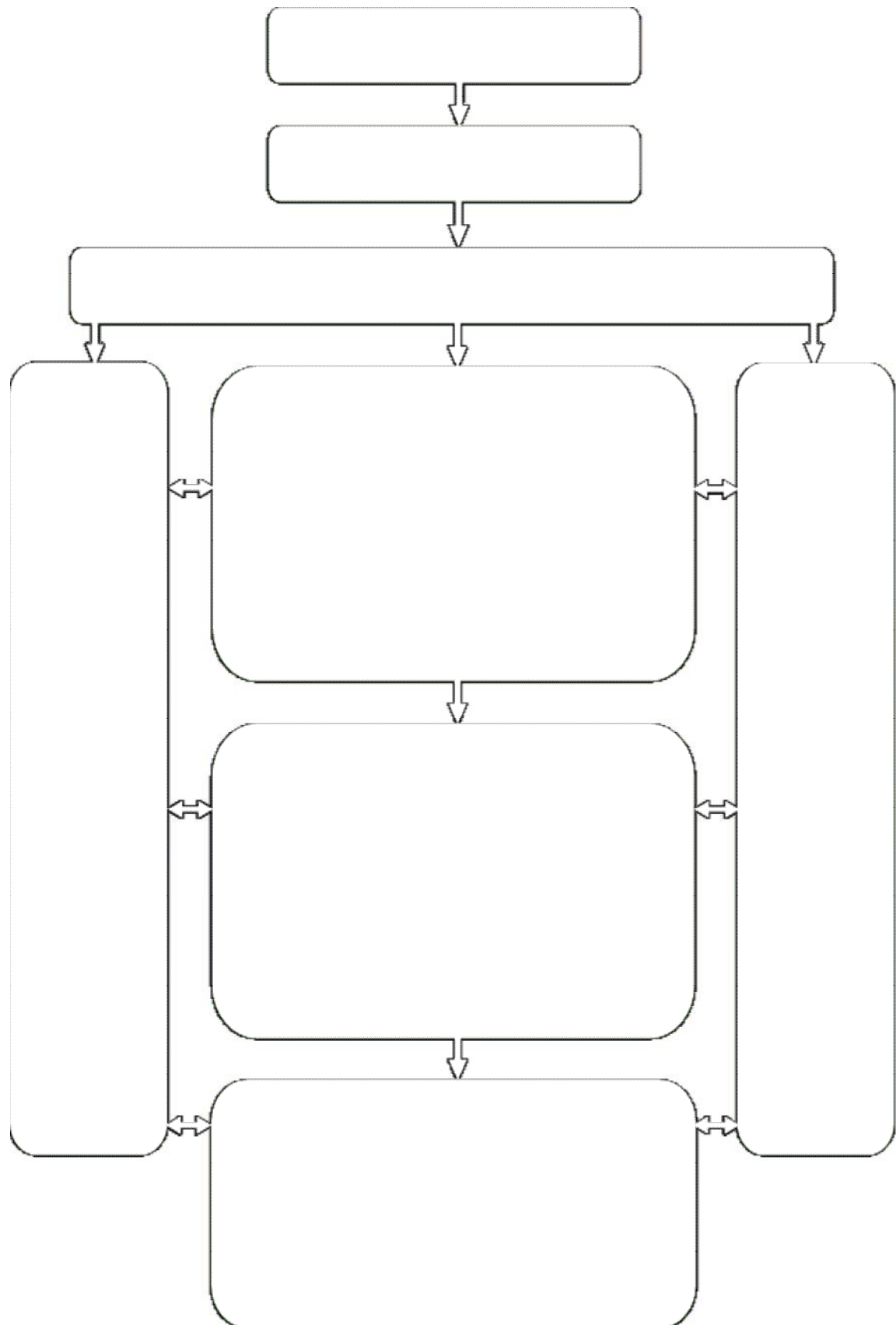
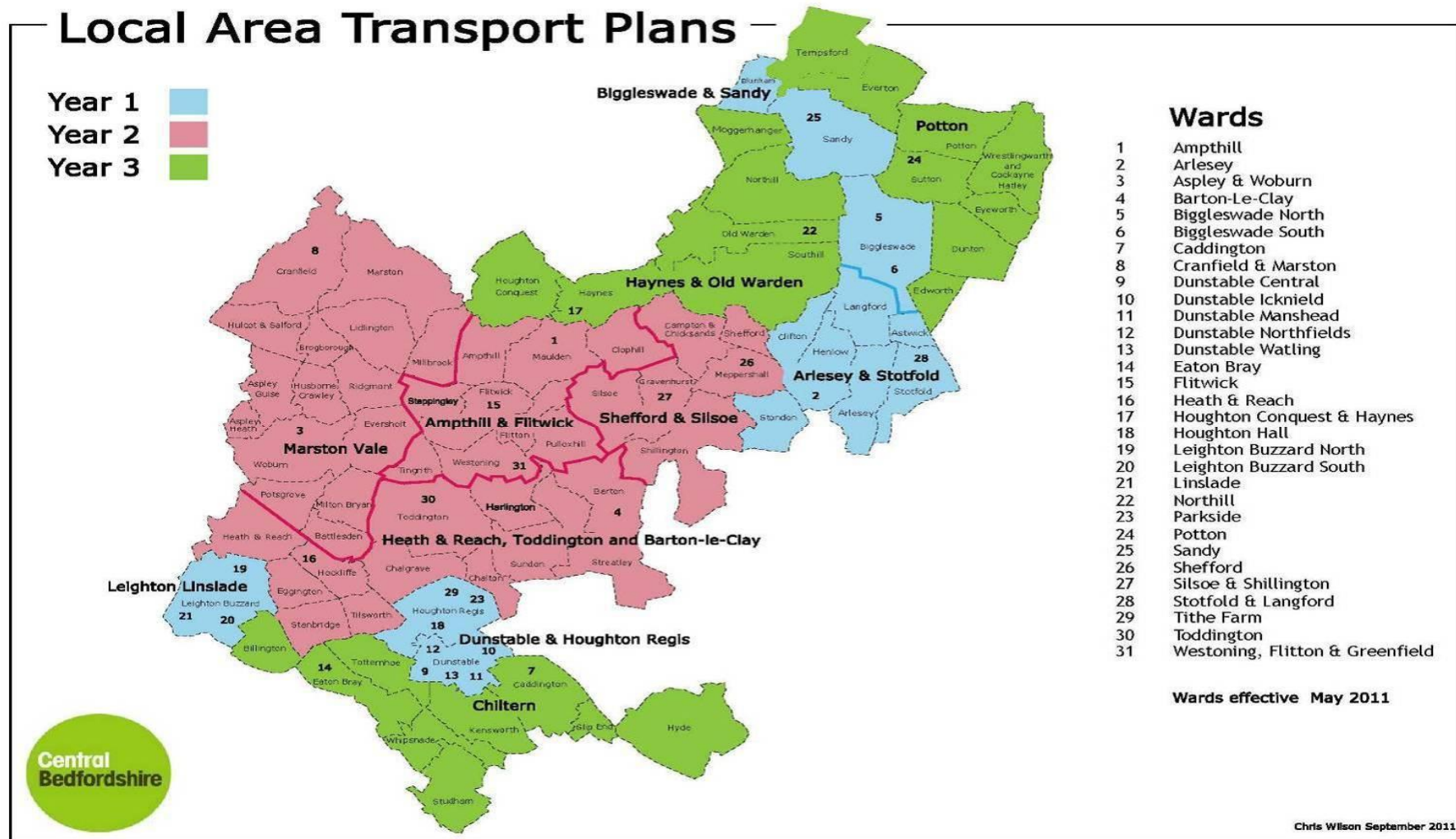


Figure 2.2: LATP Areas



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3. Planning & Development

Context

The planning framework has undergone a significant number of changes over the past twelve months and the planning process for England and Wales continues to evolve as new legislation comes into effect. Most important are The Localism Act 2011, which aims to enable local communities to have more control over the type and scale of development within their locality, and the National Planning Policy Framework.

This chapter looks at the most relevant policies and offers an overview as to their context in relation to the Chiltern area and this LATP.

3.1 Housing Development

The Chiltern area over previous years has not seen substantial housing growth and as such has managed to maintain the individuality typical of rural areas left relatively untouched by over development. To put this into context, of the 5415 new build houses completed within the Southern Bedfordshire area between 2001 and 2012 just 164 of those were within the wards of Caddington or Eaton Bray. The following Table demonstrates a breakdown of the Chiltern area build:

Figure 3.1: House Completions 2001-2012

Parish	House builds between 2001-2012
Billington	17
Caddington	100
Eaton Bray	23
Hyde	-1
Kensworth	14
Slip end	1
Studham	6
Totternhoe	3
Whipsnade	0
Total	163

The current Draft Housing Trajectory, which details housing identified to be built, details just two sites within the LATP area these are:

1. South Beds Local Plan Allocation H1(19) – Land at Folly Lane, Caddington (80 Dwellings)
2. Unallocated site - Former BTR site, Caddington, outline consent (64 dwellings).



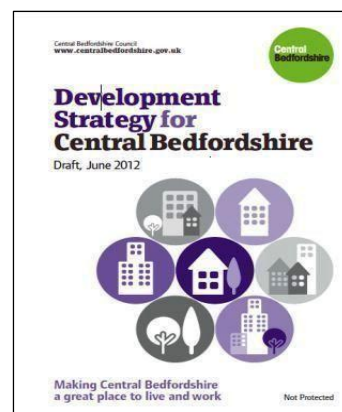
3.2 Development Strategy for Central Bedfordshire

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

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

The main elements of the Development Strategy are:

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



Until the new Development Strategy is adopted, the existing approved plans will continue to set the planning context for decisions on planning applications. For southern Central Bedfordshire the adopted Local Plan (2004) and joint Core Strategy (endorsed for Development Management purposes) apply. For northern Central Bedfordshire the adopted Core Strategy and Development Management Policies DPD and the Site Allocations DPD apply.

The Development Strategy plans for the delivery of a total of 28,750 new homes and 27,000 new jobs between 2011 and 2031. The Council will support the delivery of the existing planned sites that make up the majority of provision.

New development will be planned for at following locations

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


Although there are no houses specifically allocated through the emerging Development Strategy for the Caddington and Eaton Bray wards it is expected that some development will occur as windfall i.e. unallocated/unexpected sites, and small scale development will be brought forward through the Neighbourhood Plan for Caddington and Slip End.




3.3 Caddington & Slip End Neighbourhood Plan

Central Bedfordshire Council is one of 36 authorities across the country to test out the new neighbourhood planning process, a power introduced within the Localism Act which will allow communities to shape their own vision for their community. One of the two areas chosen within Central Bedfordshire to create a Neighbourhood Plan is Caddington and Slip End.

In an important change to the planning system communities can use neighbourhood planning to permit the development they want. This means that for individuals within the Caddington and Slip End community they will have much more involvement in deciding locations of local homes, shops, offices and protecting green spaces of value to the community.



“Our ambition is to develop a shared vision for the area and a successfully developed Neighbourhood Plan will reflect the local housing pressures and identify specific need; it will articulate local ambition for enhanced youth facilities, broader community amenities and employment opportunities”.



Neighbourhood plans do not take effect unless there is a majority of support in a referendum of the neighbourhood. They also have to meet a number of conditions before they can be put to a community referendum and legally come into force. These conditions are there to ensure plans are legally compliant and take account of wider policy considerations (e.g. national policy). Conditions are:

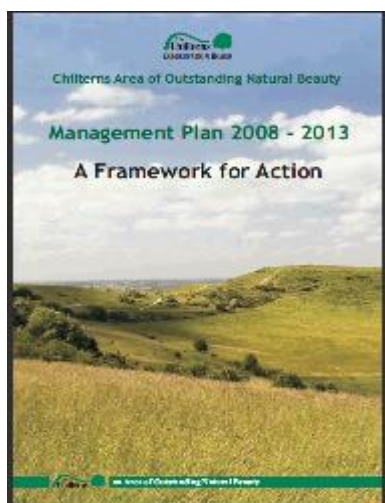
- They must have regard to national planning policy
- They must be in general conformity with strategic policies in the development plan for the local area (i.e. such as in the new Development Strategy)
- They must be compatible with EU obligations and human rights requirements.

An independent qualified person then checks that a Neighbourhood Plan appropriately meets the conditions before it can be voted on in a local referendum. If proposals pass the referendum, the local planning authority is under a legal duty to bring them into force.

The process for the Caddington/Slip End Neighbourhood Plan has started in earnest and completion is estimated to be late 2013.



3.4 The Chilterns AONB Management Plan: A Framework for Action



Central Bedfordshire is host to part of The Chilterns Area of Outstanding Natural Beauty (AONB). As part of duties required under the 'Countryside and rights of Way Act 2000' a Management Plan has been produced by the Chilterns Conservation Board which illustrates policies and actions that should be used to conserve the natural beauty of the AONB.

The Management Plan and the subsequent actions are not the sole responsibility of the Conservation Board alone and a cohesive approach between various sectors is required in order to help achieve the plan's aims. Therefore the LATP for the Chiltern area will take account of the specific elements of The Management Plan which relate to transport and highways and any programme of works recommended as part of the LATP should endeavour to ensure that conservation and enhancement of the natural beauty of the area are paramount. The Management Plan recognises the impact of travel and transport and in many ways mirrors the need for sustainable solutions that are detailed in the LTP3 for Central Bedfordshire. Furthermore the Management Plan recognises the need for improvements to transport infrastructure and services in order to expand the economic and leisure activities associated with the AONB. However, the plan states that improvements can and should be accommodated without detriment to the landscape. The following are some relevant excerpts taken from the Management Plan

Vision:

The impact of traffic on the area is reduced, with more people walking, cycling and using public transport and highway developments are appropriate and sympathetic to their surroundings.

Broad aims for Development:

Conserve and enhance the special qualities of the Chilterns in the development and operation of transport networks and services.

Reduce the negative impacts of transport on the environment of the Chilterns including lighting, noise and emissions of greenhouse gases.

Policies:

L11 The design and management of transport infrastructure and services should conserve and enhance the natural beauty of the Chilterns and reduce their harmful impacts including greenhouse gases.

UE7 Promote management of highways to encourage their use for walking, cycling and horse riding.

UE10 Promote the health and other benefits of visiting the countryside and in particular by walking, cycling and horse riding.

UE11 Encourage visits to the countryside and local villages without travelling by car.

SE2 Promote the provision and use of public transport to assist local people to gain access to services and facilities.



4. Community context – Ward Profiles

This chapter makes an analysis of the data available, which although not always directly related to transport, helps to set the context and build a picture of how people live, work and play in the neighbourhood and the kind of challenges facing the area and its occupants. The information utilises data collated during local economic research and also by interrogating relevant Census information.

4.1 Ward profiles

The area covered in the LATP for Chiltern is made up of two wards, Caddington and Eaton Bray, containing nine individual parishes. There is an array of data and information available which has been collected on a Ward basis: this section details the most relevant information.

Population & Demography

This section details the basic information with regards to population and demography for the area and offers a comparison for the rest of the authority. The individual parish populations and dwelling numbers in 2009 were as follows:

Table 4.1: Parish populations (2009)

Caddington Parishes	Population	Dwellings	Eaton Bray Parishes	Population	Dwelling
Caddington	3,740	1,730	Billington	330	140
Hyde	390	180	Eaton Bray	2,610	1,110
Kensworth	1,440	630	Totternhoe	1,130	560
Slip End	1,960	890			
Studham	1,110	480			
Whipsnade	430	230			
Total	9,070	4,140		4,070	1,810

Table 4.2: Demography detail

Profile set		Caddington	Eaton Bray	Central Bedfordshire	England
Population by Age ¹ :	0-15	16%	16%	20%	19%
	16-64	62%	63%	65%	65%
	65+	21%	22%	15%	16%
Population by Ethnic origin ² :	White British	94%	95.3%	94%	87%
	Not 'White' British	6%	4.7%	6%	13%

¹ ONS, LSOA mid year population estimates for England and Wales(experimental) 2009

² ONS, 2001 Census



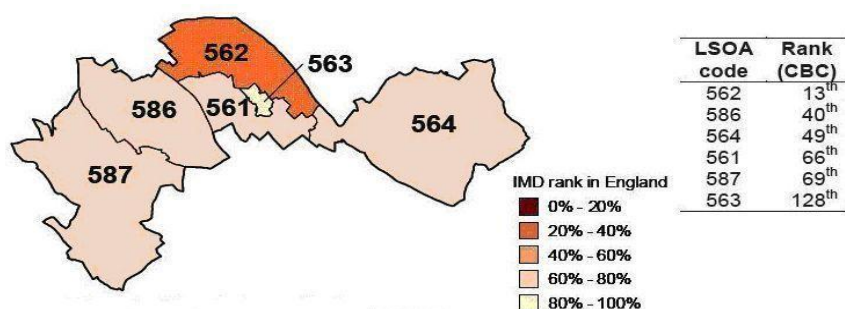
The above table demonstrates that the Chiltern Area has an older age profile than that of the rest of Central Bedfordshire and similar ethnicity splits to the rest of Central Bedfordshire.

Deprivation

Although the wards covered by the Chiltern LAMP are traditionally seen as areas where deprivation is not a general problem, analysis shows that there are 'pockets' of deprivation which can hinder residents' opportunities to access higher education, employment, health and leisure services. The following information utilises statistics made available through the ³Indices of Deprivation information set and collects and demonstrates information based on Lower Super Output Areas (LSOAs).

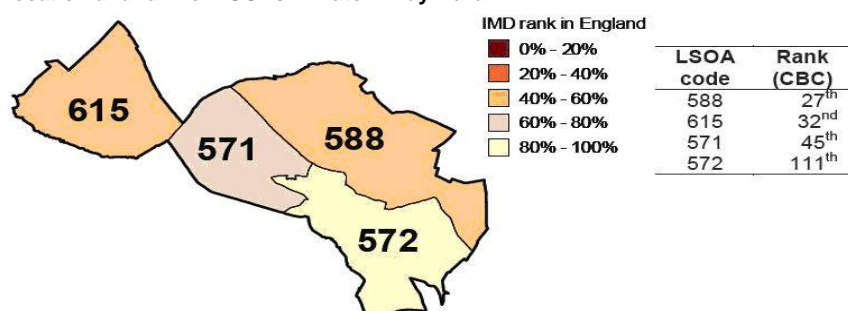
One of the LSOAs in the Caddington ward is in the 30-40% most deprived LSOAs in England. However the other five of the six are all in the least deprived 40% in England. In Eaton Bray one of the four LSOAs is in the top 40-50% most deprived and the other three are all in the least deprived 50% in England. The following maps and accompanying table both show the geographical location of the LSOAs and the ranking in terms of national and Central Bedfordshire:

Location and rank of LSOAs in Caddington ward



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Location and rank of LSOAs in Eaton Bray ward



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Note: the colours on the map show the level of deprivation relative to all LSOAs in England (darker colours are more deprived).

As the above figures demonstrate there are no 'high' levels of overall deprivation in any of the areas within Eaton Bray and Caddington but analysis highlights issues with certain 'domains' one of which is that the LSOAs numbered 587 and 564 in Caddington and numbers 615 and 588 in Eaton Bray are all in the most deprived 20% in England for the 'Barriers to Housing and Services' domain. This highlights an issue with housing affordability and accessing services.

³ DCLG, Indices of Deprivation – Index of Multiple Deprivation, 2010



The ⁴number of working age people on out of work benefits in Caddington and Eaton Bray is 7.1 & 7.4% respectively which is similar to the Central Bedfordshire total of 7.6% but markedly lower than the national figure of 12%.

Economic profile

Caddington and Eaton Bray wards have a lower proportion of residents who are employed or actively seeking employment in comparison to the rest of Central Bedfordshire. This can mostly be attributed to the higher than average number of over 65s living in the area.

Table 4.3 Employment

Area	Rate
Caddington Ward	70.3%
Eaton Bray Ward	68.1%
Central Bedfordshire	73.8%
England	66.9%

When it comes to the specifics of employment Caddington and Eaton Bray wards show very little difference:

- Residents are more likely to be in managerial/technical occupations (46.9% and 48% respectively) in comparison to 43.5% average for Central Bedfordshire.
- Less likely to be in unskilled positions, or process, plant or machine operatives (15.4% both) in comparison to 18.5% in Central Bedfordshire.
- Residents are more likely to be self employed (12.4% both) compared to 9.7% for Central Bedfordshire.

The Local Economic Assessment has identified that 49.2% of businesses in Central Bedfordshire are based in wards that are classed as rural and 40.7% of all people employed in Central Bedfordshire are employed in wards classed as rural. The rural economy is therefore of critical importance to the overall economy of Central Bedfordshire.

Either within the LATP area or within close proximity there are a number of tourist destinations including Whipsnade Zoo, Luton Hoo and Bury Farm and in 2009 there were 5,269,100 trips to Central Bedfordshire either just for a day or to stay longer. Visitors to Central Bedfordshire contribute significantly to the local economy and the total value of tourism in Central Bedfordshire in 2009 was £312,280,000 which was a 5.9% increase over 2008. The tourism economy in Central Bedfordshire supports approximately 6,035 jobs, accounting for 4.9% of total employment in the area.

Children and Young people

There is a limited amount of relevant information available with regards to children and young people living within the Chiltern area. One reason for this is because a significant number of children from the Caddington and Eaton Bray wards attend schools outside of

⁴ ONS, work and Pensions Longitudinal Study August 2010, from Normis



Central Bedfordshire. However, of the information available, it is worth noting that of children in reception classes in Caddington ward, a higher proportion of children were⁵ obese (14%), compared with Central Bedfordshire (9%) and England averages (19%). There are obviously a number of reasons for child obesity but one way of promoting a healthier lifestyle is to encourage more walking and cycling.

4.2 Summary

The information within this chapter demonstrates that, on the whole, the two wards of Caddington and Eaton Bray are fairly typical of similar rural areas within Central Bedfordshire. However, although there are no high levels of concern there are some elements of data that should be used to help inform priorities for any future programmes of works, in particular being mindful of the difficulties for some in 'accessing services' and for the higher than average rate of childhood obesity both of which are issues where transport policy can help make a positive impact.

⁵ NHS Bedfordshire and The Health and Social Care Information Centre, Lifestyle Statistics / Department of Health Cross Government Obesity Unit NCMP Dataset, 2009-20210

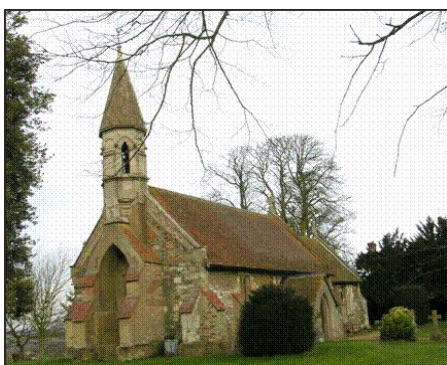


5. Community Context - Parishes

The information in this section has been sourced locally at a parish level where this has been available. There are a number of Parish Plans which have been produced or are on-going by the local parish councils or groups acting with the local community. Parish Plans and Green Infrastructure Plans give specific local information and include a consideration of the transport issues and the local growth agenda.

Only a few of the parishes in the area have produced a parish or village plan - Billington, Kensworth, Slip End and Whipsnade, while there are Green Infrastructure Plans for Kensworth, Totternhoe and Whipsnade. Some of these plans are up to 5 years old and so it is possible that some of the actions identified in them have been undertaken already or are no longer relevant. This consultation will identify those actions which do not need to be included in the LATP.

5.1 Billington



Billington Parish Church

space at the Northern end of the village and warning signs on the approaches. The vertical and horizontal alignment of the road is poor and accessing it from houses / side roads can be a problem.

The village of Billington lies astride the A4146 road from Leighton Buzzard to Hemel Hempstead and is made up of Little and Great Billington, Little Billington sitting on the Buckinghamshire border. The village sits on a hilltop position and has views across to Leighton Buzzard and Linslade to the north and the Chilterns to the south.

There is a 30mph speed limit through the village and there is evidence that this is enforced by the police as there is a specific “Police Vehicles Only” parking

At the Southern end of the village an unclassified road leads to a number of commercial vehicle premises and the surface is in poor condition. This road also leads to the popular visitor attraction of Mead Open Farm but has no facilities for pedestrian or cycle access.

There is a pavement along the East side of the road which varies in width and condition. One bus stop exists at the Northern edge of the village for use by the few buses which pass through – this is provided with a shelter but is otherwise not marked though the drivers will stop there on request.

Billington Parish Plan has been produced by a steering group who had the aim of creating a Parish Plan that *“would identify projects which would improve the village*



environment either physically or by providing facilities which would be of benefit to the residents” (2006). In relation to Traffic and Transport the plan aims to ‘Limit Traffic Impact on Village Through Reduction of Speed, Improve Bus Services and Provide cycle Lanes’ In summary:

- Explore effective traffic management.
- Measures in Stanbridge Road and Slapton Road as well as the A4146.
- Speed reduction cameras
- HGV bans on the main road and possibly Stanbridge Rd
- Assess Public transport need and encourage people to use services
- Upgrade footpath into Leighton into a dual footway and cycle track.

5.2 Caddington

Caddington is the largest of the Chiltern villages and parishes and offers the largest selection of services and facilities within the main village.

Caddington village lies between Dunstable and Luton (to the north) and Hertfordshire (to the south) and to the west is the village of Kensworth. The northern and eastern borders are generally formed by the railway line and the M1. To the south-east is the parish of Slip End and to the south is Markyate, in Hertfordshire. Caddington village and the nearby hamlet of Aley Green are in the south of the parish. The hamlet of Chaul End lies in the north of the parish.



Caddington Car Parking

The village has experienced an amount of residential build in recent years and is also set to see some more imminently and also in the future which will be detailed in the joint Neighbourhood Plan with Slip End.

The village is well serviced in terms of facilities which include local shops, schools, restaurants, doctor's surgery, pubs and a public hall. There are also local bus services with good waiting provision at the bus shelter.

There is currently no parish plan but through the LATP and Neighbourhood Plan consultation process transport issues raised include:

- Parking around the village centre near convenience shops.
- Speeding through the village
- Safety on walking route to school
- More Walking and Cycling routes wanted

5.3 Slip End

Slip End is a well established community offering varying degrees of local amenities. It is thought that the settlements of Woodside, Aley Green and Pepperstock to either side



of the village are the original settlements of the area and date back prior to the 19th century.

The M1 runs adjacent to the village with access through the village to Luton, Caddington and Dunstable. The village incorporates a school, church, village hall, playing fields and public houses. For many services such as a doctor residents' nearest location is Caddington. Slip End is just a short distance to Luton Airport and as such is home to an Airpark facility which offers a 'Park and Ride' type facility for customers of the airport.



Slip End has an impressive and extensive Parish Plan (2011-2016) which is being used to help inform the joint Neighbourhood Plan currently being created with Caddington. Known issues include:

- Speeding traffic, particularly at the entrances/exits of the village.
- Parking problems
- Rat running
- Signing of walking routes
- Crossing facilities when accessing Church and playing facilities.
- Public transport provision poor at weekends and evenings

5.4 Hyde

The Hyde Parish area is separated from the south of Luton by the A1081 Airport Way and consists of a number of ancient hamlets traditionally split into East and West Hyde. In terms of facilities the residents are within the most rural and smallest populations in



East Hyde

Central Bedfordshire with no one central place offering specific facilities for residents. However there are some community facilities including a village hall, a public house in East Hyde and Luton Hoo a large employer for the area offering tourist facilities and leisure activities in the form of a hotel and golf course.

The area has quite good walking and cycling facilities as part of the Lea Valley Walk (Luton to Harpenden), with a relatively recent upgrade to a cycleway. Speed through the hamlets has been observed as a problem with some issues regarding HGVs accessing inappropriate and narrow lanes also cited.



5.5 Kensworth

The parish is located on the edge of Dunstable Downs, and includes the hamlets of **California** and **Kensworth Lynch**.

The Parish has a number of facilities including a school, village hall, churches, shops and a public house. Also nearby is the Chalk Pit which is a source of local employment.

Kensworth has a number of features installed on the B4540 that runs through the village to reduce the speed of the traffic, including a speed camera and a mini roundabout at the eastern end. There is limited parking outside the school which is on the B4540 at the east of the village and so there is the potential for problems there at drop off and pick up times.



Kensworth crossing

The 'Kensworth Green Infrastructure Plan' identifies a number of places where footpaths should be created, improved or upgraded to cycleway / bridleway. These are intended to link existing footpaths and to fill gaps in the network that currently exist. The majority of these would be the responsibility of the Rights of Way Officers in CBC.

From Parish Council meeting notes it is noted that double yellow lines are requested for Isle of Wight Lane as a result of the imposition of parking charges at the Gateway Visitors' Centre on Dunstable Downs.

5.6 Studham

Studham is the most southerly of the Central Bedfordshire villages and borders both Buckinghamshire and Hertfordshire. Being one of the more rural villages, facilities are limited for locals including poor public transport.

Other concerns raised through the Parish Council have been in relation to the speed of traffic going through the village and also the impact of HGVs.



Studham Common



5.7 Whipsnade

Whipsnade lies to the east of the Chiltern Hills and to the South West of Dunstable and is home to the famous Whipsnade Zoo. There are a number of facilities within the village and there are some basic public transport links.



Whipsnade

A Green Infrastructure Plan was developed jointly with the Kensworth GI plan and includes a proposal for a new footpath / cycleway linking the two villages (also included in the Kensworth GI Plan).

It also includes an action to improve and maintain the access road to the Tree Cathedral and also the one to Chequers and beyond as a Quiet Lane.

5.8 Eaton Bray

Eaton Bray sits to the South East of Central Bedfordshire and is joined to the parish of Edlesborough, which is in Buckinghamshire, and is approximately one mile from Totternhoe. Traffic and speeding has been highlighted as a growing issue for the villagers particularly with regards to accessing the local primary school which is due to increase provision over the forthcoming months.



Eaton Bray Junction

5.9 Totternhoe

Totternhoe lies between Dunstable and Leighton Buzzard. The village has some community facilities which include a school, public house and also a large chalk quarry on the outskirts offering a commercial perspective. The linear village of Totternhoe is situated mainly to the North of an unclassified road which is not generally a through route but can be seen as a fairly direct link between West Dunstable and Leighton Buzzard if the A5 / A505 are congested.





Totternhoe Castle Hill Rd

The majority of the development is on the Northern side of the road which is in good condition and generally of standard width which could encourage speeding. There is a road narrowing at the West end of the village to control speed and also between Totternhoe and Dunstable outside the Dunstable Cricket Club.

A pavement runs the entire length of the village (partly on the South side) which is served by a regular bus between Dunstable and Aylesbury. A number of bus stops exist in the village of varying quality with the majority of the shelters being on the Northern side of the road serving the Dunstable bound service.

The Totternhoe GI Plan identifies a number of changes to the walking network which the residents have identified as being priorities for the village – these include upgrading of footpaths to bridleways, the creation of a new bridleway and the downgrading of one bridleway for safety reasons.

The Parish Council have submitted to Central Beds Council a 1 to 3 year plan of what other traffic calming work is required (Parish Newsletter of December 2011 / January 2012). They have requested another 'Build Out' and 2 roundabouts to be installed on Castle Hill Road at various road junctions which they feel is possibly the best solution to reduce the speeding and the increased number of heavy vehicles using the roads. Villagers want HGV ban on Castle Hill Road – old lime works traffic.



6. Modal Issues

This chapter assesses the key transport issues and amenities in the Chiltern area in terms of different modes of travel and related issues such as car travel and road safety records as well as looking at the different types of way people travel.

6.1 Highways

In the 2001 Census, **87%** of the households in the area had access to one or more cars which is slightly higher than across Central Bedfordshire as a whole (85%) and significantly higher than the country as a whole (74%).

Local Road Network

The geographical alignment of the Chiltern area is predominantly East – West. It is crossed by 4 major North – South roads: the M1 is accessed via Junction 10 which lies between the parishes of Slip End and Hyde and forms the eastern border of Caddington and Slip End parishes; the A1081 runs along the western edge of Hyde Parish; the A5 forms the boundary between Kensworth and Caddington parishes and the A4146 runs along the Western edge of Studham parish and also through the centre of Billington which is the only major settlement in the area which lies on one of these routes.

A network of B and C roads running generally east – west links the villages and, the smaller settlements and the rural areas, most of them without any segregated cycling or walking facilities and many being too narrow for two large vehicles to pass each other.

Road Safety

Between the 1 January 2009 and the 31 December 2011 there were a total of 1 Fatal, 32 serious and 163 slight accidents in the Chiltern area. These resulted in:

2 fatalities - 37 serious injuries - 270 slight injuries

Breaking the data down further:

- 5% of the casualties were children aged under 16 years old
- 8 casualties were pedestrians (2 children), of which 4 (0 children) were seriously injured
- 10 casualties were cyclists (1 children), of which 0 were seriously injured
- 255 casualties were drivers or passengers (11 children) in a private vehicle, of which 20 were seriously injured and 2 were killed

From the figures it would appear that cycling and walking are fairly safe modes of travel in the area, probably owing in part to the rural nature which leads to more car travel and thus increases the number of accidents to car occupants. The following map shows the locations and severity of the accidents over the 3 year period (red – fatal, blue – serious and green – slight).



An Improvement scheme has been nominated on the B653 from Luton to East Hyde under the Local Safety Scheme initiative. The intention is to deliver this particular scheme during 2012/2013. The safety improvements will in the main consist of high performance road markings, road studs and signage and will be delivered in conjunction with a structural maintenance scheme (a combination of surface overlay and surface dressing).

A number of speed related requests for work have been made by residents and Parish councils in the Chiltern Area and these are detailed in Appendix A.

Car Parking

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

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

6.2 Public Transport

The bus services in this area are provided by a number of operators – Arriva, Centrebus, Red Kite, Redline and South Beds dial-a-ride. A proportion of these services are supported by Central Bedfordshire Council, particularly those serving the villages furthest from the main highway network. A full list of services can be found in Appendix B.

The predominant problem is access to services in the evening and at weekends. Unfortunately bus services need to be commercially viable and in rural areas, where there is a lower population, it is difficult to ensure good public transport is available. However, there is a need in terms of accessibility for many residents in the Chiltern Area to have public transport available, particularly those residents who are more likely to depend on public transport such as the elderly or young. It is therefore a problem that needs resolution.

Bus Infrastructure

The standard of bus stops and shelters varies from village to village with some stops in prestige condition, for example the one shown below in Caddington which has been recently installed by the Parish Council and has up to date and readable bus timetables on display as well as adequate shelter from the weather.





Caddington bus shelter.

However there are a number of stops and timetable facilities that are inadequate such as the one in Totternhoe shown in the previous chapter, where the timetable can be seen swinging from the seat.

6.3 Rail Services

The only railway line through the area is in the extreme East where the Midland Mainline runs through Hyde Parish. There are no stations on this line in the area but Luton Airport Parkway is just outside the area to the North and Harpenden to the South. Just to the West of the area the West Coast Mainline has a major station at Leighton Buzzard and a more local one at Cheddington.

Appendix C demonstrates the services available for accessing train travel and shows that few of the bus services offer the opportunity for residents of the area to commute to London as they either arrive at stations too late or depart from them too early. This means that anyone wishing to commute to London or elsewhere will generally take their car to the relevant railway station.

6.4 Walking



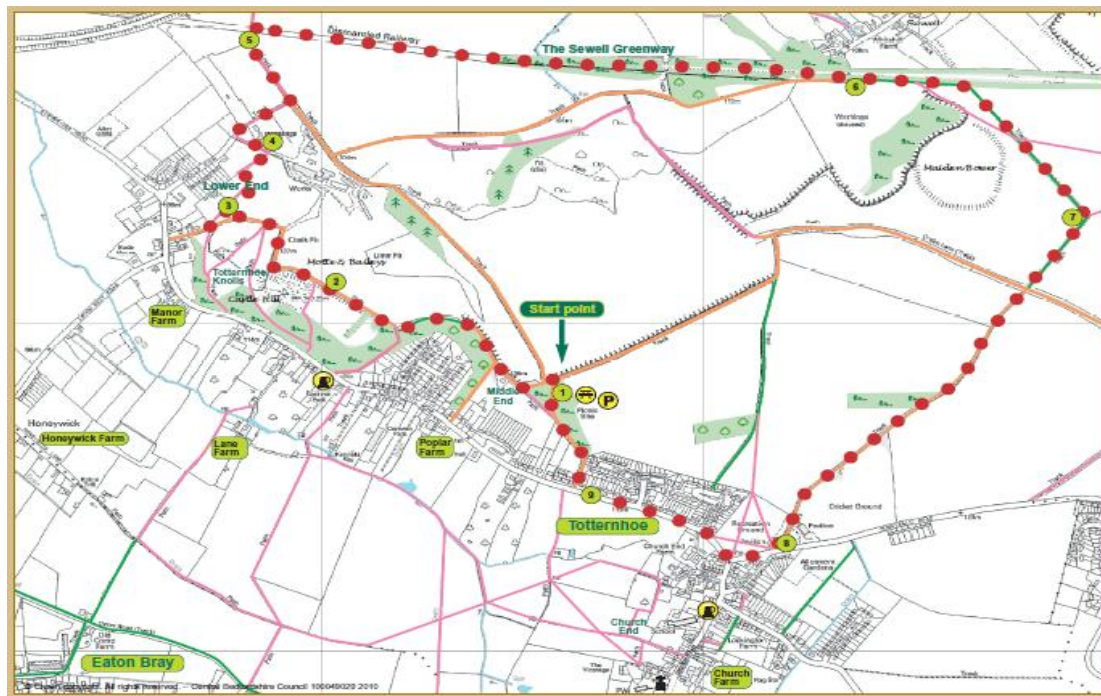
Many of the villages in the Plan area are linked by one or more off-road rights of way, such as a footpath, permissive path, or public bridleway. These routes provide a comprehensive network of walking links throughout the area, particularly where they meet in rural villages to form off-road paths as alternatives to walking on street.

However, their soft surfacing (particularly an issue in poor weather), poor legibility, lack of lighting, and length mean that they are often used for more leisurely walking as opposed to frequent walking trips between villages or access to employment or education.

For the purposes of leisure there has been investment in a number of local routes which make the most of the beautiful countryside surrounding some of the settlements and as such work well to drive a small but growing local tourist opportunity as well as improve walking facilities for local residents. In particular within the Chiltern area there are a



number of walks such as in Whipsnade and Totternhoe that circulate the local villages and enable connections between the settlements.



Totternhoe circular walk

However, walking between settlements on street can be difficult owing to a lack of facilities along the sides of the roads, and, although a comprehensive network of rural footpaths does exist, they are not well signposted in all cases. Within the villages there are a number of elements that need to be considered in enabling access to local facilities from within and throughout the villages, these considerations include;

- the width of pavements;
- the quality of their surfacing;
- the standard of street lighting (if any), and
- the extent of on-pavement parking.

All of these have an impact on the attractiveness of walking for people living in the villages but the paths are integral to ensuring that access is provided to local facilities for those residents who do not have access to vehicular travel, may have mobility impairments or need to transport young children or babies in push chairs etc..

6.5 Cycling

There appears to be very little specific provision for cyclists in the area with no signposted cycle paths, on-road cycle lanes or cycle parking facilities in any of the villages. Some schools do however place an emphasis on cycling and offer cycle training to youngsters.

Cycling between villages, and from villages to nearby urban areas, is achieved by using fast rural roads. Whilst many of these are not heavily trafficked, mixing with motor vehicles, combined with high speeds, gives a significant perceptual barrier to cycling. To

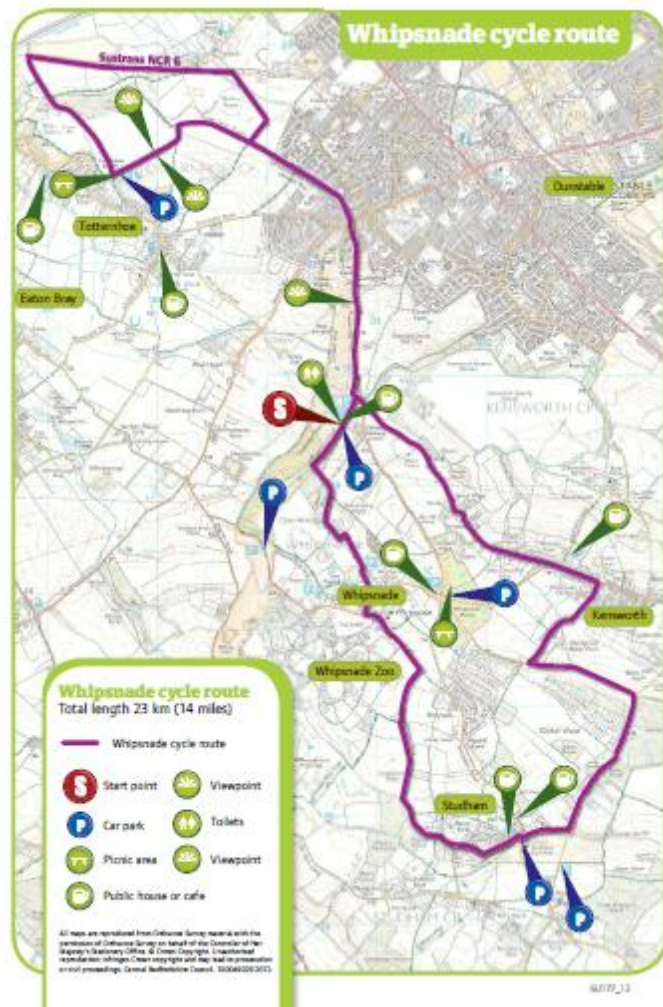


access many villages and towns involves either crossing or cycling along high speed, busy roads such as the A6 or A600, which is daunting to all but the most experienced cyclist.



Nearly all off-road cycle links in the area are provided by public bridleways. Their significant advantage is that there is almost no conflict with vehicular traffic over the majority of their length. However, these routes are often indirect or incomplete in places while the quality of the infrastructure (often muddy tracks or fields) makes cycling along them very uncomfortable while a lack of lighting is a significant safety barrier.

The Chilterns Cycleway is a 170 mile circular route passing right around the Chilterns Area of Outstanding Natural Beauty. Over 95% of the route is on-road (mostly following minor roads), with just a few sections following towpaths, surfaced cycle lanes and bridleways. Although the Cycleway follows minor roads as much as possible, traffic can be heavy at rush-hour.



Whipsnade cycle route

As with all rural areas there are 'pockets' of deprivation and transport plays an integral element in providing opportunities for people affected by this. One section of the



community that are commonly affected by access issues when living in rural areas are young people, in particular school leavers. In order to assist young people in this situation Central Bedfordshire's '**Wheels2Work**' scheme is now available as part of the Travel Choices programme to assist those residents who have limited or no access to transport.

It can provide applicants with a **50cc scooter or bike**, and all residents in Central Bedfordshire may apply, although priority will be given to those residents living in or travelling to Dunstable, Houghton Regis and Leighton Buzzard and meeting the following criteria:

- Working age (16 and upwards) with priority given to those aged 16 to 24.
- Live in Central Bedfordshire and have limited or no access to transport to get to employment, education or training.
- Preferably have a firm offer of employment or education/training or be actively job seeking.

The **Scooter scheme** provides the following, all completely free - helmet, jacket, trousers, gloves, Compulsory Basic Training (CBT) course, 'Rural Rides' training course, road tax paid, fully Comprehensive Insurance and RAC breakdown. The applicant is responsible for paying for monthly wear and tear payment along with their fuel costs.



7. Journey Purpose Analysis

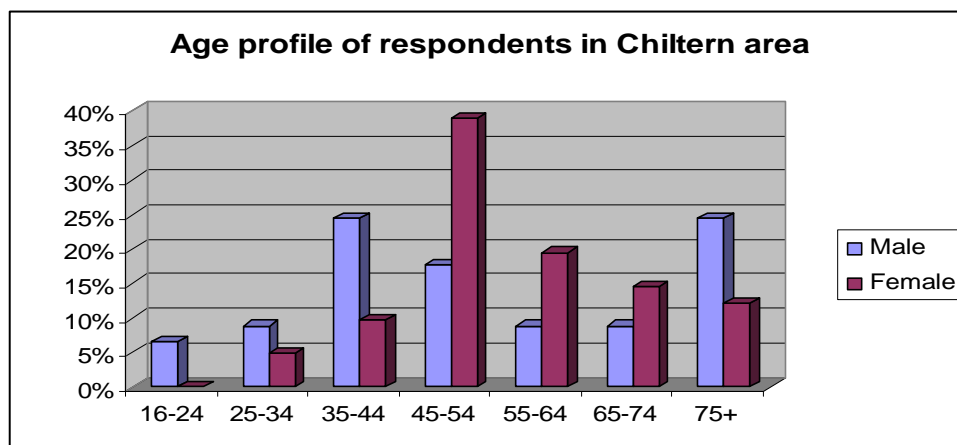
As described in Chapter 2, an integral element of the Local Transport Plan strategy is to look at the journeys people need to make in order to assess what interventions can be put in place to make key destinations more accessible. A Householder Travel Survey was undertaken in March/April 2012 which looked at the travel patterns of residents in Central Bedfordshire.

Within the total sample of around 2,000 there were approximately 90 responses from residents of the Chiltern LATP area. This is quite a small sample and so it is unlikely to produce statistically significant results when broken down into smaller packets of data and therefore we have used information collected from respondents in all the rural areas of Central Bedfordshire combined.

7.1 General

It is possible to look at some characteristics of the total sample – for example overall age / gender distribution and overall car ownerships at a Chiltern level, but for more detailed analysis of the data, the results for the rural areas of Central Bedfordshire are used as a proxy as the Chiltern area is made up of generally rural parishes.

Figure 7.1 Travel Survey – age and sex of respondents



Car Ownership

The survey identified that 91% of the people living in the Chiltern area who were interviewed have access to a car which is higher than the figure for Central Bedfordshire as a whole from the survey (88%) and also higher than the car ownership figure of 83% from the census, though the latter is based on a much larger sample. Of those in the survey in the Chiltern area who own a car, 48% have 1 car, 36% have 2 cars and 13% have 3 or more cars.

The recorded use of the various modes across the rural area of Central Bedfordshire emphasises this point as a large majority of the respondents (45%) never use a bus.



Table 7.1 Frequency of use of different modes of transport (Proportion of respondents) across rural areas of Central Bedfordshire

	Car Driver	Car Passenger	Motor Bike	Bus	Train	Taxi	Bicycle	Walk	Other
Most Days	63%	15%	1%	9%	3%	1%	6%	64%	0%
Once / Twice per week	15%	51%	2%	12%	4%	3%	12%	25%	0%
Once a fortnight	1%	9%	1%	7%	5%	4%	4%	2%	0%
Once a month	0%	7%	1%	7%	18%	11%	6%	2%	1%
Several times per year	1%	4%	1%	10%	34%	23%	9%	1%	12%
Once a year or less	0%	4%	1%	12%	16%	14%	6%	1%	16%
Never	19%	10%	94%	45%	20%	45%	58%	6%	70%

7.2 Journey to Work

Across the rural areas of Central Bedfordshire 45% of respondents to the survey either work at home or do not work. This is similar across the whole of Central Bedfordshire. For the 55% who do work the distance they travel to work is shown in Figure 7.3. The results are very similar, though in rural areas a lower proportion travel less than 2 miles, reflecting the lower availability of work in those areas.

Table 7.2: Distance Travelled to Work

Distance	Rural C Bedfordshire	Central Bedfordshire
0-2 miles	18%	21%
2-5 miles	18%	16%
5-10 miles	22%	21%
10-20 miles	22%	21%
Over 20 miles	20%	21%

Modal Split

The modal split of journeys to work of respondents in rural areas compared to the overall figure for Central Bedfordshire is shown in Figure 7.4.

Table 7.3 Modal Split for Journey to Work

Mode	Rural C Bedfordshire	Central Bedfordshire
Car	70%	71%
Car (passenger)	5%	4%
Walk	11%	12%
Cycle	2%	2%
Bus	6%	6%
Train	6%	6%

There appears to be little difference between rural areas and the whole of Central Bedfordshire as regards how people get to work.



Ease of Access to Work

Respondents to the Householder Travel Survey were also asked to rate the relative ease of their journey to work. Residents in the rural areas generally find it easy to access employment with **80%** stating that they found it very easy or fairly easy in getting to work and only 10% finding it fairly difficult or very difficult.

7.3 Access to Services

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

Healthcare

There are no hospitals in the Chiltern area. The two nearest hospitals to the area are Milton Keynes General Hospital and the Luton and Dunstable Hospital.

Access to healthcare in the form of a local doctor is an important factor in residents' perceived quality of life. The following table, Figure 7.5, highlights the modes by which rural residents access healthcare provision as collected in the Travel Survey. The proportion using the car in rural areas is higher than Central Bedfordshire as a whole while the proportions for walking is lower. This is not unexpected given the distance people will live from their local doctor compared to the urban areas where 45% use their car and 39% walk. In rural Central Bedfordshire 54% live within 2 miles of their doctor compared to 64% for the whole of Central Bedfordshire and conversely 42% live between 2 and 5 miles compared a figure of 33% for the Council area as a whole. The vast majority (**87%**) of those living in rural areas said that they had no difficulty accessing their doctor.

Table 7.4 Modal Split for Healthcare Trips

Mode	Rural C Bedfordshire	Central Bedfordshire
Car Driver	54%	49%
Car (passenger)	8%	8%
Walk	32%	35%
Cycle	1%	1%
Bus	5%	5%
Taxi	0%	0%



Food Shopping

The accessibility of a food store is one of the purposes which the LTP is focussing on and so the following results give an overview across the rural area of Central Bedfordshire. The results for a particular area such as the Chiltern area could be significantly different compared to other rural areas as the location of food stores is not necessarily uniform across the rural area. Near the Chiltern area there are major supermarkets close by at Leighton Linlade, Dunstable and Luton while a number of village shops have small supermarkets (e.g. Caddington). However there are some villages where the main food shopping trip will require a journey into the urban area – e.g. Studham, Whipsnade.

Only 28% of the respondents to the survey from rural areas shop locally (less than 2 miles) with majority travelling between 2 and 10 miles.

Table 7.5 Trip length for Food Shopping Trips

Distance	Rural C Bedfordshire
0-2 miles	28%
2-5 miles	43%
5-10 miles	23%
10-20 miles	2%
Over 20 miles	0%
Online	4%

The predominant mode of transport for food shopping is unsurprisingly the car even though the distances are short since the prevalence of supermarkets makes it likely that larger quantities of shopping are bought on an individual trip. Very few people said they had difficulty accessing an opportunity to buy their food with **90%** saying it was fairly easy or very easy.

7.4 Access to Leisure, Culture, and Tourism

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

The very nature of the area itself makes it a tourist attraction and it is part of area of an Area of Outstanding Natural Beauty. The rural nature, historic and relatively unspoilt aspect of some of the hamlets and villages prove attractive to tourists in their own right while in addition there are some larger more specific sites in and within close proximity of the area including:

- **Luton Hoo**
- **Whipsnade Zoo**
- **Dunstable Downs**
- **Mead Open Farm**
- **Bury Farm Equestrian Centre**



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

A particular issue for accessing these leisure attractions is the lack of local public transport which results in a high percentage of visitors travelling to the attractions by car. The requirement for large vehicles to access some attractions, such as Bury Farm Equestrian Centre, also causes major problems for both local residents and visitors alike given the rural nature of some of the surrounding roads. Residents living close to the attractions also find the lack of suitable public footpaths to the sites restrictive.

Access to the Countryside and Open Spaces

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

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

Leisure Centres and Cultural facilities

Local people are required to travel to destinations outside the LATP area to access leisure and cultural facilities.

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

- **Dunstable**
- **Luton**
- **Leighton**

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

There are no formal leisure centres provided within the area, therefore local residents are required to travel outside of the area to access these facilities. Notable nearby leisure centres include Dunstable and Luton. Within many villages there are often sports



grounds and local play areas that provide recreational activities for local people and many villages in the area have local Scouts, Cubs, Brownies and youth clubs as well as locally organised exercise classes. As these facilities generally have a local catchment area, accessing them in a safe way is a critical issue, particularly on foot.

Retail Shopping and Town Centres



As is the case with food shopping there is relatively limited retail shopping in the LATP area. In the larger village centres, such as Caddington, some limited retailing is provided. These are primarily local independent stores offering some limited convenience shopping such as everyday food.

For much larger retail facilities, local people are required to access retail centres in nearby towns. Leighton, Dunstable and Luton are notable local destinations in this regard, with a range of shops that are easily accessible by car, though not always by public transport.

7.5 Access to schools and education

Only 26% of the respondents in the Travel Survey in the rural areas have a child at a school the following table details the usual modal choice of those respondents when taking their youngest child to school in the morning.

Table 7.6 Modal Split for Education Trips (related to youngest child)

Mode	Rural C Bedfordshire
Car	28%
Car (passenger)	
Walk	41%
Cycle	2%
Bus	24%
Train	2%
Other	4%

Travel to School

It is possible to look specifically at how pupils travel to the schools in the **Chiltern** area by using the data from the travel to school survey done in the school classroom, the results of which are set out in Figure 7.7.



Table 7.7 Modal Split for travel to the schools in the Chiltern area, 2011

School	Car	Car Share	PT	Walk	Cycle
St Mary's RC Lower, Caddington	56%	1%	0%	43%	0%
Kensworth Lower	38%	0%	0%	62%	0%
Slip End Lower	41%	0%	0%	59%	0%
Studham Lower	54%	0%	33%	13%	0%
Eaton Bray Lower	56%	3%	0%	41%	1%
Totternhoe Lower	73%	10%	0%	16%	2%
Caddington Lower / Middle	52%	3%	7%	37%	1%
Streetfield Middle	31%	4%	8%	56%	1%
Manshead Upper	22%	6%	30%	37%	4%
AREA TOTAL	36%	4%	15%	41%	2%
CBC Total	22%	2%	16%	58%	2%

While there appears to be a high use of public transport to Studham School, this represents just 13 pupils who are bussed to school for road safety reasons in connection with their route to school.

It should also be noted that some pupils from the area go to schools outside the area:

- From Billington they go to schools outside the area at all ages – either to Stanbridge (lower) or Leighton (middle and upper).
- From Eaton Bray and Totternhoe they go to Dunstable at middle and upper levels.
- From Hyde they go to Hertfordshire at lower level.

Safer Routes to Schools

Central Bedfordshire Council's School Travel Officer works to encourage children to walk and cycle to school through a range of practical and educational measures. The goal is to get the whole school community working together to make the school journey safer, healthier and more enjoyable for everyone.

As part of this an assessment is conducted to establish any potential safety improvements that can be made to improve the children's walk to school and the following table lists the officer's recommendations for improved Infrastructure measures. Appendix D provides further information about the detail of the schemes.



Table 7.8 Safer Routes to Schools - Chiltern Intervention Proposals

Lower Schools	Address	SSZ Intervention Level
Eaton Bray Academy	School Lane, Eaton Bray, Bedfordshire, LU6 2DT	Level 3 – along High St
Studham Lower	Church Road, Studham, Bedfordshire, LU6 2QD	Level 4 – Footway needed along the length of School Lane. Delivery of this should be considered alongside the priorities of the Passenger Transport Review.
Kensworth Lower	Common Road, Kensworth, Bedfordshire, LU6 3RH	Level 3
Totternhoe Lower	Church Road, Totternhoe, Bedfordshire, LU6 1RE	Level 2/3
Caddington Village School	Five Oaks, Caddington, Bedfordshire, LU1 4JD	No measures needed – SRTS scheme recently implemented.
Slip End Lower	Ross Way, Slip End, Bedfordshire, LU1 4DD	Level 2
St Mary's Catholic Lower	Dunstable Road, Caddington, Bedfordshire, LU1 4BB	Surface access to the school site from A5 footpath. Combined scheme with Streetfield and Manshead.
Middle Schools		
Streetfield Middle	Dunstable Road, Caddington, Bedfordshire, LU1 4BB	Surface access to the school site from A5 footpath. Combined scheme with St Mary's and Manshead.
Upper Schools		
Manshead Upper	Dunstable Road, Caddington, Bedfordshire, LU1 4BB	Surface access to the school site from A5 footpath. Combined scheme with Streetfield and St Mary's.

Level 1 – 20 mph signage

Level 2 – 20 mph signage, carriageway markings, Traffic Regulation Orders (TROs) on School Keep Clear markings (SKCs), pedestrian advantage features.

Level 3 - 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments.

Level 4 - 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway/cycleway enhancements.



7.6 Alternative Modes of Travel

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

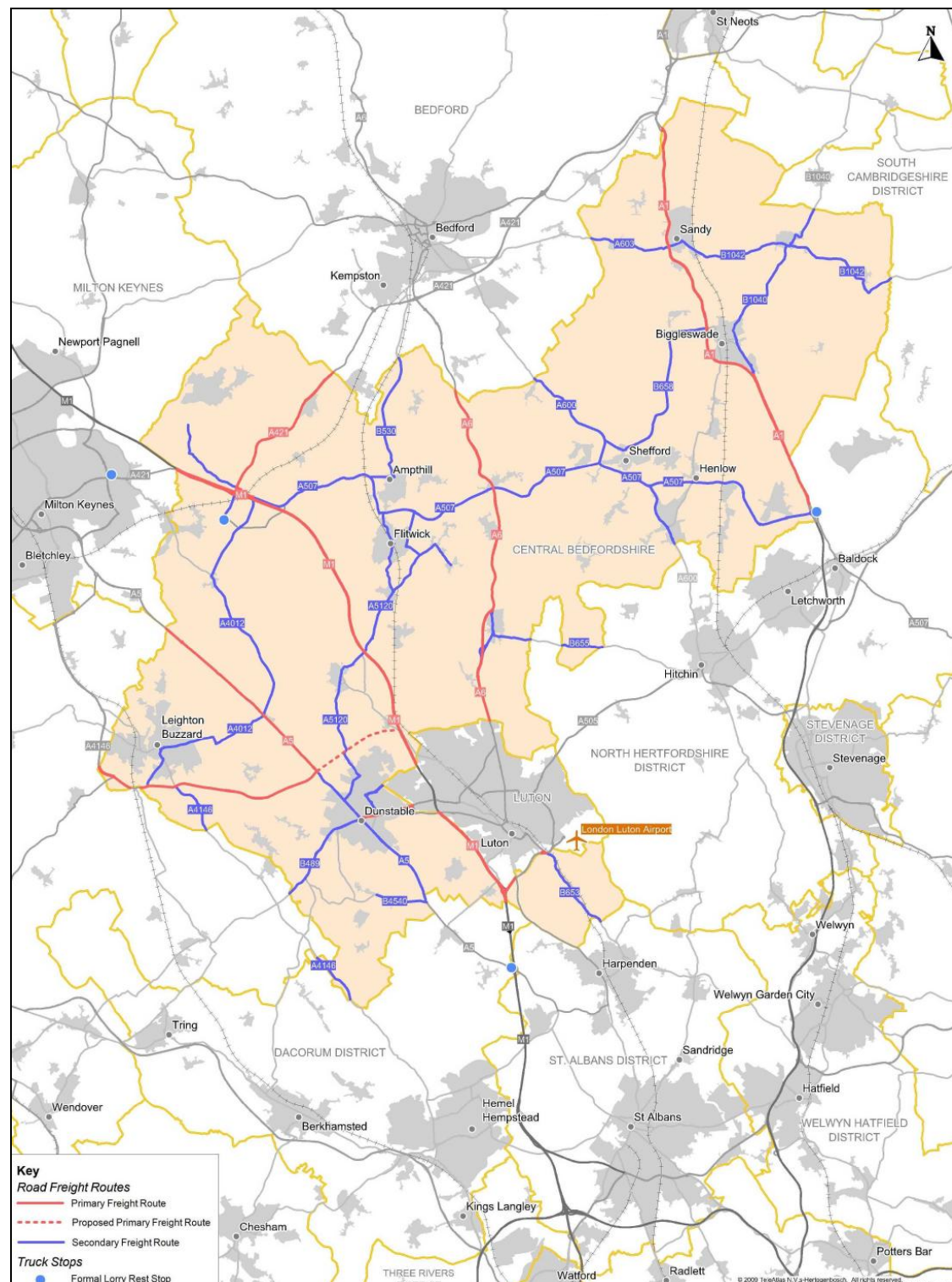
- **Car Sharing:**
 - No one to share with (37%)
 - Easier to drive myself (22%)
 - Prefer my own space / company (7%)
- **Walking:**
 - Too far to walk (47%)
 - Too slow (12%)
 - Not fit / well (4%)
- **Cycling:**
 - Too far to cycle (27%)
 - Too slow (10%)
 - Not fit / well (8%)
- **Bus:**
 - No service where want to go (50%)
 - Too slow (11%)
 - Unreliable (9%)
 - Too expensive (6%)
- **Train:**
 - Too slow (3%)
 - Too expensive (10%)
 - Not reliable (3%)
 - Inconvenient (44%)

7.7 Freight

Freight forms the focus of the third Journey Purpose Strategy in the LTP3 and, as part of this, a number of broad areas of intervention are identified, including the signing and enforcement of a Designated Road Freight Network. This network seeks to focus freight trips on specific routes through the authority so as to minimise the impact on local communities and town centres, and the section in and around the Chiltern area is shown in Figure 7.10.



Figure 7.10 Designated Road Freight Network



There are a number of restrictions limiting freight movements, including height and weight restrictions within the area of the LATP... However concerns exist as to the movement of freight through the Plan area and this is particularly the case on routes that do not form part of the Designated Road Freight Network.



8. Consultation & Engagement

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

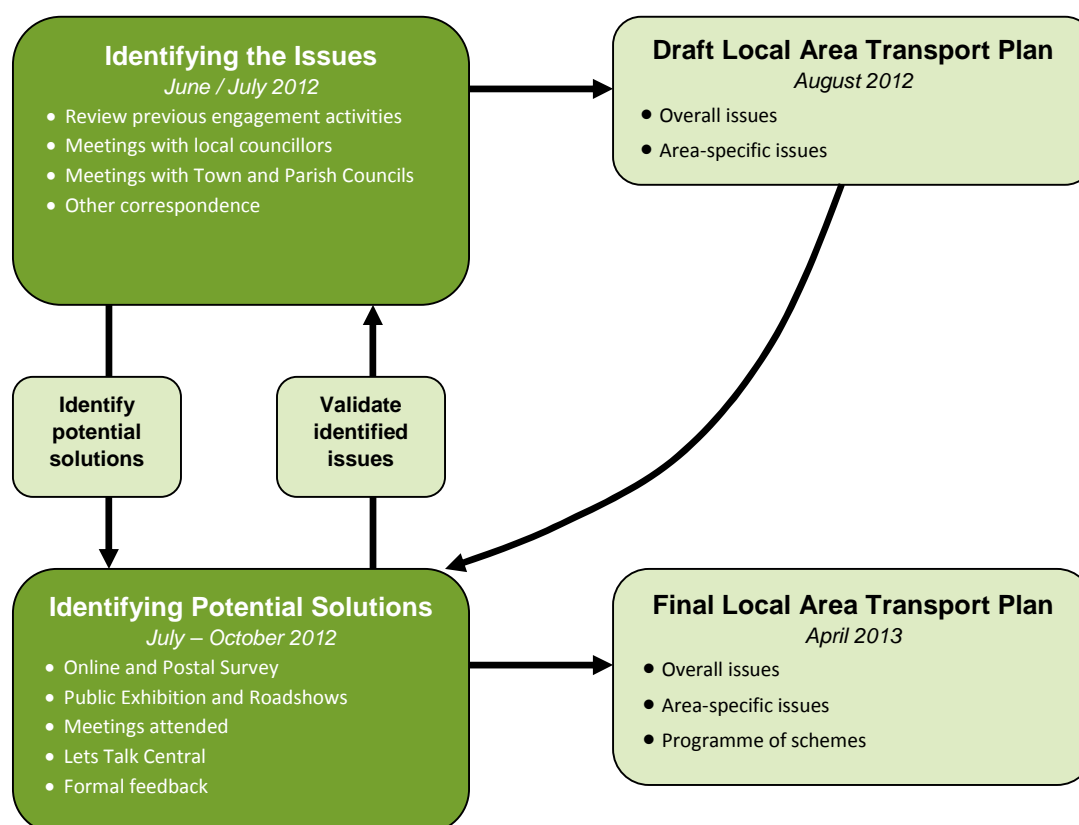
The outcomes of these activities have provided evidence to inform the development of the Plan. This chapter outlines the methods of engagement used, the outcomes and key messages of that engagement, and how these have been addressed in the development of the LATP. A comprehensive breakdown of how individual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

8.1 Overview of Process

Engagement on the LATP has been split into two key phases: 'Identifying the Issues' and 'Identifying Potential Solutions'. As **Figure 8.1** 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 8.1: Process of engagement in the Local Area Transport Plan



8.2 Identifying the Issues

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

- **Review of Previous Engagement Activities:** A review was undertaken of responses to previous engagement activities to identify the local transport issues that had been raised historically in each 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 in June 2012 to brief them on the LATP and identify their key issues relating to all transport modes and journey purposes.
- **Meeting Town and Parish Councils:** A meeting was held with Town and Parish Councils, in June 2012, to brief them on the Plan, and provide an opportunity to discuss issues relating to all transport modes and journey purposes.
- **Other correspondence:** The Transport Strategy Team receives correspondence from local stakeholders and local people on transport issues in their area throughout the year which is taken into consideration in the development of the Plan and programme.

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

- Lack of public transport provision in some villages, and the quality of public transport infrastructure, services, and information where provided;
- Road safety concerns and traffic speeds in villages, particularly in close proximity to schools;
- Freight and large vehicles using inappropriate routes through villages;
- The need for safe infrastructure to encourage local trips by walking and cycling.
- Improvements to public realm in centre of the villages

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

- Speed reductions measures in villages, particularly close to schools and other services;
- Restrictions on freight movements in villages.
- Improved walking and cycling infrastructure within and between villages.



8.3 Informing the Local Area Transport Plan

The engagement exercise has 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 across individual areas of the LATP. This variety is reflected in the LATP.

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

All potential solutions identified will be considered, either individually or as part of a combined package of different schemes, in developing the LATP Programme. More information on how the LATP Programme is being 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.



9. Priority Action Areas

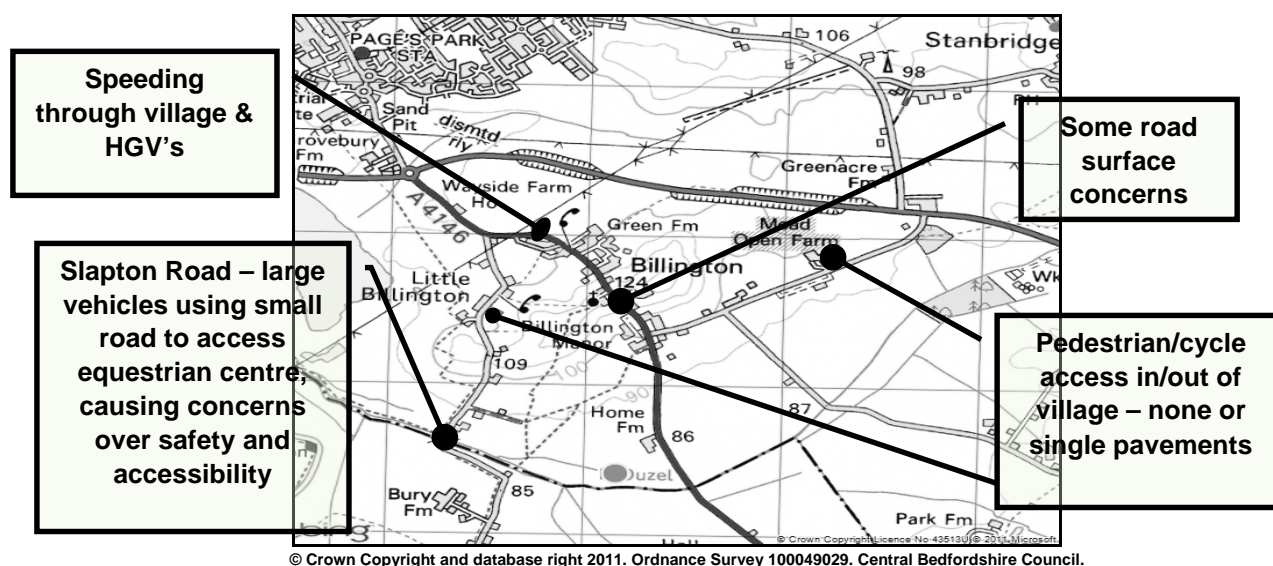
A number of priority areas that the LATP shall seek to address have been identified from the evidence base set out in this plan. From this evidence base, the main issues facing the area can be summarised, and the key locations for priority intervention have been identified in the following sections.

Throughout the evidence and consultation assessments it was apparent that there were a number of issues that were not attributed to one particular village or hamlet. Specifically the impact of freight and large vehicles, safe walking routes to schools and speed management are all issues that could potentially be better managed as an area wide initiative. Similarly the provision of public transport was also an issue for most, who felt that the current facilities and services do not, in many cases, meet the needs of those who work outside the villages and therefore public transport is not a viable alternative to car ownership for most.

The following sections detail the specific issues for each parish within the Chiltern area.

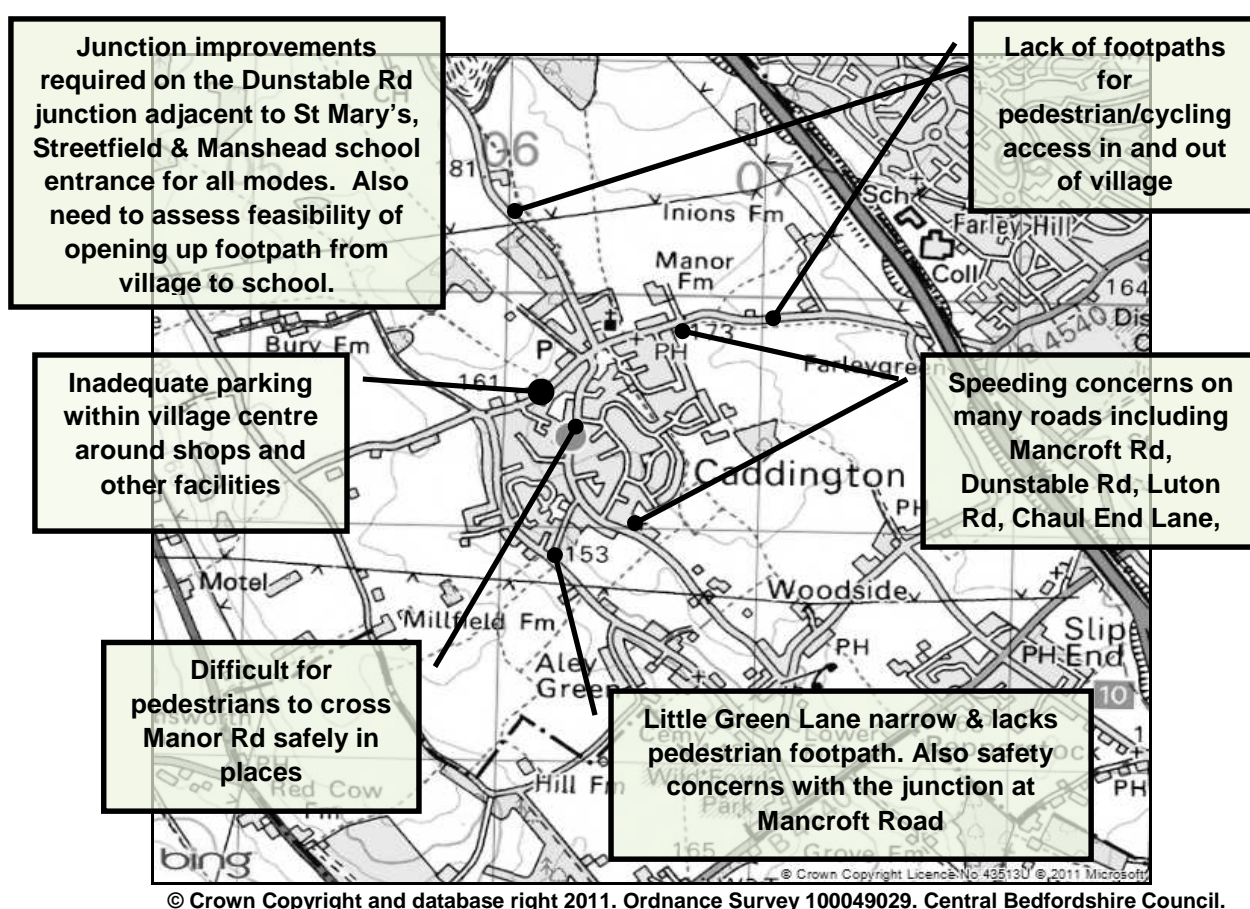
9.1 Billington

The village of Billington lies astride the A4146 road from Leighton Buzzard to Hemel Hempstead. There is a 30mph speed limit through the village which is enforced by the police through the designated parking bay for 'Police vehicles only'. There are limited facilities in the village these being; a bus stop and a village hall. The village has a number of issues to do with accessibility restrictions and traffic impact and are summarised below. The overarching concern for residents is the negative impact the Bury Farm Equestrian Centre traffic has in terms of access and safety concerns.



9.2 Caddington

Caddington is the largest village within the LATP area both in terms of population and facilities available. It is not surprising therefore that one of the major issues for the village is parking, particularly in the centre around local shops and other facilities. Some off-road parking is provided but parts of the carriageway are so narrow that on-street parking reduces it to just one car width which causes problems with traffic building up. Other issues and concerns include: access to primary school; conflict between pedestrians and cars; lack of cycle and pedestrian footways; speeding in various locations within the village; problems with pedestrians trying to cross Manor Road and the lack of available public transport in the evenings and weekends. There are a number of ideas for improving the journey to school and many residents have described a footpath that exists on the south side of Luton Road which could be used, but any works of this nature could impact on existing school bus services.

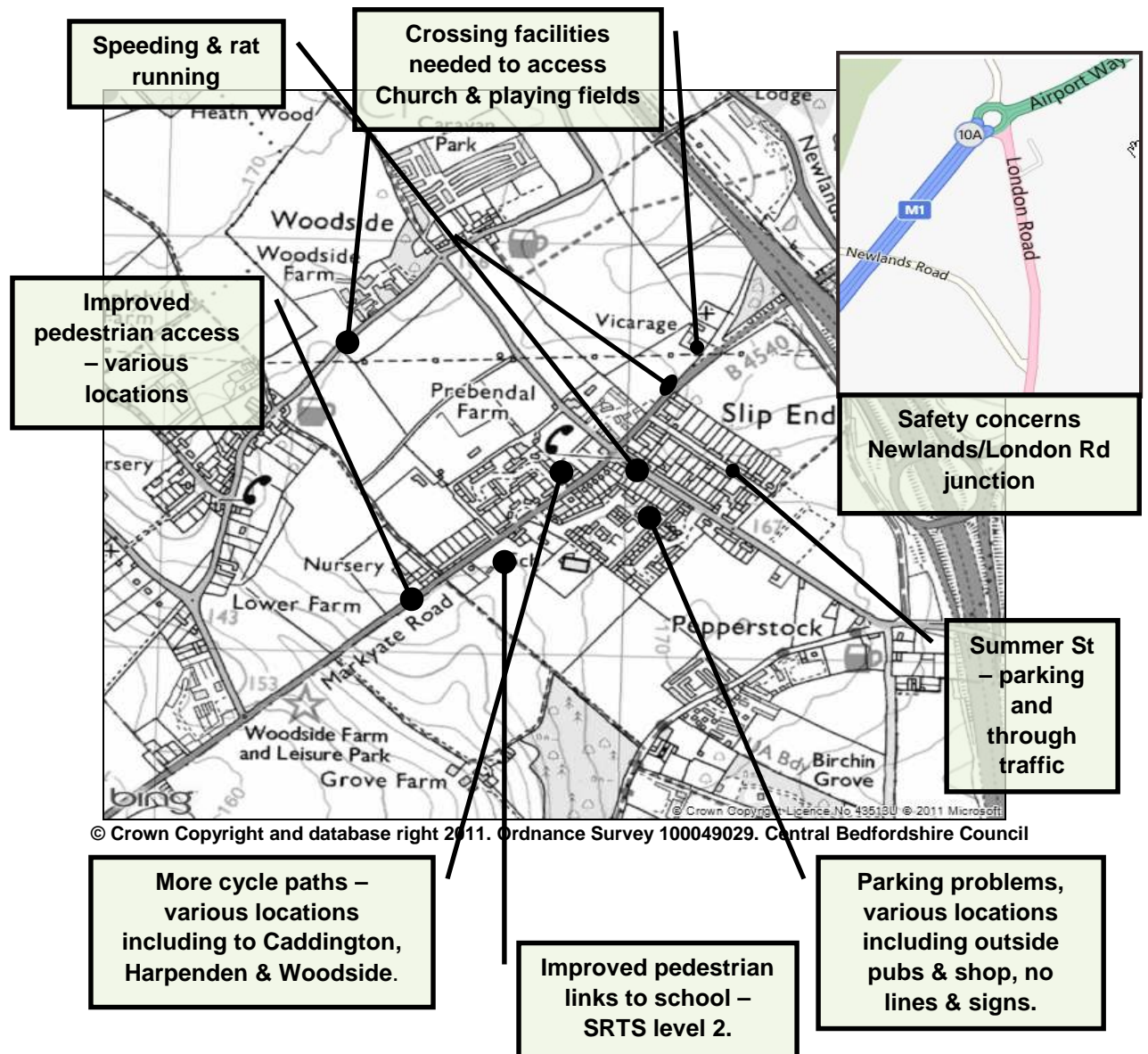


9.3 Slip End

Slip End Parish council produced a questionnaire which was issued to every household, the results of which were used to inform the Parish Plan in 2011. A number of issues regarding travel and transport were raised by the residents including speeding, Street parking, lack of safe crossing points while accessing the church and playing fields, bus routes, improvements to cycle paths, footpath improvements to enable better access to local services and attractions such as Woodside Animal Farm and concerns about the

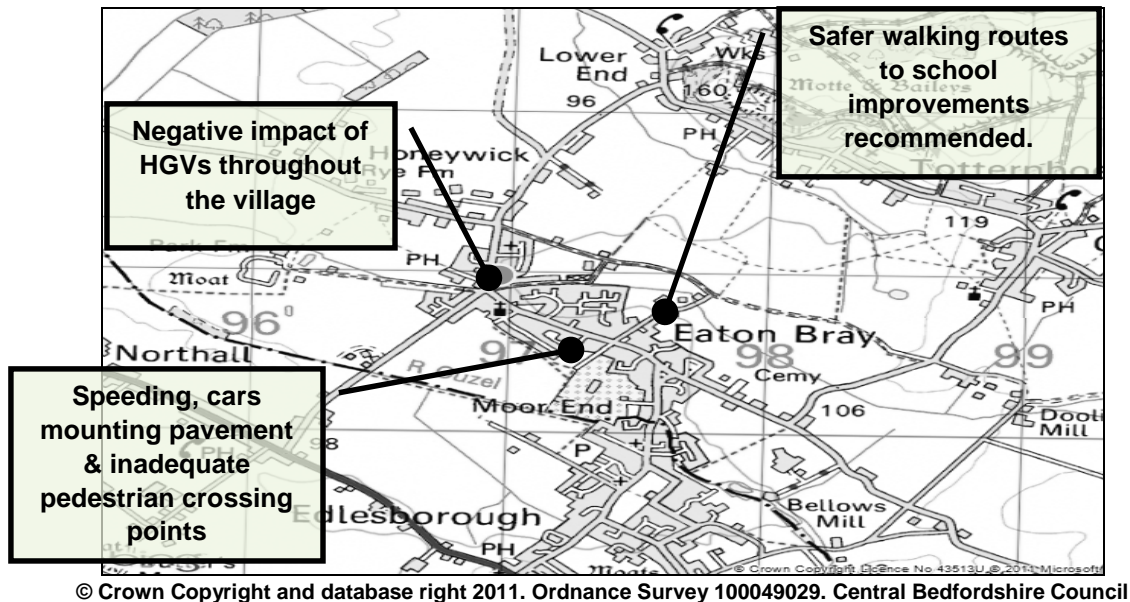


lack of public transport in the evenings and at weekends. At subsequent meetings set up as part of the consultation for the preparation of the forthcoming Neighbourhood Plan, attended by local councillors and residents, it was apparent that parking by people wishing to avoid paying for the airport parking was of an increasing concern but there were also joint concerns raised with members from the Caddington community about the safety of using the Newlands Road and London Road junction.



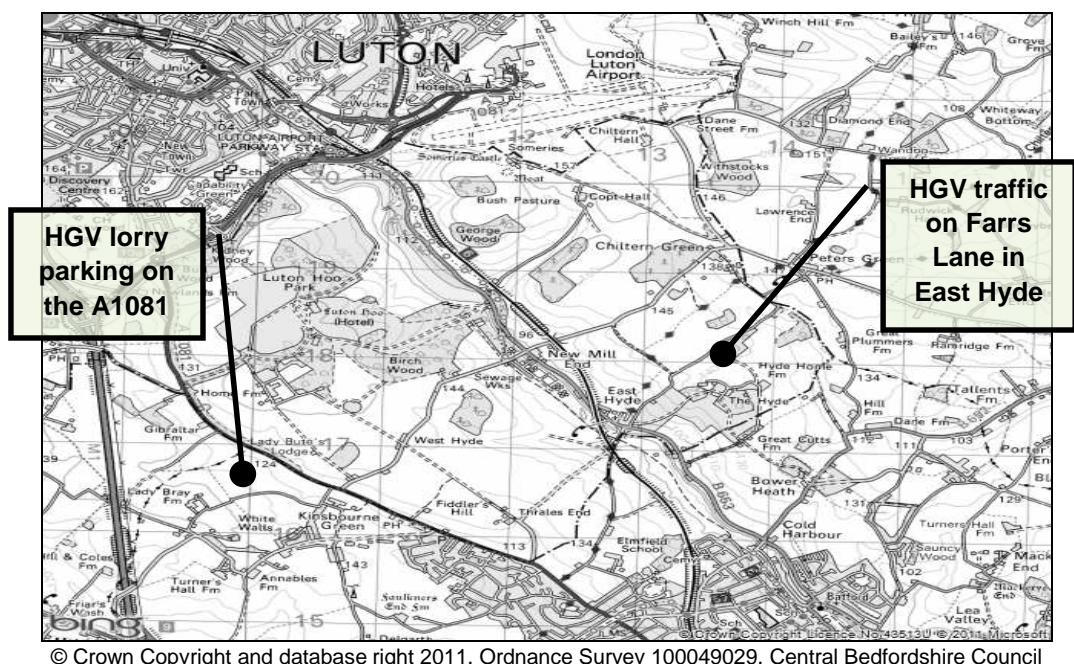
9.4 Eaton Bray

The main issues in Eaton Bray are centred on the High Street where residents have raised concerns about speeding traffic, vehicles mounting the pavement and inadequate crossing facilities particularly on the route to school.



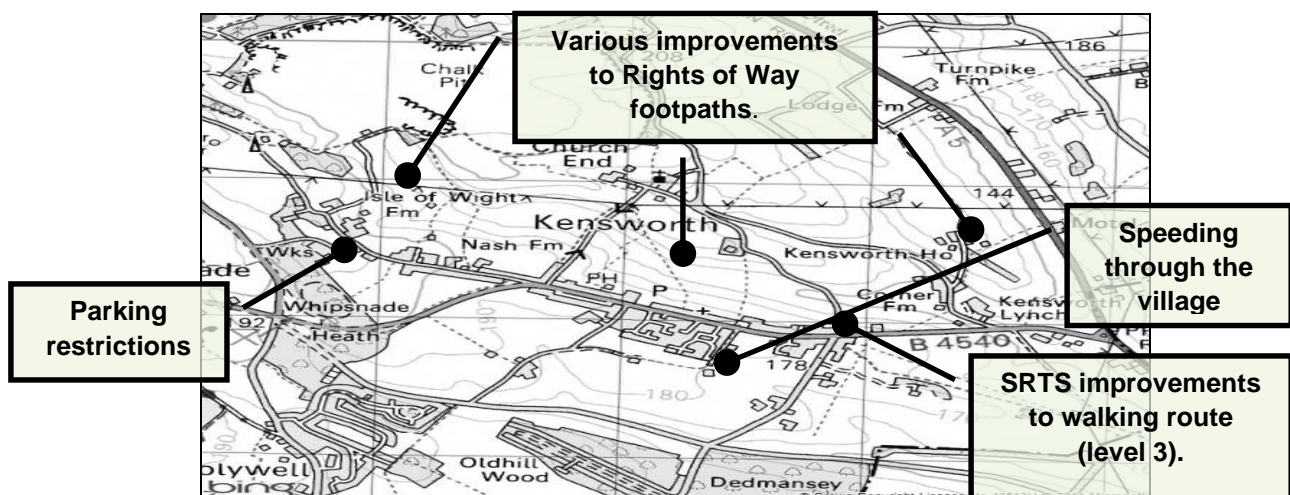
9.5 Hyde

Hyde is an area predominantly of rural hamlets with the largest settlement being in the East Hyde area. This brings obvious accessibility issues but problems associated with HGV traffic have been reported by the public.



9.6 Kensworth

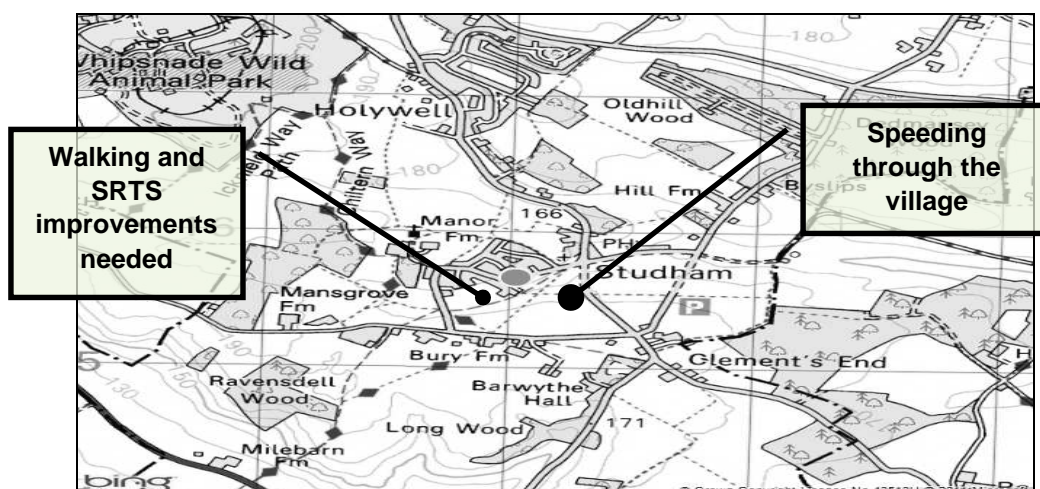
Kensworth benefits from some relatively recent highways improvements including a pedestrian crossing. Residents have raised issues with regards to the speed of traffic through the village, particularly those vehicles travelling from the Holywell direction. Parking restrictions or yellow lines have been requested on the Isle of Wight Lane as a result of parking charges being introduced at the Gateway Visitors Centre and there have also been a number of improvements suggested in the Green Infrastructure Plan which has identified a number of places where footpaths should be improved/created or upgraded.



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9.7 Studham

Studham is a picturesque village which benefits from not being on the Dunstable Road but in spite of this residents have reported problems with traffic speeding through the village. There are also a number of improvements that could be made to improve the walking route to the school with a recommendation to incorporate a footpath enabling a safer walking route.

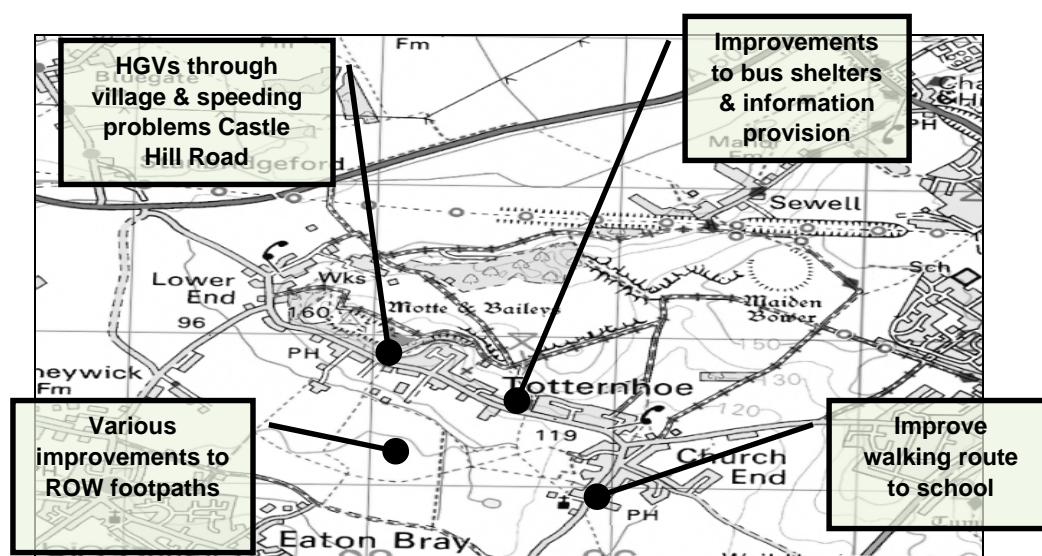


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9.8 Totternhoe

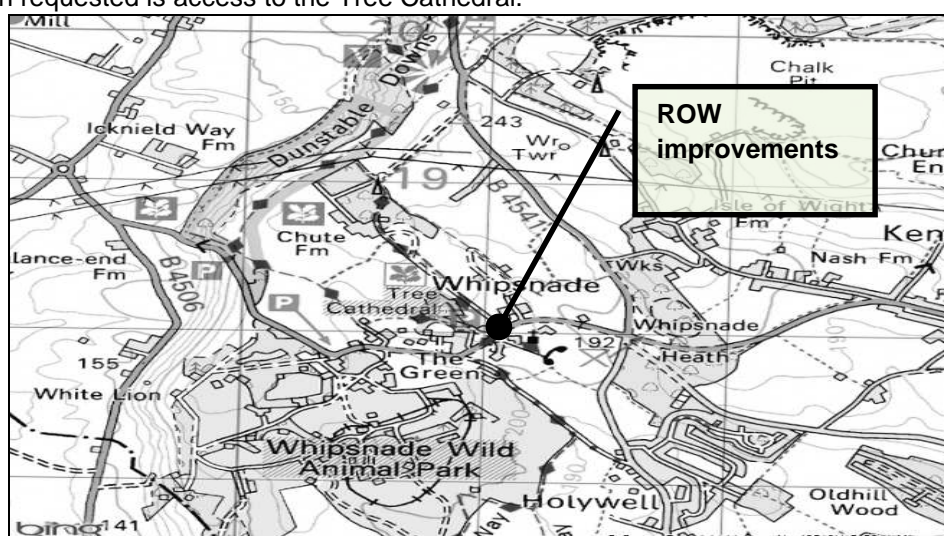
There have been a number of issues identified by Totternhoe residents and perhaps the main area of contention is the apparent number of HGVs travelling through the village a problem that could be made worse as it is often seen as a through route when the A5 / A505 is congested. Other areas for improvement which have been highlighted are;; speeding on the entry to the village with a number of improvements suggested by the parish council including build outs; measures for improving the walking route to school and the updating of bus stops in the village while within the Totternhoe GI Plan there are a number of changes recommended for the walking network which the residents identified as being priorities.



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9.9 Whipsnade

There are a number of footpath and Rights of Way improvements that have been highlighted by the local community and are also detailed in the GI Plan for Whipsnade. One in particular that has been requested is access to the Tree Cathedral.



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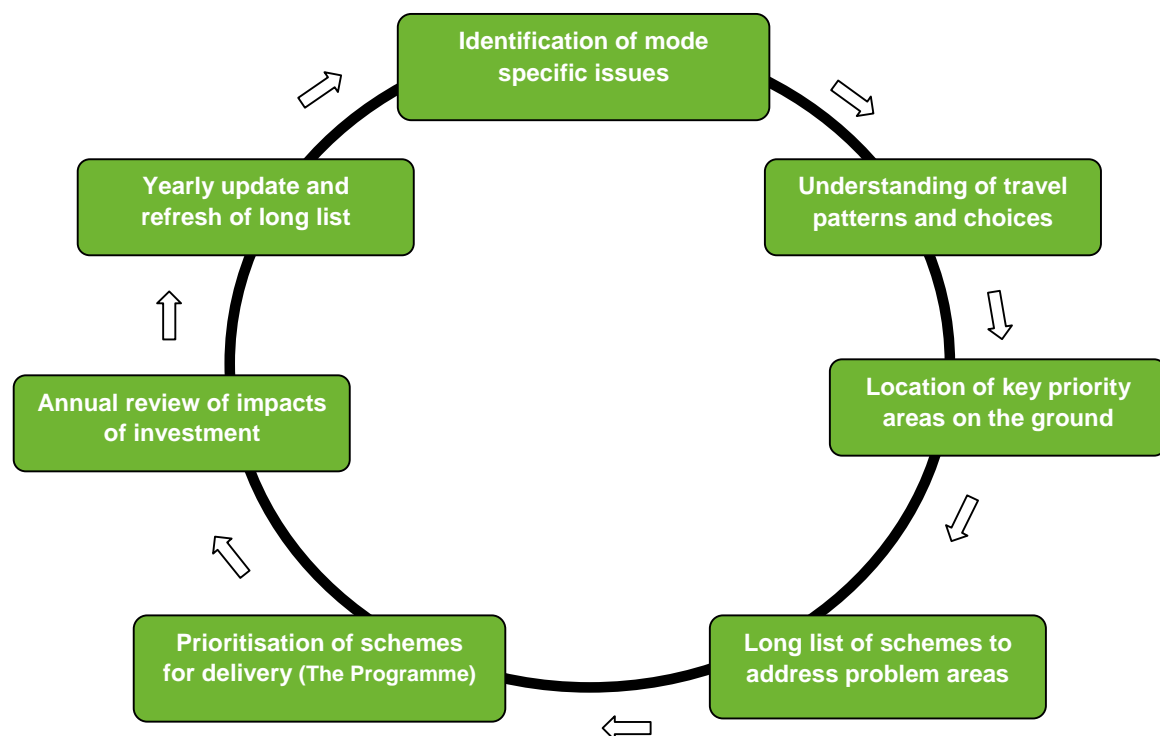
10. Development of Programme

The development of the programme links two critical factors: works required and budget availability. In order to ensure that this is managed effectively and fairly requires that the required transport works/improvements are prioritised into a programme of delivery. This Chapter helps to explain this process.

10.1 Development process

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. Figure 10.1 shows how the programme has been developed based upon the problems and issues associated with different types of travel in the LATP. Together with the assessment of the modes of travel used for different journey purposes in the area, the Plan provides a sound evidence base upon which to consider the interventions necessary to address these priority action areas.

Figure 10.1: Programme Development Process



10.2 How will the schemes be prioritised?

The schemes which have been identified to mitigate current and potential future problems on the transport network form a “long list” of measures to be delivered over the period of the Local Area Transport Plan. The list includes those schemes identified as necessary by officers and engineers responsible for different elements of transport provision, suggestions from local representatives and members of the public drawn out in consultation on the Plan, and through the assessment of best practice from elsewhere.

Owing to the financial constraints on the authority not all of the schemes required will be able to be delivered, particularly in the short term, and so a framework has been developed to prioritise the long list of schemes based upon their conformity with the objectives of the Local Transport Plan, their actual deliverability on the ground, and the value for money they provide for local residents. The criteria contained within the Scheme Prioritisation Framework are set out in Table 10.1. Each scheme in the “long list” has been scored against these criteria, and those which have scored highest have been included within the programme for the Plan area.

Table 10.1: Scheme Prioritisation Criteria

Area of Assessment	Sub-Area of Assessment	Criteria
Policy Compliance	Local Transport Plan Objectives	• Increase the ease of access to employment by sustainable modes
		• Reduce the impact of commuting trips on local communities
		• Increase the number of children travelling to school by sustainable modes of transport
		• Improve access to healthcare provision by the core health service
		• Ensure access to food stores and other local services particularly in local and district centres
		• Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport
		• Minimise the negative impact of freight trips on local communities
		• Reduce the risk of people being killed or seriously injured
	Adopted Plans	• Is the scheme included within any adopted plans, including the Town or Parish Plans?
Deliverability	Affordability	• Can the scheme be delivered within the LATP budget?
	Risk	• Can other sources of funding be levered in as contributions?
		• What is the level of risk associated with delivery?
	Support	• Is there public support for the scheme?
		• Does the scheme have Member backing?
		• Do stakeholders support the scheme?
Value for Money	Integration	• Are there partners on board who support the scheme financially?
		• Does the scheme contribute towards improving the integration of different modes of transport?
	Coverage	• Will the scheme help to maximise the benefit of other schemes in the local area?
		• What size of area would benefit from the scheme?
	Revenue	• Would the scheme generate new funds or result in increased revenue costs for the authority?



In the cases where schemes have not scored highly enough to warrant being funded directly through the LATP, the “long list” provides a basis upon which to identify future priorities to be delivered when additional funding becomes available through some of the other funding channels detailed in Section 10.3.

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 will have the opportunity to comment on the more specific implications of the investment.

10.3 How much funding is available?

The Department for Transport (DfT) has allocated funding to Central Bedfordshire for delivering the Local Transport Plan (called the Integrated Transport Block Allocation). They awarded Central Bedfordshire a total of;

- £1.260million in 2011-12
- £1.340million in 2012-13
- £1.340million in 2013-14
- £1.882million for 2014-15.

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

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

The allocation of integrated transport funding for the authority as a whole is set out in Table 10.2, and the Chiltern LATP forms part of the third tranche of Plans which has been allocated £80,179 in 2013/14 and £203,500 in 2014/15, equating to a total of £283,679 over the two years. The breakdown of this funding between LATPs is highlighted in Table 10.3 - the basis for this funding split is the relative population size of each area.

Table 10.2: Integrated Transport Funding Allocation

Area	2011/12	2012/13	2013/14	2014/15	Total
Tranche 1 (Biggleswade and Sandy, Dunstable, Leighton Linlade, Arlesey and Stotfold)	£940,000	£913,500	£913,500	£534,200	£3,304,600
Tranche 2 (Amphill and Flitwick, Marston Vale, Heath and Reach, Toddington and Barton le Clay, Shefford, Silsoe and Shillington)	-	£304,500	£224,321	£597,800	£856,621
Tranche 3 (including Chiltern)	-	-	£80,179	£203,500	£283,679



Area	2011/12	2012/13	2013/14	2014/15	Total
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 (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 10.3: Third Tranche of LATP Areas Funding Split

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

It can be seen from the above that the funding available for Chiltern is very limited and so the authority will investigate a number of additional sources of funding which may also be available including:

- **Developer Contributions:** These are funds secured by the authority from developers, to be used to mitigate the direct impact of any specific development.
- **Community Infrastructure Levy:** The application of a levy on new development will help to support the funding of new transport infrastructure across the authority where it is required to facilitate growth, and the increase in demand to travel generated.
- **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.

10.4 What schemes will be in the programme?

The schemes to be included in the Chiltern programme are set out in Table 10.4. The programme consists of only those schemes which can be funded through the integrated transport budget.



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

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

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

10.5 What schemes will be in the long list?

The schemes included in the Chiltern "long list" are set out in Appendix F. 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.

10.6 Other funding sources

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

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

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

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



identification of transport infrastructure requirements in the LATP will inform the extent to which transport benefits from the authority's receipt of the levy.

10.7 'Smarter Choices' Measures

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

Table 10.4 Examples of Smarter Choices Measures

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



Table 10.5 Chiltern LATP programme

Ref	Scheme	Town	Funding Profile (£)			Notes
			2013/14	2014/15	Total	
Walking						
WK-06	Pedestrian crossing and speed reduction measure - Church Rd	Slip End		70,000	70,000	The road is wide and the speed limit is likely being abused. This will require additional signing and a raised table for the crossing even if speeds are low enough to permit one being built though in principle this can happen.
School Safety Zone						
SSZ-01	School safety zone level 3 std – High St/School Lane	Eaton Bray	14,600		14,600	Detailed work required – initial inspection indicates minor works would improve.
Freight						
FR-03	HGV Impact reduction - Farris Lane	East Hyde	4,000		4,000	Initial requirements are for improved signage.
FR-01	HGV Impact reduction – Castle Hill Rd	Totternhoe	10,000		10,000	This may require a weight limit. An order would be required which could possibly be Castle Hill only.
Parking						
PK-01	Residential parking problems – on street residential	Slip End	7,500		7,500	Study and recommendations required with regards to the scale and impact of non-residents parking on street in order to utilise the Airport facilities.
PK-02	Residential parking problems – Isle of Wight Lane	Kensworth	1,000		1,000	Oak bollards
General Traffic						
GT-07	Public realm and Vehicular access improvements – Manor Rd	Caddington		22,300	22,300	Feasibility study required.
Total			37,123	92,336	129,459	



Appendix A: Speed related requests

Chiltern LATP Area - Speed Related Requests						
ROAD	PARISH	LOCATION	REQUEST	ASSESSMENT DONE?	RECOMMENDATION	WORKS DONE?
A1081 London Road	HYDE	Gibraltar Cottages	Request for lower speed limit	Yes	No change	n/a
Woodside Road	CADDINGTON	at junction with Grove Road	Request for speed limit assessment	Yes	40 speed limit at junction	No funding for works as yet
School Lane	EATON BRAY	School lane	Request for 20 SL due to school	Yes	20mph speed limit	DONE MARCH 2012
Stanbridge Road	BILLINGTON	Stanbridge Road (southern 30SL)	Request to extend 30SL due to speeding	Yes	GW improvements only	DONE MARCH 2012
Slapton Road	BILLINGTON	Slapton Road	Request for SL assessment due to speeding	Yes	GW improvements only	DONE MARCH 2012
Dunstable Road	CADDINGTON	Dunstable Road	Assess speed limit due to speeding issues	No	No funding for assessment as yet	n/a
Harling Road	Eaton Bray	Harling Road	Reduce speed of traffic	No	No funding for assessment as yet	n/a



Appendix B: Chiltern Area Bus services

Number	Operator	Type of service	Weekday Frequency	Days of operation	Communities in area served
31 Studham to Luton	Arriva	Commercial	5 / 6 each way	Sundays and Bank Holidays	Kensworth, Studham, Whipsnade Zoo, Eaton Bray, Totternhoe
X31 Luton to Hemel Hempstead	Centrebus	Supported by CBC	8-10 per day	Monday to Saturday	Kensworth, Whipsnade, Studham
34 Dunstable to St Albans	Centrebus	Commercial	12 / 15 each way (more in Northbound direction)	Monday to Saturday	Kensworth Turn
44 Luton to Stevenage	Centrebus	Commercial	3 per day plus 2 extra on Saturday	Monday to Saturday	Hyde
45 Luton to Stevenage	Centrebus	Commercial	2 per day	Monday to Friday	Hyde
46 Luton to Hemel Hempstead	Centrebus	Commercial	Hourly (12 per day)	Monday to Saturday	Slip End
61 Luton Airport to Aylesbury	Arriva	Commercial	11 / 12 per day (Hourly)	Monday to Saturday	Eaton Bray, Totternhoe
71 Dunstable / Totternhoe to Leighton Buzzard	South Beds dial-a-ride	Supported by CBC	4 / 5 per day (some only part route)	Monday to Saturday	Billington, Eaton Bray, Totternhoe
73 Dunstable / Totternhoe to Leighton Buzzard	Red Kite	Supported by CBC	1 per day	Tuesday, Thursday, Saturday	Billington, Eaton Bray, Totternhoe
162 Leighton Buzzard to Edlesborough	Red Kite	Supported by CBC	2/3 per day	Monday to Saturday	Billington, Eaton Bray
164 Leighton Buzzard to Edlesborough	Red Kite	Supported by CBC	1 Westbound only (continues to Aylesbury)	Monday to Saturday	Billington, Eaton Bray
175 Edlesborough to Hemel Hempstead	Redline	???	One per day	Thursday	Eaton Bray
202 Dunstable to Harpenden	Centrebus	Supported by CBC	4 per day	Monday to Friday	Caddington, Slip End



Number	Operator	Type of service	Weekday Frequency	Days of operation	Communities in area served
231 Dunstable to Luton via Caddington	Centrebus	Supported by CBC	Up to half hourly (am)	Monday to Saturday	Caddington, Slip End
365 Luton to Hatfield (University Campus)	Centrebus	Commercial	1 per day	Monday to Friday	Hyde
366 Luton to Hatfield	Centrebus	Commercial	7/8 per day (up to hourly frequency)	Monday to Saturday	Hyde



Appendix C: Bus services running to train stations

Bus Services running to Train Stations.

- 34 from Kensworth to St Albans City station - first bus arrives at station at 0702 (0759 on Saturday), last bus leaves the station at 1853 (1805 on Saturday).
- 44 / 45 from New Mill End (Hyde parish) to Luton Airport Parkway station - first bus arrives at the station at 0837 and last bus leaves the station at 1756 (service also serves Luton Station arriving 6 minutes later and leaving 6 minutes earlier). In the other direction the 44 goes to Knebworth Rail Station – where first arrival is at 0953 and last departure at 1657. Service 45 also goes to Harpenden station twice in the day (not Saturday) arriving at 1554 and 1814 with one service back at 0819.
- In addition in this corridor the 366 from New Mill End goes to Luton Airport Parkway station, first arrival at 0831 and the last departure at 1731. In the other direction it serves Harpenden Rail Station (first arrival 0629 and last departure 1910) and Hatfield Station (first arrival 0708 and last departure 1837)
- Service 61 between Eaton Bray and Totternhoe and Luton Airport does not stop direct at Luton Station on the outbound journey (stops at Church Street – first arrival at 0745), but picks up direct from Luton Station – last departure 2130.
- Service 73 from Totternhoe, Eaton Bray and Billington has one service which serves Leighton Buzzard station on a Tuesday, Thursday and Saturday, arriving at station at 1029, with a return service leaving at 1205 on the same days.
- Service 202 runs from Caddington and Slip End to Harpenden Station – first arrival at 0823 and last departure from station at 1615.



Appendix D: SRTS

Safer Routes to Schools - School Safety Zone's - Infrastructure Measures

Safer Routes to Schools Programme

Safer Routes to Schools (SRTS) is a **'package of measures' based programme of engineering measures and supporting educational and promotional measures**. It aims to improve the safety of local walking, cycling and public transport network, and providing a suitable environment to encourage modes of travel to school other than the private car.

Safer Routes to Schools can bring many benefits such as **reduced congestion and pollution, improved health and fitness, cost savings and increased independence**. This is in addition to improved safety around schools and improvements to cycling and walking routes that will benefit everyone.

Safer Routes to Schools schemes are developed on a cluster of schools model, with a steering group of participating schools set up to identify local issues and progress initiatives to encourage sustainable travel to school. In order for a SRTS scheme to be successful, it is fundamental that they are supported by all of the schools which they benefit.

School Safety Zones

School Safety Zones have proven to be an effective method of reducing congestion and traffic speeds at or near schools. Further more, it compliments many of Central Bedfordshire's strategies aimed at improving driver behaviour, road safety awareness and encouraging walking or cycling as a primary means of travel.

The Concept:

A School Safety Zone comprises of a length of road immediately outside a school, catering for primary age children where no motor vehicle can stop or park during school opening times and includes a maximum advisory speed limit of 20mph. Operating times for school safety zones will vary according to the needs of the particular school. The Zone is clearly marked by high profile road signs and carriageway markings.

The aim therefore of a School Safety Zone (SSZ) is: To provide a safer environment for children entering and leaving school, by discouraging drivers from parking or stopping within the zone and to drive at a maximum speed of 20mph during school hours.

Level 1 – 20 mph signage

Level 2 – 20 mph signage, carriageway markings, Traffic Regulation Orders (TROs) on School Keep Clear markings (SKCs), pedestrian advantage features.

Level 3 - 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments.

Level 4 - 20 mph signage, carriageway markings, TROs on SKCs, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway/cycleway enhancements.



Appendix E: Consultation Summary

CONSULTEE	COMMENT	RESPONSE
Cllr Marion Mustoe (Chiltern Area LATP mtg 12 June 2012)	Billington: Issues with Bury Farm Equestrian Centre since latest development which has opened in the last year. Satnavs seem to send vehicle along Slapton Rd which isn't wide enough for heavy/large horseboxes. There seems to be about 70 events in a year now and is an increasing problem. Bury Farm is in AVDC so there are issues with regards to planning etc. There is an alternative through Slapton village but this is in Bucks. Options such as signing weight limits, width restrictions or installing passing places.	This is an issue that has been raised with Amey previously, who have received a number of local complaints. There are a number of issues associated with any options i.e. problems caused by horse boxes therefore weight restrictions would be ineffective, diversions would require liaison with Bucks and their village may not agree, passing places has potential but could prove to be expensive. Options will however be assessed including investigating the planning application and the potential for associated S106 monies etc.
	Still some issues with speeding through the village however this has improved thanks to signing and periodic presence of police van.	Assess in terms of speed reduction programme.
	Possible dangers at the end of Stanbridge Rd, but recent work done there to improve advance warning of the junction and a village gateway to slow traffic.	Assess and discuss potential options.
	Eaton Bray: Speeding traffic through the village. Also concerns about the junction between Dunstable Road and Bower Lane (visibility because of the hedge).	Investigate feasibility of removing hedge or extending speed limit beyond the junction.
Cllr Ruth Gammons (Chiltern Area LATP mtg 12 June 2012)	Totternhoe: Speeding traffic and number of HGVs coming through the village however application for HGV ban has been refused on a couple of occasions.	Investigate historical action, could depend on opening of the A5 – M1 link to be able to avoid Dunstable but it is unclear as to where the lorries are going.
	Caddington: Plans created by the Parish Council for improvements to the centre where the shops are located. Difficult to park and it is felt there is inadequate parking facilities. The old school site on Hyde Rd had been cited as potential area to accommodate a car park. Also want to know whether it would be possible to move the bus stop which would aid the flow of traffic and enable more parking.	It was felt that there is potential for improving the public realm and parking facilities but to make a new car park would be of a huge cost and land space is limited. Furthermore the bus stop location can be assessed but it does need to be cited in a place where the public has the most ease of access and also to encourage use. The most effective way forward is to assess the problems as a whole and assess suitable options in line with the LTP3 criteria.
	Lighting at the end of Chaul End rd/ Hatters Way only has bollards.	
	Plans for a development of 55 houses on Dunstable Rd.	



CONSULTEE	COMMENT	RESPONSE
	<p>Slip End: Perception of a growing problem of Air Travellers avoiding parking in the car park and paying charges by parking in the residential areas. Could it be made into an RPZ?</p> <p>Also Summer Street has parking problems – is it possible to make better use of the pavements.</p>	<p>No actual evidence of this as yet further investigation needed before any action recommended.</p> <p>Historical action will be assessed against the potential for improvements and against LTP3 objectives.</p>
	<p>Kensworth: No school markings. Poor walking and cycling links to Studham. Speed of traffic through the village</p>	<p>Potential for improvements will be assessed.</p>
	<p>Whipsnade: It would be an ambition to improve the access to the Tree Cathedral, however it is an on-going request which has not been able to progress as the land is owned partly by CBC, National Trust and private residents. Agreement by all required.</p>	<p>Difficult to progress as various land owners involved.</p>
	<p>Hyde: Newlands lane junction. Concerned about the perceived lack of consultation from LBC for new developments accessed from Newlands Road.</p>	<p>Newlands Lane junction should be improved following J10A improvements.</p>
<p>Caddington/Slip End Neighbourhood Plan Events. (19/20 June 2012)</p>	<p>Slip End: Most things identified as per the recently concluded Parish Plan.</p> <p>Additionally concerns about the lack of public transport.</p> <p>Cycle links from >>church to</p> <p>Caddington: Newlands Rd Junction with the A1081 – main access from Caddington / Slip End to motorway. Traffic speeds are high along the A1081 and it is dangerous getting out of the junction.</p> <p>Access to Caddington school difficult and dangerous by car. Proposal came to provide a new access to the school from Luton Rd paid for by the houses along it.</p> <p>Lack of footway on Chaul End Lane – but there is a footpath to the end of the houses and the 30mph signs. So not major issue.</p> <p>Parking provision inadequate in the village centre (support for Shared Space concept).</p> <p>Little Green Lane – (2) issues. Narrow but also a bus route and therefore can be difficult when meeting an on-coming vehicle. However it was accepted that this is a rural village lane and it would</p>	<p>Engineer Assessment required.</p> <p>Low priority due to minimal impact.</p> <p>Plans developed by the local Parish Council scheme supported by local businesses but any proposals must be in alignment with LTP objectives etc. Assessment by engineers required.</p> <p>Low priority given context.</p>

CONSULTEE	COMMENT	RESPONSE
	<p>be difficult to improve it without major changes. In context it was also accepted that there were only four buses along there per day. The second issue is the lack of footpath provision, is there potential to put a footpath through the woods on the south side of the road?</p> <p>The mini roundabout at the junction of Little Green Lane / Mancroft Rd is in the wrong place. Could traffic calming and repeater 30mph signs in Mancroft Rd South of Little Green Lane help alleviate the problem?</p> <p>Pedestrian crossing required along Manor Rd.</p> <p>Improve cycle links between the school and Woodside using the existing footpaths/ briadalway and also from school to Manor Road by the social club (this could have the potential of detrimentally affecting school transport entitlement) similarly the footpath/cyclepath to Manshead school – idea of footpath behind the hedge is there potential to negotiate with the farmer/owner?</p> <p>There is an old footpath existing behind the hedge on the south side of Luton Rd (is this still on the definitive map? Ownership?)</p>	<p>Assessment needed by engineers,.</p> <p>Assessment required.</p> <p>Further discussion required due to the impact this could have on the provision of provided for School Transport.</p> <p>Minimal work required, passed to Countryside Access for advice.</p>
CBC Internal rights Of Way Team	<p>Lack of footway along Chaul End Rd. (Chaul End – Caddington) – Improve footpath by providing new appropriate surfacing.</p> <p>Lack of footway along B4540 (Kensworth/Whipsnade) – Improvements for the benefit of walkers/cyclists by linking the two villages. First step would be a feasibility study.</p> <p>Poor cycle provision (Eaton Bray) – Improve bridalway surface in order to link totternhoe and Dunstable Roads via the Comp and School lane.</p>	<p>Dependant upon ownership this could also come under maintenance – assessment via engineers.</p> <p>Feasibility study could be an appropriate 1st stage.</p> <p>Feasibility study required.</p>
English Heritage	<p>Consideration given to each plan and no specific comments. However as most of the settlements covered by the plans contain, or are near to, designated heritage assets including conservation areas, listed buildings, scheduled monuments and registered parks and gardens. They request that any proposals should consider the impact on the historic environment and aim to achieve the preservation of heritage assets and seek opportunities to enhance them where-ever possible.</p>	<p>Due consideration will be given and additional consultation would take place with EH on particular schemes so as to ensure the historic integrity of the rural community is not compromised.</p>
Highways Agency	<p>In the Chiltern LATP are the Agency is responsible for the M1, which can be accessed via M1 junction 10/10a near Slip End, and the A5 which connects with the M1 at Junction 9 (Redbourn)</p> <p>The main issues that are apparent in the Chiltern LATP include poor sustainable transport infrastructure in certain areas relating to irregular bus routes and adequate cycling provision. The reliance on the car as the main mode of transport is also identified as an issue that may need to be addressed in the future, [particularly with regard to traffic generation on the A5.</p> <p>The LATP makes reference to the park and ride facility close to Slip End which serves London Luton Airport. This facility is potentially a significant trip generator and is of relevance to the Agency due to its location close to the M1 junction 10/10a. Consideration may also need to be given to this site with respect to future expansion proposals at the airport and the potential implications this may have on the Highways Agency's network.</p>	<p>Public and passenger transport is currently under review. This includes rural provision.</p> <p>Noted and any changes would be directed through the planning process.</p>



CONSULTEE	COMMENT	RESPONSE
	<p>I note that there are currently no list of programme schemes to address the issues associated with the LATP, however there is the confirmation of adopting the 'Smarter Choice Measures' to address the location specific infrastructure issues in the LATP area.</p> <p><u>General comments in reference to all LATPs</u></p> <p>The HA is supportive of the general transport principles which are set out in the draft LATPs, and the positive stance being taken towards recognising the importance of sustainable transport modes and infrastructure.</p> <p>The HA recognises that many of the transport measures that will emerge through the development of the LATPs will be quite local in form and scope, however I consider that the deliver of an attractive package of sustainable transport measures, including physical interventions and smarter choice measures, should go some way towards encouraging more sustainable travel behaviour, and that this could have a positive effect on the surrounding road network including potentially parts of the Has network.</p> <p>The HA would like to be consulted on any proposed LATP measure which have the potential to impact upon the operation and safety of the agency's network. These impacts could potentially arise through physical changes to the immediate highway close to or on the Agency's network. In addition, indirect impacts could occur through proposals to route or re-route movements of any mode on or across an agency road. These could for example include proposals to route or re-route pedestrians, cyclists, buses, cars or freight such that an operation of the Highways Agency network is affected or the risk of collisions occurring is increased.</p> <p>It is recognised that the LATPs deal with predominantly rural areas, albeit incorporating a number of larger villages and market towns, and therefore this could reduce the potential to support the delivery of an extensive package of sustainable measures which cater for everyone's travel needs.</p> <p>Therefore I recognise that reliance on the car is quite likely to persist for many residents and employees.</p> <p>The planned developments, could apply greater pressure to the road network. The delivery of attractive walks, cycle and bus related measures will be crucial therefore in helping to ensure proposed development is sustainable and well connected. Provision of improved access to rail stations or enhanced bus services from existing settlement and planned development could help to minimise additional traffic generation on parts of the Has network. Access to, for example Luton Airport Parkway (serving Chiltern) station by modes other than car could be an area of focus in the LATPs.</p>	<p>At the time the HA and other stakeholders etc were consulted the objective was to ascertain areas of concern so that an appropriate programme could be created in line with the LTP objectives.</p> <p>The general points are noted and any schemes proposed would include further consultation with the HA as per our statutory obligations.</p> <p>The HA makes a suggestion about making access to the Luton Airport Parkway more sustainable. However in terms of the Chiltern LATP the parkway in Slip End is owned and managed privately and by its very nature is providing a car parking service for travellers and is not an appropriate destination for encouraging sustainable transport use to the site.</p>
Chilterns Conservation Board (response to draft plan)	<p>There is little mention of the Chilterns Area of Outstanding Natural Beauty AONB. The board wishes for this to be rectified with appropriate references made to the AONB, its management plan and the key publications that relate to transport (Environmental Guidelines for the Management of Highways in the Chilterns and the 'Chilterns Cycleway' in particular). Furthermore the board considers that any references made should use Area of Outstanding Natural Beauty or AONB and should ensure conservation and enhancement of the natural beauty of the area.</p>	<p>Valid point which will be rectified for the final version.</p>

CONSULTEE	COMMENT	RESPONSE
	<p>Cycling is covered in section 6.5. However the board can find no mention of the Chilterns Cycleway despite the fact that this promoted route passes through the area. Despite the fact that the Chilterns Cycle route is predominantly a leisure route its potential for modal shift should not be ignored.</p> <p>The second paragraph of section 7.4 should have 'an' inserted before 'Area of Outstanding Natural Beauty'.</p> <p>Section 9.6 deals with Kensworth and mentions that the Green Infrastructure Plan has identified a number of places where footpaths should be improved/created or upgraded. Though such measures should normally be supported great care will be needed in connection with any improvements or upgrading to ensure that there is no detrimental impact on the natural beauty of the Chilterns AONB or on the enjoyment or understanding its special qualities. The same point can be made about section 9.9 which deals with Whipsnade and 'Improvements' to Rights of Way.</p>	<p>It was the intention to include this in the final version upon consultation with CBC Cycling Officer.</p> <p>Noted and rectified.</p> <p>Any potential for upgrading etc of footpaths would be done with sympathy and integrity to the environment, it would also be most likely that this would be project managed by the Countryside Access team and any major works would include consultation with Stakeholders including the Chilterns Conservation Board.</p>
CBC Landscape Planning	<p>Whilst fully supporting the need to promote sustainable travel and access to series for rural settlement to ensure the vitality of rural communities there is need to ensure any physical measures, including lines, signs, build outs and kerbs etc are designed and implemented sympathetically, taking into account the rural character and local distinctiveness of the villages environments and approached (urban / rural interfaces) 'gateways'.</p> <p>Three of the villages are located in the Chilterns AONB; Kensworth, Studham and Whipsnade. Caddington village adjoins the AONB to the west of the village and Totternhoe lies within the 'setting' of and approach to the AONB.</p> <p>It is advised that the guidance available from the Chilterns Conservation Board regarding highway design within environmentally sensitive areas can be applied to all rural roads and village environments.</p> <p>There is also a need to consider Conservation Areas, settings of listed building or key focal points including village greens to ensure any physical measures are not detrimental to these. I note the documents include photographs of key buildings and open spaces within each village; it would be useful to mention any conservation areas or protected features as background. It may be there is opportunity to consider enhancement opportunities to LTP actions – for example bus shelters, bollards and rationalisation of signage.</p> <p>Central Bedfordshire includes an extensive network of ancient tracks and historic routes which could be enhanced, linked or extended as access routes but any measures would need to be sympathetic to rural landscape and character. The inclusion of reference to Green Infrastructure and Village Plans is appreciated and could inform wider GI strategies and projects linked to access, biodiversity, landscape and heritage enhancement.</p> <p>.... Any measures associated to LTPs need to take into consideration possible changes in relation to trees, hedgerows and verges; vegetation not only provides important habitat resource for wildlife but also natural green boundaries, natural screens and 'green gateways' to villages. The authority is also fortunate to support a number of Roadside Nature Reserves within verges which require</p>	<p>Although implementation of any schemes would be conducted through Amey it is possible through this document to ensure that proper consideration and consultation takes place with relevant bodies and CBC officers to ensure that the rural aspect of the area is fully considered with any works.</p> <p>Noted more reference to the AONB and The Conservation Boards Highways recommendations are referenced within the final version.</p> <p>The LATP for the Chiltern area will provide a recommended programme of works, however the detail of these projects will only be available when design takes place, it is therefore to offer specifics for proposed schemes within the LATP, however this</p>



CONSULTEE	COMMENT	RESPONSE
	<p>protection.</p> <p>I would like to request some reference is included in the LTP document referring to the importance and need to conserve and enhance the rural character of village environs, built and natural assets, local distinctiveness and especially that of villages within the Chilterns AONB.</p>	document will include recommendations.
Email from resident of East Hyde to Bedfordshire Highways (Amey – Ref CRN 175288)	<p>Re: Farris Lane</p> <p><i>In Summary;</i> There have been a number of complaints/requests made over a long period of time for a sign to be erected at the entrance to Farris Lane in East Hyde stating 'Unsuitable for Heavy Goods Vehicles'. This request comes following a number of incidence whereby lorries have followed SATNAV instruction and tried to manoeuvre along the lane only to become stuck, the most recent incident reported also includes a police incident number as the lorry attempted to reverse down the road, went up the bank and then turned over on its side. As well as the danger this brings to both residents and HGV drivers there is the associated cost to both police and lorry firms of removing lorries that become stuck. There could also be damage to the natural environment.</p>	Officers from Amey have advised that there is no current budget for the erection of a sign to help resolve this issue and that it could be considered as part of the Chiltern LTP. There would however need to be agreement from the local Parish Council etc.
Email from resident of Hyde to Bedfordshire Highways (Amey – ref CRN 174483)	<p>Re: layby on the A1081, Hyde.</p> <p><i>In summary;</i> A number of complaints have been made from local resident over a period of time with reference to lorries parking overnight in the layby opposite Gibraltar cottages on the A1081. The area is in a lorry ban zone but the only sign indicating this is upon exiting the M1 at junction 10. The resident upon advice from Bedfordshire Highways has reported incidence to the police who are reluctant to move drivers on as they feel there is insufficient signage and there should be a specific sign on the entrance to the layby itself. The residents are concerned that there is obviously no facilities for drivers and that drivers urinate and defecate in the lay-by.</p>	<p><i>Initial response from Beds Highways was to direct the residents to the police. However in subsequent emails they advise that this is a somewhat complex issue with no simple or cheap remedy. Because although this part of the A1081 is within a weight limit area, a lorry will only be parking illegally in the lay-by if it used the road as a through route and has not carried out a delivery in the area. In addition because there is a weight limit sign at Harpenden and at the Newlands Rd junction, then there should be no need of any further signing of the weight limit on the A1081.</i></p> <p><i>Another factor is that in general there is a shortage of lorry parking facilities in the area and from a transport policy point of view, there would be a reluctance to remove parking facilities for lorries.</i></p> <p><i>The layby could be removed by kerbing across it and forming it into grass verge. However this would be costly and would removing a facility for the general motoring public. Another possible remedy is to impose a ban on lorries parking in the layby either permanently or overnight, using a Traffic Regulation order (TRO). This is the most cost effective solution but would involve legal processes and would therefore incur associated costs.</i></p>
Email from Slip End resident to Bedfordshire Highways (Amey ref CRN 165186)	<p>Re: request for pedestrian crossing over Church Rd, Slip End</p> <p>Concerns raised by local residents over being able to cross the road safely particularly for older and younger people. The resident feels there is a requirement as the footway is on the south side of Church Rd and the playing fields on the north side.</p>	<i>Beds Highways response was advise that because records show there have not been any injuries resulting from traffic collisions within a 100 metre radius in the area of the requested crossing in the last three years (reported through Beds police) it is therefore unlikely that this request would receive priority under the</i>

CONSULTEE	COMMENT	RESPONSE
		<i>Casualty Reduction or Road Safety budget. It was therefore forwarded through the LATP process for consideration.</i>
Email from Totternhoe resident to Bedfordshire Highways (Amey ref CRN 17075)	Re: Castle Hill Rd, Totternhoe. Request to widen Castle Hill Rd due to large vehicles not being able to pass causing the vehicles to mount the kerbs and the footway. The resident considers that this results in people being afraid to use the footpath.	<i>Beds Highways responds by advising that Minor Improvements works would only generally be taken forward outside the LATP process if they offer a measurable improvement in road safety or address urgent road maintenance needs. Although there have been some slight injuries through traffic collisions along Castle Hill Rd, none have involved pedestrians. It is therefore proposed that any scheme be included for assessment under the LATP process.</i>
Email from Eaton Bray Resident to Bedfordshire Highways (Amey ref CRN 170096)	Re: Church Lane/High St Junction, Eaton Bray. Concerns with regards to speeding traffic and the visibility at this junction. With concerns over the safety of pedestrians as a result of these two issues.	<i>Beds Highways responds by advising that following receipt of the full record of collisions and incidents at this junction from Bedfordshire Police, they feel there is no reasons for concerns leading to giving priority for works at this junction under the road safety or casualty reduction budget and have therefore recommended assessment under the LATP process.</i>
Email from CBC officer Anne Brazier to Bedfordshire Highways (Amey ref CRN 177538)	Re: School Lane, Eaton Bray. Complaints received from residents about the general condition of School Lane at the main road end. As well as reporting that there is no kerb on the left hand side of the road giving no obvious boundary between the road and grass verge.	<i>Beds Highways responds by advising that the provision of a kerbed footpath along Schol Lane would be very expensive and furthermore that it is not certain that there would be adequate verge width available in order to create a footpath. It is recommended therefore that the scheme be included for assessment under the LATP process.</i>
Original email received from Andrew Selous MP (to Gary Alderson) on behalf of Cllr Mark Tomkins – Eaton Bray Parish Council	Re: Speeding traffic & vehicles mounting the pavement. Cllr Mark Tomkins raised concerns with regards to traffic speeding through the village and coupled with incidence of vehicles mounting the pavement in order to proceed through the village. Concerns were also raised as the route to the primary school involves crossing the High St and there are worries that there could be serious fatalities.	Beds Highways investigated and without evidence of injuries are unable to direct funding for physical speed reduction measures. They also recommended that the speed watch programme be undertaken as this would help evidence any issues. (June 12). Following LATP meetings with Cllr Tomkins the school travel plan officer went out to assess the area particular with due regards to the walking route to the school. *****insert comments from Nick *****
Billington Parish Council and two individual representations from residents.	Re: Slapton Rd, heavy traffic through village and along narrow lane. Concerns raised by local residents and the parish council with regards to the problems caused by large vehicles (predominantly horse boxes) accessing the nearby Equestrian centre through the village and more prominently on Slapton Rd, which is a narrow country lane. Specifically there is a problem with a bend approaching the exit from Little Billington towards Slapton, the problem causes access and safety issues and has also resulted in kerbs being flattened as a result of vehicles driving on the kerb trying to avoid each other.	Some works are being carried out as part of the highways budget and to this end the kerbs that have been flattened will be repaired. However this does not rectify the underlying problem. It is worth noting that there is no evidence to show that there is any increase as a result of the Equestrian Centre. However there is recent history of expansion at the Equestrian Centre which has resulted in extra traffic generation to the site. Typically the issue is complex. Any remedial works on the carriageway to widen the stretch of road would be expensive and



CONSULTEE	COMMENT	RESPONSE
		that is presuming that it is possible to negotiate with land owners in order to widen the carriageway. Furthermore as the Equestrian centre isn't in the authority area of central Bedfordshire there is a difficulty in enforcing any potential planning action. However all of these are issues that can be explored further through the LATP process.
Email received from Kensworth resident sent to Bedfordshire Highways (Amey ref 182509)	Re: Speeding on Lynch Hill, Kensworth. Letter received from local resident reference to concerns about speeding through the village.	<i>Beds Highways responded following investigation into any accidents that as there was no reported injuries it would not qualify for any assessment or work under the Road Safety or casualty reduction budget. However the request would be put through for assessment under the LATP process.</i>
Email received from Kensworth resident sent to Bedfordshire Highways (Amey ref 173990)	Re: Road signs at the memorial, Isle of Wight Lane/B4541 junction, Kensworth. Request to move road signs in order to prevent motorists parking on the verges.	<i>Beds Highways responded by advising that the signs are in the correct position but there is the potential to move them further from the junction in accordance with government guidance, furthermore it is also possible to install posts or bollards to prevent verge parking and subsequent damage. However this work cannot be covered by any existing budget and has therefore forwarded the request for consideration within the LATP process.</i>
Direct response from Tilsworth parish council.	While not directly relevant to our Parish, The Chiltern Area Local Transport Plan covers the villages of Billington and Totternhoe, close to the boundary of Tilsworth. It was viewed that the tackling of speeding and HGV movements through both localities would positively impact on the villages in question, but also the villages in the immediate locality (including Tilsworth) encouraging decreased use of minor roads and an increased flow of traffic along major routes in the area.	It has been useful to have a neighbouring parish council comment on the plan and the comments are most welcome.
Direct response from Manshead School	<ol style="list-style-type: none"> 1. The footpath known locally as the 'A5 path' which runs from the corner of Beech Road, through the underpass under the A5 and then south into the Manshead/Streetfield/St Mary's campus. This is a very unpleasant pedestrian route into the campus and we know that it puts off many from walking to school and diverts them into cars. The main challenge is that the underpass directs pedestrians into a footpath which is too dark and remote for users to feel safe; at peak times there will be nervousness amongst younger walkers who might fear bullies, and at quieter times it is lonely and remote enough to be daunting for anyone at all. The solution, in our opinion would be to seal off the underpass (the recent improvements to the traffic junction included proper pedestrian crossings above ground at the traffic lights), to redirect the footpath traffic along a widened pedestrian pavement adjacent to the A5 (allowing closure of the current remote path) and to drop and entrance into the campus at the southern perimeter of Streetfield School. This would remove all the unpleasant parts of the pedestrian journey. 2. Cycling from Caddington. This would be so unsafe currently that we advise students that it is against school rules to cycle to Manshead from Caddington. The road down from 	<p>With regards to point one, unfortunately although the situation is not ideal and a crossing would be preferable to an underpass this route is used by students travelling from Dunstable and is therefore not covered by the Chilterns LATP.</p> <ul style="list-style-type: none"> - Has there been any costs? Plans? Opportunity for match funding confirmation of where the peds are travelling from? - Bullying, photos of the underpass

CONSULTEE	COMMENT	RESPONSE
	<p>Caddington (Dunstable Rd) is too fast and too narrow and the entrance to the school would involve a right turn across oncoming traffic users and with vehicles thundering up behind. Any resolution would be a very major challenge in view of the distance for which the road is so fast and narrow.</p> <p>3. Traffic speed and behaviour on the Dunstable Rd is a threat to all road users. We have done what is in our power to improve safety at the school entrance on Dunstable Road (cutting back trees and shrubs, improved signage) but vehicles still come round corners in the road from both directions far too fast and are surprised by the school entrance; likewise those exiting the site are inclined to misjudge when the road is clear.</p>	<p>Presumably there is nothing we can suggest with a minimum budget?</p>
<p>Slip End Parish Council. Cllr Ken Crossett representing.</p>	<p><u>Slip end:</u> (Parish Council & extensive public consultation for the Parish Plan) issues raised:</p> <ol style="list-style-type: none"> 1. Slowing traffic down – Church rd/Markygate Rd. from people cutting through to and from M1, received lots of verbal and written complaints, they do have speeding stats available, particular worry given that on the outskirts of the town is the playing fields and retirement home. 2. Speeding traffic – from Pepperstock, drivers tend to build up speed round the bend at half moon lane, which co-insides with the required crossing point so people can access the footpath coming from the residential park and heading towards Slip end. 3. Speeding, rat-running – Along Woodside, this road is used for ‘racing’ as part of a circuit, the police have intervened and there have been prosecutions. 4. Junction issues – there is a problem with the potential and actual overshooting a the junction coming from Grove Rd into Woodside rd. signage is particularly bad. 5. there is a growing problem with parking in the area due in part to people parking there who use the airport. It has been noted by residents that this is an issue that is starting to escalate. There is also problems with parking in Summer St and also with corner parking in Church Rd and Summer St which restricts driver vision. Could Summer St be a one way? 6. School traffic – due to catchment changes etc there is an increasing number of parents driving which causes problems outside the primary school and potential safety issues. There are lines outside the school but no TRO and therefore no enforcement can take place. 7. Is there potential for a HGV weight limit. 	



Appendix F: Long list of schemes

Rank	Ref	Scheme	Location	Village
1	WK-06	Pedestrian Crossing facility - Church Rd	Church Rd, near to the Church, residential retirement home & playing fields	Slip End
2	FR-03	HGV impact reduction	Farrs Lane	Hyde (East)
3	GT-01	Reduce number or impact of large vehicles through village and provide safe passing point on Slapton Rd (Assess planning obligations, signage, installation of passing point)	Village centre & Slapton rd (specifically a pinch point and bend approaching the exit from Little Billington towards Slapton)	Billington
4	FR-01	HGV impact reduction	Through the village Castle Hill Rd	Totternhoe
5	GT-07	Public Realm and vehicular access improvements including parking provision	Manor Road shopping area	Caddington
6	PT-01	Bus stop improvements/repairs	within the village	Totternhoe
7	PK-01	Residential parking problems - slip end	Summer Street and roads nearest to the Airpark Services.	Slip End
8	GT-13	Speed reduction measures through the village	Various locations: church Rd, Markygate Rd, Pepperstock near Half Moon & Woodside,	Slip End
9	PK-02	Residential parking problems - Kensworth	Isle of Wight Lane/B4541 junction	Kensworth
10	WK-07	Improved walking access to local facilities (Assessment and recommendations)	Village wide - predominantly access to local facilities	Slip End
11	SSZ-01	Speed reduction & Development of a School Safety Zone to level 3 Standard	High St particularly crossing to access school lane.	Eaton Bray
12	SSZ-03	School Safety Zone - St Mary's Catholic Lower, Streetfield Middle and Manshead Upper.	surface access to the sites from the A5 footpath.	Caddington
13	FR-02	HGV impact reduction	Village wide	Slip End
14	GT-04	Junction visibility improvements - Dunstable rd/Bower Lane	Junction between Dunstable Rd & Bower Lane	Eaton Bray
15	GT-05	Speed management & junction improvements - church Lane/High St	Church Lane/ High St junction	Eaton Bray
16	CY-02	Cycling infrastructure - Assessment of improving cycling infrastructure between villages and areas.	Caddington, Harpenden & Woodside links	Slip End & Caddington
17	GT-11	Junction visibility & speed management Improvements - Little Green Lane/Mancroft Rd	roundabout at Little Green Lane/Mancroft Rd	Caddington
18	SSZ-05	School Safety Zone - Kensworth Lower to level 3	common rd	Kensworth
19	GT-15	Junction Improvements - Newlands Rd/ London Rd	Newlands Rd Junction with London Rd	Slip End
20	GT-17	Speed reduction measures through the village	through the village	Studham
21	GT-16	Speed reduction measures through the village	Lynch Hill	Kensworth
22	SSZ-02	School Safety Zone to level 2/3 (upon assessment)	Totternhoe Lower, Church Lane	Totternhoe
23	WK-10	Walking & cycling Infrastructure Improvements	Various locations prominently the B540	Whipsnade
24	GT-02	Speed reduction measures through the village	Through the village A4146	Billington

25	GT-06	Speed reduction throughout the village	Through the village Castle Hill Rd	Totternhoe
26	GT-08	Speed management & junction improvement - Newlands Rd/A1081	Newlands Rd junction with the A1081.	Caddington
27	GT-12	Speed reduction measures through the village	Luton Rd, Mancroft Rd, Chaul End Lane, Manor Rd & Dunstable Rd through the village	Caddington
28	SSZ-06	School Safety Zone - Studham lower	Church Rd	Studham
29	CY-01	Cycling infrastructure - Improvements to bridal way surface to allow cycling.	Between Totternhoe and Dunstable Rd via The Comp and School Lane	Eaton Bray
30	WK-09	Walking & Cycling infrastructure improvements - Kensworth to Whipsnade	Along the B540	Kensworth
31	GT-14	Junction safety Improvements - grove rd/Woodside Rd	Grove Rd/Woodside Rd	Slip End
32	WK-05	Pedestrian crossing facility - Pepperstock	Near half Moon bend	Slip End
33	SSZ-04	School Safety Zone - Slip End Lower to level 2	Ross Way and route to school	Slip End
34	WK-08	Walking & Cycling infrastructure improvements - Kensworth to Studham	Various as indicated in the Green Infrastructure Plan	Kensworth
35	WK-03	Footpath improvements	Chaul End Lane & various locations used to access local facilities	Caddington
36	GT-03	Junction visibility improvements - A4146/Stambridge Rd	Junction A4146/Stanbridge Rd	Billington
37	WK-02	Improvements and upgrades to local footpaths and rights of Way (Assessment and feasibility)	Various	Totternhoe
38	GT-10	Vehicular and Pedestrian access improvements - Little Green Lane	Little Green Lane	Caddington
39	WK-04	Pedestrian crossing - Manor Rd	Manor Rd - no appropriate place specified	Caddington
40	GT-09	Traffic management options for school route - Caddington Village school	Caddington Village school, off five Oaks	Caddington
41	WK-01	Footpath improvements	School Lane at the Main Rd end.	Eaton Bray
42	FR-04	HGV impact reduction	lay-by on the A1081	Hyde



Central Bedfordshire in contact



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