

Central Bedfordshire Council

[www.centralbedfordshire.gov.uk](http://www.centralbedfordshire.gov.uk)



# Etonbury Green Wheel

Masterplan 2018



## CONTENTS

<b>1</b>	<b>FOREWORD.....</b>	<b>5</b>
<b>2</b>	<b>ACKNOWLEDGEMENTS.....</b>	<b>6</b>
<b>3</b>	<b>INTRODUCTION &amp; SCOPE.....</b>	<b>6-7</b>
<b>4</b>	<b>ETONBURY GREEN WHEEL CONCEPT.....</b>	<b>7-8</b>
<b>5</b>	<b>SUPPORT FOR THE ETONBURY GREEN WHEEL.....</b>	<b>8-9</b>
<b>6</b>	<b>MAIN ROUTES MAP .....</b>	<b>10</b>
<b>7</b>	<b>BASIC PRINCIPLES FOR THE CREATION OF THE ETONBURY GREEN WHEEL.....</b>	<b>11</b>
<b>8</b>	<b>STANDARDS.....</b>	<b>12</b>
8.1	Widths.....	12
8.2	Surfacing standards for new paths: .....	12
8.3	Structures .....	12-13
8.4	Gradients .....	13
8.5	Junctions and road crossings.....	13
8.6	Signage, way marking and mapping .....	13
8.7	Fencing and hedges.....	14
8.8	Greenspace standards.....	14
8.9	Wider landscape .....	15
8.10	Maintenance .....	15
8.11	Impacts and Constraints.....	15
<b>9</b>	<b>LEGAL PROCESSES.....</b>	<b>15</b>
<b>10</b>	<b>CONTEXT MAPS.....</b>	<b>16-18</b>
<b>11</b>	<b>KEY COMPONENTS OF THE GREEN WHEEL.....</b>	<b>19-21</b>
<b>12</b>	<b>NORTH (ARLESEY STATION – TAYLOR’S ROAD, ASTWICK) .....</b>	<b>22</b>

12.1	Primary access routes forming the proposed EGW North .....	<b>23</b>
12.2	Secondary access routes forming the proposed EGW North.....	<b>24-25</b>
12.3	Other features forming the proposed EGW North .....	<b>25-26</b>
<b>13</b>	<b>EAST (TAYLOR’S ROAD ASTWICK – NORTON ROAD, STOTFOLD).....</b>	<b>27</b>
13.1	Primary access routes forming the proposed EGW East .....	<b>28-30</b>
13.2	Other features forming the proposed EGW East .....	<b>30</b>
<b>14</b>	<b>SOUTH (NORTON ROAD, STOTFOLD – HITCHEN ROAD, ARLESEY).....</b>	<b>31</b>
14.1	Primary access routes forming the proposed EGW South .....	<b>31-32</b>
14.2	Secondary access routes forming the proposed EGW South .....	<b>32</b>
14.3	Other features forming the proposed EGW South .....	<b>32-34</b>
<b>15</b>	<b>WEST (HITCHEN ROAD, ARLESEY – ARLESEY STATION) .....</b>	<b>35</b>
15.1	Primary access routes forming the proposed EGW West .....	<b>36</b>
15.2	Secondary routes forming the proposed EGW West .....	<b>37</b>
15.3	Other features forming the proposed EGW West .....	<b>37-38</b>
<b>16</b>	<b>NORTHERN SPOKE.....</b>	<b>39</b>
<b>17</b>	<b>SOUTHERN SPOKE.....</b>	<b>40</b>
<b>18</b>	<b>WESTERN SPOKE.....</b>	<b>41</b>
<b>19</b>	<b>GREEN WHEEL HUB – ETONBURY WOOD.....</b>	<b>42-43</b>
<b>20</b>	<b>ACTION PLAN.....</b>	<b>44</b>
20.1	Funding Statement / Strategy .....	<b>44</b>
20.2	Etonbury Green Wheel Action Plan Tracker .....	<b>45-49</b>
<b>21</b>	<b>STATEMENT OF CONSULTATION.....</b>	<b>50</b>



**APPENDICES (Pages 51-59)**

1. National and Local Guidelines for Access Route Standards
2. Ivel Valley Framework Vision – Zone 15
3. Rights of Way map for the Etonbury area

This document has been prepared by Bedfordshire Rural Communities Charity (BRCC) in partnership with Central Bedfordshire Council, Arlesey Town Council, Fairfield Parish Council and Stotfold Town Council.



**Central Bedfordshire Council**  
Working in partnership



## 1 FOREWORD

Welcome to the Etonbury Green Wheel Masterplan.

This plan has been produced by Central Bedfordshire Council and Bedfordshire Rural Communities Charity, with support from the constituent members of the Etonbury Green Wheel Steering Group. Working together we have created a vision for a 'green wheel' around the communities of Arlesey, Astwick, Fairfield and Stotfold. Creating a wildlife rich setting through attractive landscape corridors, the green wheel will provide walking - and ultimately riding access opportunities –around and between these communities.

The local communities are fortunate to have some great assets including the Ivel and Hiz rivers and the Pix Brook; a number of nature reserves; Etonbury Wood and a good network of footpaths and bridleways which include the Kingfisher Way, the Hicca Way and the Great North Cycleway.

This exciting initiative will greatly enhance public access and informal recreation opportunities within a range of attractive settings around the communities. We believe that the Green Wheel can benefit the whole community, improving health and fitness and increasing enjoyment of the local countryside, by people of all ages.

It is recognised that this is a long term plan and that it may be many years before a complete Green Wheel for riders as well as walkers is established however a plan such as this is vital to provide a vision that all parties can work towards. Significant funding from developers has already been secured for the delivery of elements of the Green Wheel which will ensure that progress towards delivering the vision can be made now and in the coming years.

As part of the delivery of the plan, there will be opportunities for individuals to volunteer and gain a sense of involvement, generating pride and 'ownership' in local places by becoming involved in their creation, care and promotion. We hope that it will inspire you to get out and enjoy the network of paths and greenspaces in and around the Etonbury area.



Cllr Ian Dalgarno

CBC Executive Member –  
Sustainable Communities –  
Services



Cllr Budge Wells

CBC Deputy Executive Member –  
Sustainable Communities –  
Services



## 2 ACKNOWLEDGEMENTS

The production of this Draft Masterplan has been led by the Bedfordshire Rural Communities Charity and Central Bedfordshire Council under the direction of the Etonbury Green Wheel Steering Group.

The Etonbury Green Wheel Steering Group is hosted by Stotfold Town Council and is comprised of representatives from:

Central Bedfordshire Council	CBC
Countryside / Rights of Way / Highways	
Bedfordshire Rural Communities Charity	BRCC
Arlesey Conservation for Nature	ACORN
The Astwick Stotfold Environmental Link	TEASEL
Stotfold Town Council	
Arlesey Town Council	
Fairfield Parish Council	
Astwick Parish Meeting	
Radwell Parish meeting	
Stotfold Town Plan Implementation Group	

The principle funding for the development of this Draft Masterplan has been provided by CBC, with contributions from Arlesey Town Council, Fairfield Parish Council and Stotfold Town Council.

## 3 INTRODUCTION & SCOPE

The production of this Etonbury Green Wheel Masterplan has been commissioned and funded by Central Bedfordshire Council (CBC), Arlesey and Stotfold Town Councils and Fairfield Parish Council. Working in partnership with these and relevant community groups, BRCC have identified the issues to be addressed and actions to be undertaken to create a Green Wheel for the Etonbury area.

The Green Wheel and this Masterplan focus on the principal elements of public access and green space forming a circuit around the communities of Arlesey, Stotfold and Fairfield, to connect people and their environment.

The wider scope of the Green Wheel and this Masterplan includes the other green infrastructure themes of biodiversity, heritage and landscape.

The plan will also seek to provide and promote connections into and out of the local communities including to businesses and tourist attractions in the surrounding area.

The Etonbury Green Wheel is to be developed and delivered by a broad partnership of organisations and landowners. The partnership will seek funding

from a range of sources and will explore opportunities for linking with other transport and development schemes.

**When fully created, the Green Wheel will cater for both walkers and cyclists, providing a continuous, off-road (where possible) circular route around the three communities. However, securing a number of path creations and upgrades to provide a complete circuit for cyclists will require both landowner agreement and legal orders; both of which may take a significant time.**

**It is therefore intended to implement this Masterplan in 2 phases:**

**1 - the creation and launch of an interim, walkers, Green Wheel route in the short term (2018/19)**

**2 - the creation and launch of the complete Green Wheel, as and when possible.**

## **4 ETONBURY GREEN WHEEL CONCEPT**

The Etonbury Green Wheel is a long term vision for the linking of publicly accessible routes and green spaces around the constituent communities to create a 'rim' which is supported by 'spokes' of linear paths and corridors leading from the settlements out to the 'rim' and the wider surrounding countryside and settlements. Fig 1 shows the main routes forming the proposed Green Wheel.

The Wheel is considered 'green' due to both the natural and historic environment components forming it; and the promotion of recreational trips using healthy, non-motorised forms of sustainable 'transport'.

The Wheel will circle the communities, creating a continuous accessible corridor. Ultimately it should be freely available to walkers and cyclists, while also providing appropriate links to the wider bridleway network for horse riders. In the short term, some sections may only cater for walkers, but the long term aim is to create a complete circuit available to cyclists, including the provision of links to the National Cycle Routes 12 and 51.

The Green Wheel will cater for a wide range of users, meeting recreation, commuting and other service needs. Green spaces and associated features forming the Green Wheel may both be trip destinations in their own right; or may be corridors to other attractions further afield.

Although primarily delivering enhanced public access, the Green Wheel should also protect, manage, enhance, and promote other Green Infrastructure thematic assets, including biodiversity, landscape and heritage. Where possible, new habitats, landscape features and accessible green spaces should be created. Existing features which could contribute to such a Green Wheel include, the Kingfisher Way and Hicca Way walks, the Great North Cycleway



(National Cycle Route 12), Etonbury Wood, Stotfold Mill LNR, the Blue & Green Lagoons and Arlesey's Glebe Meadows and Old Moat nature reserves.

The creation of new green and publicly accessible spaces and landscapes will enhance the Green Wheel. The landscape quality and management of such new green spaces should be challenged where appropriate to ensure that it provides the best environment and opportunities for nature, users and local residents.

It is also intended that this document will inspire the thinking of landowners and managers in the area to improve the visual appearance and ecological quality of land and historic environment features in their management, seeking to widen the provision of a high quality and attractive landscape to live and invest in.

## 5 SUPPORT FOR THE ETONBURY GREEN WHEEL

The National Planning Policy Framework provides the support for the development of Green Infrastructure (GI).

The first documented aspiration for the development of a Green Wheel in the Etonbury area (specifically for Stotfold) was in the Mid Bedfordshire GI Plan of 2008 (Project I.6).

More recently there have been further references to, and support for, assets which can form a Green Wheel within the Stotfold GI Plan (2009), Arlesey GI Plan (2009) and the Ivel Valley Framework Vision (2012).

The Ivel Valley Framework Vision (2012) identified a number of GI Zones – 'hotspots' for GI activity and provision. A number of these Zones overlap to form the basis of an Etonbury Green Wheel:

- Kingfisher Way
- Stotfold East
- Hicca Way Corridor
- Stotfold – Arlesey Etonbury Link
- Arlesey Blue Lagoon and Landfill

Of the above Zones, the 'Stotfold – Arlesey Etonbury Link' is central to the Green Wheel, as is shown in Appendix 2.

Complementary to the Etonbury Green Wheel, Central Bedfordshire Council's Sustainable Transport Team have produced a Travel Choices Map for Stotfold & Arlesey:

[http://www.cbtravelchoices.co.uk/downloads/Arlesey\\_and\\_Stotfold\\_web\\_tcm6-34305\\_2.pdf](http://www.cbtravelchoices.co.uk/downloads/Arlesey_and_Stotfold_web_tcm6-34305_2.pdf)

This map identifies key walking and cycling routes in and around the local settlements. This map is based on a previous Cycle Mapping Project and highlights the numbers of in-town links that exist in addition to the main Green Wheel links identified in this report.

Sections 3.15 – 3.17 of Central Bedfordshire Council's Core Strategy also gives support to increasing the provision of walking and cycling infrastructure in and between Arlesey, Stotfold & Fairfield; with an explicit reference to a 'green wheel' around Stotfold.

The emerging Local Plan for Central Bedfordshire has Environment, Growth & Infrastructure and Transport as 3 of its 6 themes. The Etonbury Green Wheel will help meet these themes.

The emerging Arlesey Neighbourhood Plan supports the creation of the Etonbury Green Wheel (Policy ARL4).

Central Bedfordshire Council's Local Area Transport Plan identifies priorities for Arlesey, Stotfold & Fairfield, which includes issues which are common to the Green Wheel.

Central Bedfordshire Council Outdoor Access Improvement Plan (OAIP). The latest version of this document can be found on the Central Bedfordshire Website at [www.centralbedfordshire.gov.uk](http://www.centralbedfordshire.gov.uk) – Leisure and Countryside, Countryside, Additional Services, Outdoor Access Improvement Plans.

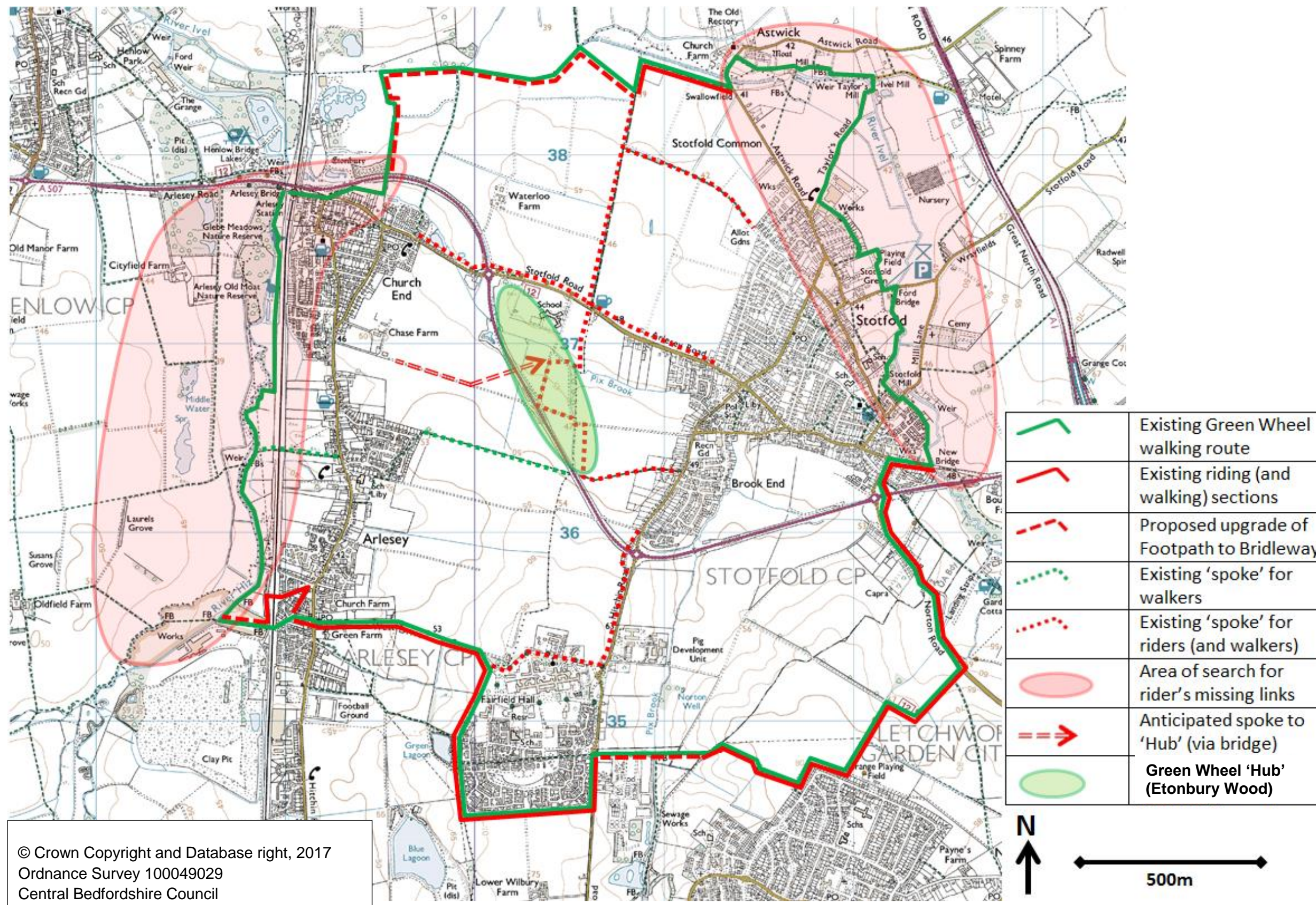
In addition, the Central Bedfordshire Council Leisure Strategy (Recreation and Open Space Strategy) provides additional support for the use of open spaces for recreational purposes which the Etonbury Green Wheel will promote and enable.

This work is also linked to the Central Bedfordshire Excess Weight Partnership Strategy 2016-2020 which Leisure and Countryside Access, Planning, Transport and Sustrans all contribute to under Priority 1 – Creating a positive environment, Priority 2 – Children and Priority 3 – Adults.

## 6 MAIN ROUTES MAP



Fig 1 Etonbury Green Wheel – Main Routes Map



## 7 BASIC PRINCIPLES FOR THE CREATION OF THE ETONBURY GREEN WHEEL

Where possible, linear routes should:

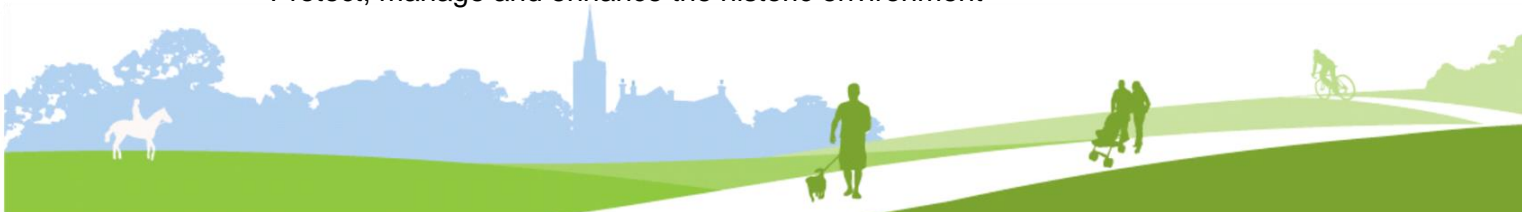
- Be traffic free
- Be safe and inspire confidence in visitors
- Offer 'easy access' i.e. be reasonably easy to use for users with a wide range of mobility levels, including pushchairs and walking aids
- Have the potential for future upgrading to use by cyclists (where not already possible)
- Have designated, safe crossing points over motorised routes
- Provide connections between where people live and where they want to travel (for recreational or employment purposes)
- Be clearly signed and easy to follow
- Be well maintained
- Provide enhanced user enjoyment through the provision of information boards and benches in attractive locations
- Where appropriate, provide access for horses, particularly links to existing bridleways
- Be protected from future development. Where future development does occur, any existing sections of the Green Wheel should remain as inner route options and new outer sections will be created.
- Cause no damage to archaeological sites and their setting
- Provide safe passing places on those paths with shared vehicular use
- Have appropriate management of vegetation to the sides

Accessible green spaces should:

- Be safe spaces that inspire confidence in visitors
- Cater for a wide range of user-types (dog walkers, playing children, joggers, family groups, older people)
- Provide attractive landscapes
- Provide opportunities for wildlife, heritage conservation and interpretation
- Provide informal recreation opportunities (including playing, bird watching, etc.)
- Provide interactive interpretation through information boards, play structures/ natural play environments and art features to encourage more people and a wider audience into the countryside
- Be well maintained to enhance and improve the existing environment through collaboration with partners and communities.

The wider landscape should:

- Protect, enhance and create aesthetically pleasing views
- Have well maintained hedges, benefitting landscape and wildlife and allowing ease of use of access routes
- Enable interconnectivity of habitats
- Protect, manage and enhance the historic environment



## 8 STANDARDS

To support the creation of the route within the above basic principles, a series of standards based on national guidance are proposed below. Links to a range of national guidance references can be found in Appendix 1.

### 8.1 Widths

For an un-segregated, shared use path, guidance generally points towards a preferred minimum width of 3m, although a minimum width of 2m may be acceptable where usage is low, provided there are no side constraints (i.e., there should be space to the side of the path to use to allow passing). A greater width will provide an improved level of service.

	Standard	Minimum	Where width is physically restricted*
Shared use path	3m	2.5m	2m
Footpath links	2.5m	2m	1.5m

\*Restricted access will usually be where all or part of the route is using a pre-existing alley way or where there are other significant structures which physically prevent the allocation of a greater width. Paths should conform to the general policy in as far as possible. Where there are localised intrusions and/or short lengths over which the path would be less than 2m wide this may be acceptable depending on the circumstances.

In keeping with the Green Wheel principles, where possible the route should be set within a landscape and wildlife corridor; and not be limited to the width of a path.

### 8.2 Surfacing standards for new paths:

It is anticipated that the Green Wheel routes will have a range of surfacing types. This range of surfacing will form a hierarchy of standards based on the level of expected use, landscape sensitivity and other factors. The optimum level of surface should always be sought for the expected level of use:

Level 1: Bound surface – e.g. Bit Mac Tar/Mac

Level 2: Unbound surface – e.g. road planings and granite dust blinding

Level 3: a) Reinforced grass

b) Well maintained farm track

Level 4: Rolled/consolidated grass or compacted suitable ground

Routes which are more urban in setting and expected to have high levels of use should be Level 1 (Level 2 minimum). Routes which are more rural in setting and expected to have lower levels of use could be Levels 3 and 4.

### 8.3 Structures

Structures will be required at many locations for a range of purposes including, stock control, crossing watercourses / highways / rail networks, limiting unauthorised/ vehicular access and safety (to reduce speed at junctions with roads).

With the exceptions of highway safety, barriers, including motor cycle/ staggered/ kissing gates, should only be a last resort. They should only be used to address actual problems, not to alleviate fears of future potential problems. They should only be installed when other methods have been considered or trialled and been discounted, or have proven to be ineffective. Even when a barrier is installed, it should ideally only be in place for a limited period until the problem has stopped or considerably reduced.

Design solutions should minimise the obstacle to legitimate users as barriers which stop motorcyclists are likely to also exclude wheelchair / mobility scooter users, parents with prams and pushchairs, some users with mobility impairments (for example, sticks and crutches) and some visually impaired people.

#### **8.4 Gradients**

Green Wheel routes should be designed to achieve a maximum gradient of 3% with the absolute maximum 5% for lengths up to 100m. On the approach to priority junctions this should not exceed 3%. Where steeper slopes are unavoidable the limiting gradient is 7% for lengths up to 30m.

#### **8.5 Junctions and road crossings**

Where Green Wheel routes meet or cross the public highway, extra consideration to safety must be given; and Road Safety Officers consulted. Clear signage must be provided, for both users of the Green Wheel and the public highway. Dependent upon sight lines, gradients and other local factors, structures and / or road markings may be required to reduce the speed of users of the Green Wheel on approaches to roads and pavements.

Dropped kerbs and sensory paving at road crossings should be used to improve ease of use and safety, improving comfort for all users, especially cyclists and pushchair/ wheelchair users.

#### **8.6 Signage, way marking and mapping**

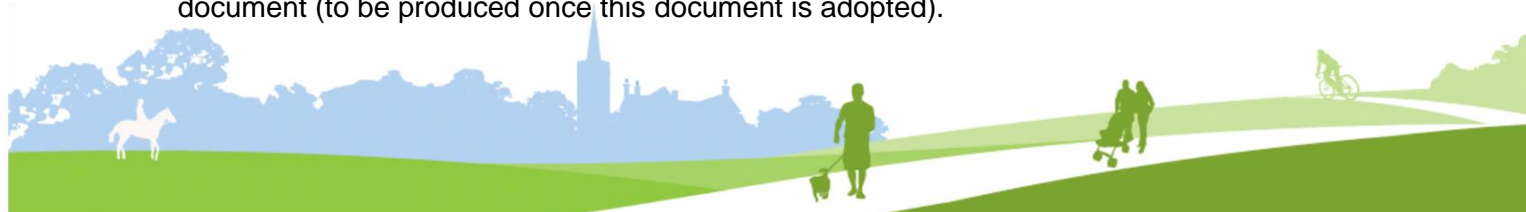
Signage for the Etonbury Green Wheel should be clear, informative and consistent. An Etonbury Green Wheel symbol/ logo and colour scheme will be utilised.

Signposts should be used at all junctions and access points to the 'rim' of the Green Wheel. Destinations and distances, both into town along key 'spokes' and around the 'rim' will be identified.

Waymarking should be used to supplement the main signage and should provide directional information. Waymarking should be undertaken in accordance with CBC's Countryside Access Waymarking Policy.

Additional information about the Green Wheel, including a map of the entire Wheel, will be provided at key access points.

The issues of signage, waymarking and mapping, along with identity, marketing, promotion and information provision will be addressed more fully in a supporting document (to be produced once this document is adopted).



## **8.7 Fencing and hedges**

The route of the Green Wheel should be aesthetically pleasing, wherever possible maintaining a 'green' setting through appropriate planting and landscaping.

Planting and landscaping requirements will vary greatly around the Green Wheel, influenced primarily by available space and degree of rural/ urban setting.

All planting along the 'rim' and the more rural 'spokes' should be of native, locally distinctive species. Planting within more urban settings should be decided with robustness and maintenance as key factors.

Wherever possible, Green Wheel routes should not be 'fenced-in', with users having a feeling of being contained or funnelled. However, at certain access points and other areas, such as where stock is grazing or for safety, fencing will be required (although the route and adjacent land should provide a corridor feel).

Fencing specifications should be robust and in keeping with their immediate setting. In general, rural settings should have timber fencing which should be of a similar design to any adjacent existing fencing. Where no existing fencing is present, posts should measure a minimum 125mm x 75mm and rails 100 x 50mm.

Fencing specifications in more urban settings will be determined by primary function (safety, security, etc), but in all cases should be as attractive as possible and in-keeping with surrounding structures.

## **8.8 Green space standards**

Green spaces forming the Green Wheel will range from linear paths and corridors, through amenity greenspaces to natural and semi-natural open spaces in the wider countryside. All components of the Green Wheel should deliver multiple green infrastructure benefits – linking and maximising the quality and value of access, landscape, biodiversity and heritage. Green space owners will be supported to work towards the following standards, whereby sites:

- will be clearly signposted to and from the Green Wheel and the wider network
- will be welcoming and clean and safe
- may incorporate public realm features (e.g. sculptures)
- will provide seating, in both sunny and shaded areas
- will have a naturalistic appearance
- will have attractive views out of or across the site
- make good use of topography, space and planting
- protect, manage and provide opportunities for interpreting the historic environment
- provide informal and engaging activities for people of all ages
- seek to maximise ecological value and opportunities

### **8.9 Wider landscape**

As part of this project we are seeking to increase the quality of the surrounding environment. It is critical that this masterplan acts as a challenge to all land managers to seek to maintain and develop the quality of the land they manage through the restoration and creation of interconnecting habitats, including pollarded willows, hedges, and woodlands; wetlands and ponds. Derelict and urban fringe sites should be explored for enhancement opportunities.

### **8.10 Maintenance**

To guarantee maximum value, use and longevity of the Green Wheel once it is developed, it will need to be maintained to a good condition to keep the width and to encourage people to use it. Ongoing maintenance work will have to include verge cutting and surface spraying for which revenue funding will be required.

Careful consideration should be given, when any planting or landscaping is proposed, to ensure that it will not become a problem in the future. Where appropriate, a sealed surface should be considered at the development stage to reduce maintenance liabilities in the future.

It should be noted that responsibility for the maintenance of some Green Wheel assets, both existing and to be created as per the Action Plan above, will be with Central Bedfordshire Council. Maintenance of other assets will need to be agreed with landowners and other partners

### **8.11 Impacts and Constraints**

It is acknowledged that the implementation of any of these above standards have the potential to have a negative impact upon features of ecological, heritage or landscape value. Such features may be both assets and constraints on an individual site basis and the application of standards for the creation and maintenance of the Green Wheel infrastructure may need to be amended accordingly.

## **9 LEGAL PROCESSES**

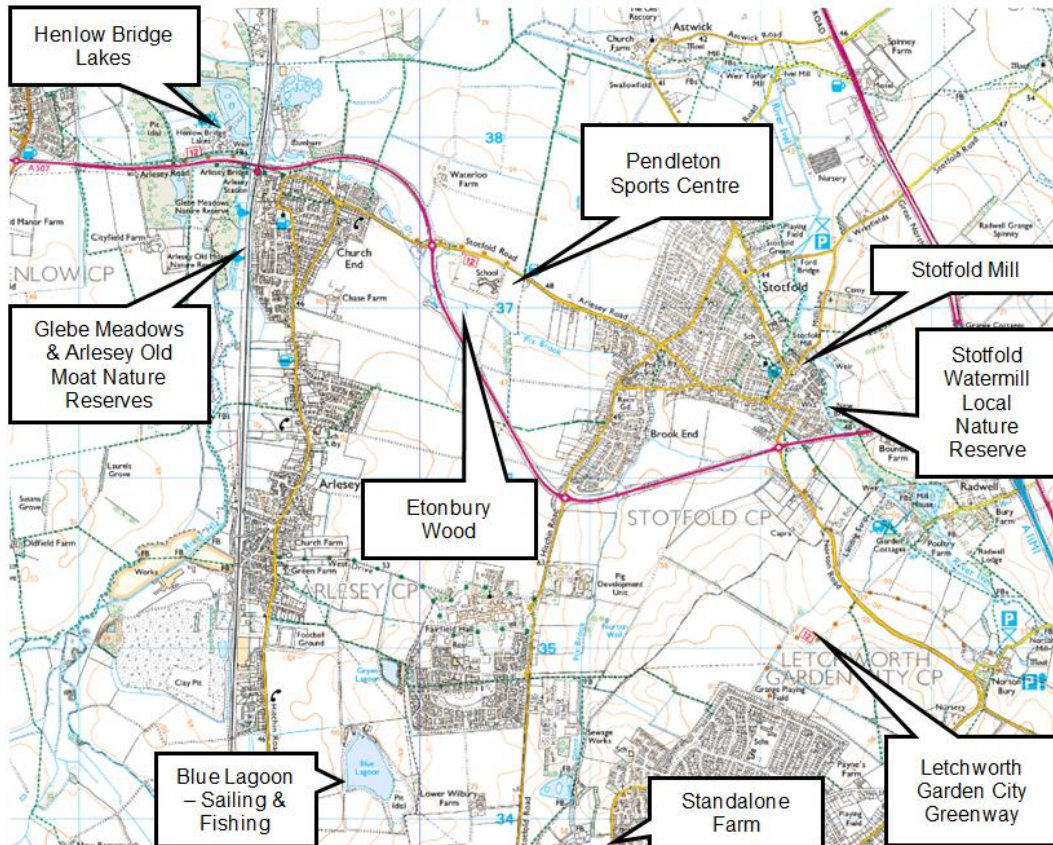
A number of the routes that have been identified for the Green Wheel do not currently have the appropriate legal status for the type of use envisaged. Where the proposed route uses a Public Footpath but is identified for future use by cyclists, the consent of the landowner for a permissive route or a legal order to change the status of the path will be required. In other locations, new routes have been identified which will require the creation of a footpath, bridleway or cycletrack, as appropriate. The principle Green Wheel Steering Group (CBC, BRCC and the constituent Town and Parish Councils) will seek to ensure that the appropriate legal process associated with physical construction works are undertaken.



## 10 CONTEXT MAPS

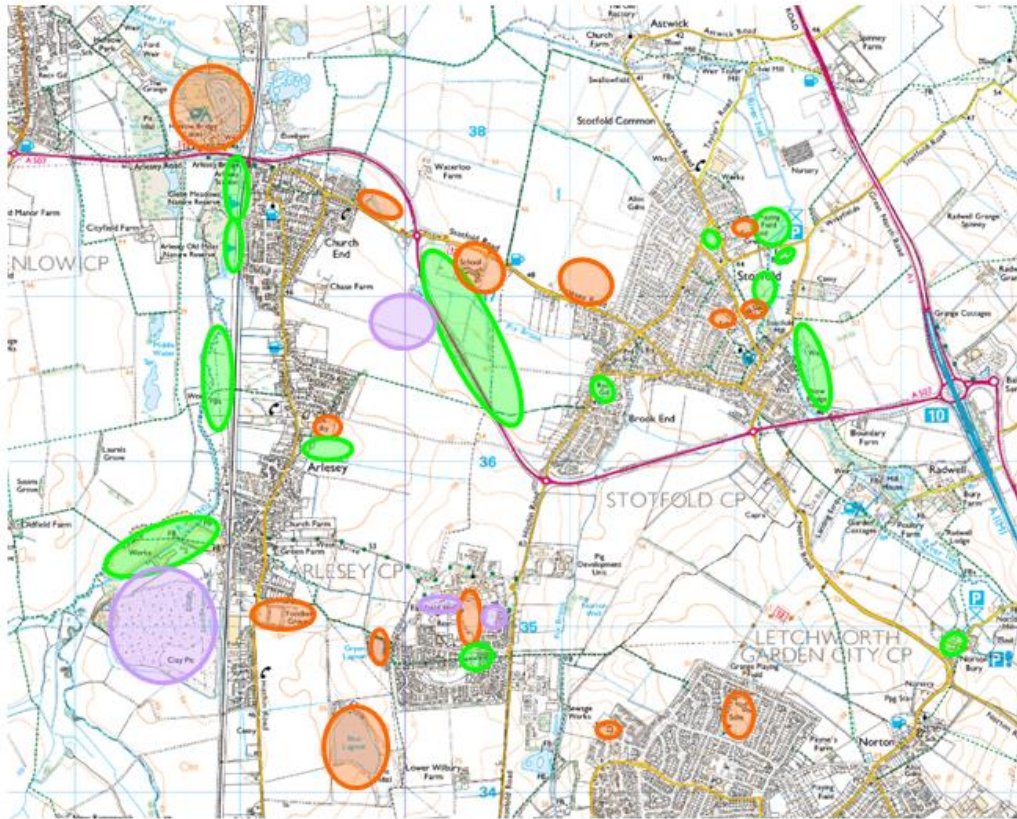
The following series of maps show a range of services, facilities and attractions in and around Arlesey, Stotfold and Fairfield. The majority of these destinations are on, or very close to, one or more of the Green Wheel routes. In addition to these context maps, Appendix 3 shows the labelled Public Rights of Way in the Etonbury area.

**Fig 2: Visitor ‘hubs’ and ‘attractions’ in and around Etonbury**



© Crown Copyright and Database right, 2017  
 Ordnance Survey 100049029  
 Central Bedfordshire Council

Fig 3: Existing and Potential Green Space Provision

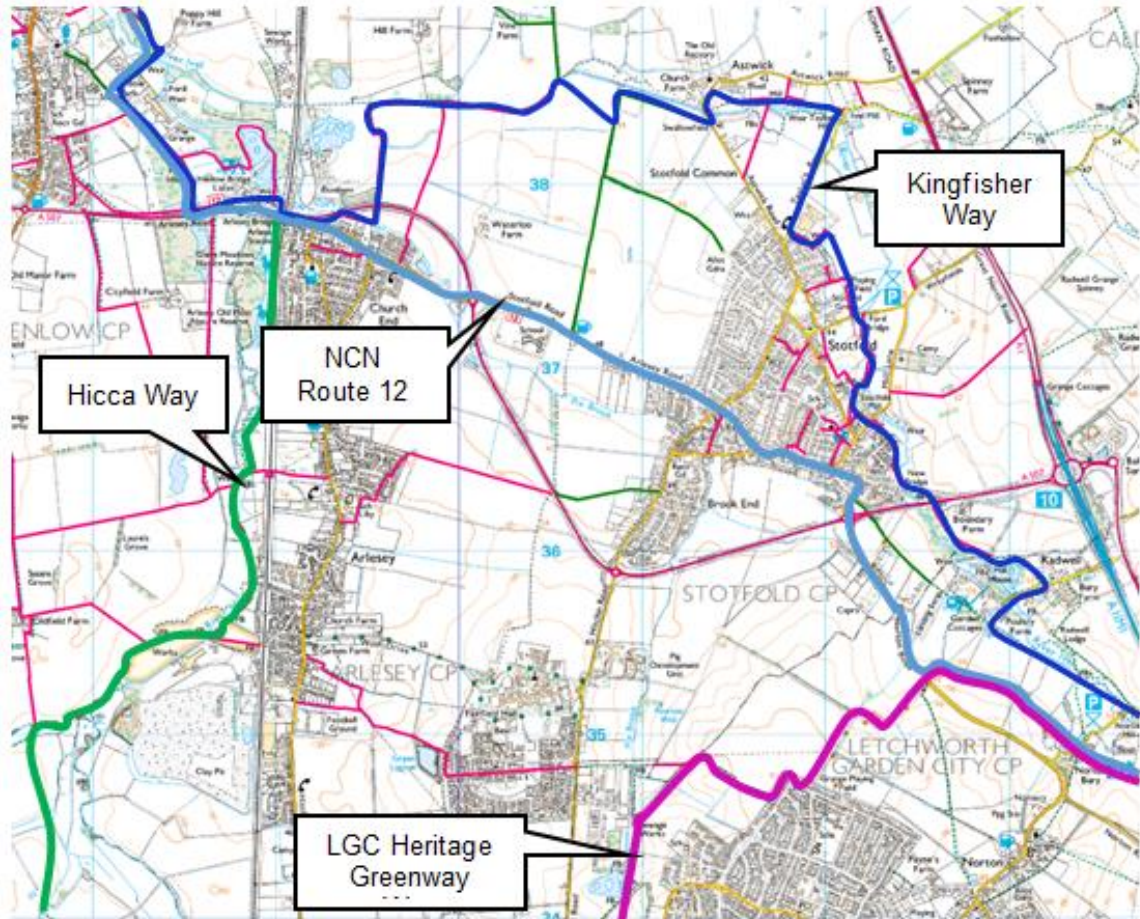


	Freely accessible public green spaces
	Other green spaces; incl school grounds and sports clubs
	Future / Potential new green spaces

© Crown Copyright and Database right, 2017  
 Ordnance Survey 100049029  
 Central Bedfordshire Council



Fig 4: Existing Rights of Way Network and Major Promoted Routes



© Crown Copyright and Database right, 2017  
Ordnance Survey 100049029  
Central Bedfordshire Council

## 11 KEY COMPONENTS OF THE GREEN WHEEL

It is anticipated that the Etonbury Green Wheel will be approximately 10 -12 miles (16-19km) in length; with the exact length to be determined once existing missing links in the 'areas of search' have been identified.

For the purposes of developing and delivering a clear and coherent plan, the Etonbury Green Wheel has been divided into eight sections: four main 'rim' sections, three major spokes and the hub.

Each of these sections are summarised below, giving overviews of the 2-stage work required to create the Green Wheel for a) walkers and b) cyclists.

Detailed descriptions of these works are in the following chapters of this report.

### **Green Wheel 'Rim':**

#### North (Arlesey Station – Taylor's Road, Astwick)

The northern section of the proposed Green Wheel leads eastwards from Arlesey Railway Station to Astwick.

- A) Walking: A Walking Route option already exists, following the Kingfisher Way and utilising Public Footpath 4A northwards from the A507; and the Public Footpath 4 and Public Bridleways 9 and 17 eastwards to Astwick. The KFW route then continues eastwards through Astwick utilising Public Footpaths 1 and 3 through the meadows at Bowman's Mill.
- B) Cycling: A Cycling Route option exists in part, but can be significantly enhanced through the provision of a new, off-road route between Arlesey Station and the Pendleton Way; and the improved surfacing of Public Bridleway 17. The Public Footpaths through the meadows at Bowman's Mill are not suitable for upgrading to allow cycle use, consequently a new route option for cyclists between Astwick Road and Taylor's Road is needed.

#### East (Astwick – Norton Rd, Stotfold)

The eastern section of the proposed Green Wheel leads southwards from Astwick between the urban edge of Stotfold and the A1.

- A) Walking: A Walking Route option already exists, following the Kingfisher Way and utilising Public Footpaths 7, 14 and 5; however this does require using approx. 700m of Taylor's Road, which has no pavement.
- B) Cycling: No off-road route currently exists for cyclists between Astwick and the A507; and there are no simple options available to provide such a route in the near future. However, opportunities to create a new route will be pursued within the identified 'area of search'. It is anticipated that in the long term, the agreed Green Wheel route will provide for both walkers and cyclists on a route that includes sections of upgraded Public Footpaths and new public access paths.



The proposed new routes would create an enhanced route for walkers and a new provision for cyclists.

#### South (Norton Rd – Hitchin Rd)

The southern section of the Green Wheel leads westwards from Norton Rd, around Fairfield to Hitchin Rd, Arlesey.

- A) Walking: A Walking Route option already exists, sharing the existing Letchworth Heritage Greenway multi-user route west from Norton Rd; and utilising existing Public Rights of Way between Fairfield and Arlesey.
- B) Cycling: A short length of Public Footpath between the Letchworth Heritage Greenway multi-user route and Hitchin Road, Fairfield, is the only part of this southern section which is not already able to be used by cyclists. The proposed Green Wheel route would share the Letchworth Heritage Greenway and other existing Public Bridleways to the south and West of Fairfield.

#### West (Hitchin Rd – Arlesey Station)

The western section of the Green Wheel leads northwards, to the west of Arlesey; seeking to provide an alternative, off-road route, linking the southern end of the settlement to the station.

- A) Walking: A Walking Route option already exists, using Arlesey Common and the Public Footpaths and permissive paths which form the Hicca Way (a walk along the length of the River Hiz, between the Eastcoast Mainline and the River Hiz, in this area).
- B) Cycling: There is currently no north-south cycle provision to the west of Arlesey, as much of the Hicca Way uses Public Footpaths, or permissive paths, which are low-lying and / or on areas of biodiversity interest and where the provision of surfaced paths for cycling is neither desirable nor practical. There are no other simple options available to provide a cycling route in the near future. However, opportunities to create a new route will be pursued within the identified 'area of search'. It is anticipated that in the long term, the agreed Green Wheel route will provide for both walkers and cyclists on a route that includes sections of upgraded Public Footpaths and new public access paths.

### **Green Wheel 'Spokes':**

#### Northern Spoke

A central north-south 'spoke' of the Green Wheel links the northern rim to the 'hub' of the wheel at Etonbury Wood. The spoke is comprised of Bridleway 17 (linking the River Ivel to Arlesey Road) and a new bridleway that was created in 2016 to the east of Etonbury School.

- A) Walking: This route already exists for walkers.
- B) Cycling: This route already exists for cyclists, although the physical condition of the route could be enhanced.

#### Southern Spoke

A central south-north 'spoke' of the Green Wheel links the northern rim to the 'hub' of the wheel at Etonbury Wood via a proposed new multi-user route parallel to Hitchin

Rd between Fairfield and the A507 and a new bridleway northwards into Etonbury Wood.

A&B) Walking & Cycling: This spoke already exists to the south of the A507, although the current roadside pavement / cycleway is narrow and unpopular among users. North of the A507 a new path is proposed.

#### Western Spoke

A major housing development ('Arlesey Cross') is planned for the land between the northern end of Arlesey and the A507.

A&B) Walking & Cycling: Significant green infrastructure, including enhanced access routes are proposed, including a bridle-bridge over the A507, linking Arlesey to Etonbury Wood.

### **Green Wheel 'Hub':**

#### Etonbury Wood

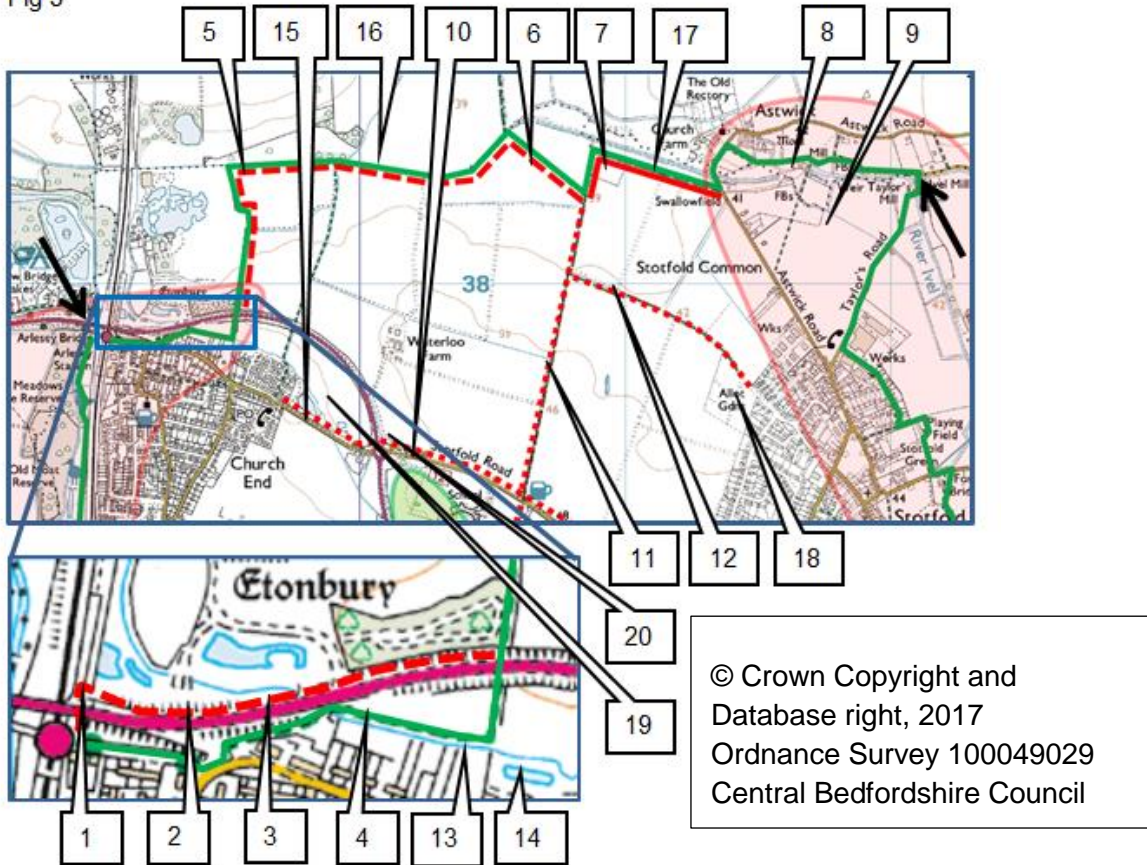
Etonbury Wood will act as the 'hub', or focal point, of the Etonbury Green Wheel. The wood provides the area's most significant landscape, biodiversity, and accessible greenspace assets. A network of paths, including new bridges and a newly created Public Bridleway will provide good accessibility and connectivity. The wood is owned and managed by Central Bedfordshire Council who have carried out considerable enhancement work.



## 12 NORTH (ARLESEY STATION – TAYLOR’S ROAD, ASTWICK)

The maps for the following sections are extracts from the Green Wheel master-map; with additions and annotations as required.

Fig 5



N.1	Arlesey Station car park	N.11	Stotfold BW17
N.2	A507 Cycleway	N.12	Stotfold BW18
N.3	Proposed A507 Cycleway extension	N.13	Pix Brook
N.4	Arlesey FP11	N.14	The Hermitage Pond
N.5	Arlesey Footpath 4A	N.15	Mary's Meadow
N.6	Arlesey BW9	N.16	River Ivel
N.7	Stotfold Bridleway 17	N.17	Kitchiner's Coppice
N.8	Stotfold FP1 / FP3	N.18	Common Rd Orchard
N.9	Area of Search for new bridleway	N.19	Potential future Pix Brook access route.
N.10	Pendleton Way	N.20	A507 underpass (Pendleton Way)

The above features are detailed in the following pages, with comment, actions and proposals as appropriate.

## 12.1 Primary Access Routes forming the Proposed EGW North

N.1 The access into Arlesey Station car park (east) provides safe access from the south side of the A507 to the north side, via a ramp along the northern embankment of the A507 Bridge. Contrary to existing signage, this route allows access for both pedestrians and riders.

Proposals: Replace existing incorrect signage and ensure vegetation alongside ramp is well managed to ensure full width is usable.

N.2 A507 Cycleway currently provides a key link westwards, carrying Route 12 of the National Cycle Network (NC) over the Eastcoast mainline and River Hiz, to Henlow.

Proposals: Install appropriate EGW and NCN signage

N.3 To increase safety and ease of use of the EGW, the existing A507 Cycleway (N.2) should be extended to link with the Rights of Way network to the east (N.5), to remove the need to cross the A507 at grade (N.4). It is noted that the draft Arlesey Neighbourhood Plan has as an aspiration, a longer extension of the cycleway further east to link with the existing Pendleton Way (N.10).

Proposals: Extend cycleway along northern verge/ embankment of the A507 (at least 325m, ultimately approx. 1km). This will require a realignment of the crash-barrier at a 'pinch point' crossing the Pix Brook, and safety signage for crossing the access road to Etonbury Farm.

N.4 Arlesey FP11 provides an existing pedestrian alternative to the route above (N.1 – N.3), linking Arlesey Station to the A507 via Old Oak Close and a good quality path to, and around, the allotment site. Although it would be practically feasible to upgrade this path status and surfacing to be suitable for cycling, the at-grade crossing of the fast A507 means this is not a preferred option. Currently and legitimately used by pedestrians, the longer term proposal of N.1 – N.3 above would be better for pedestrians, as well as riders.

Proposals: Promote as Walker's route, until full GW route (incl N.1 – N.3 above) has been created. Assess signage at crossing of A507 and enhance, for pedestrians and drivers, as appropriate.

N.5 Arlesey FP4a leads north from the A507 to the River Ivel, and then east towards Astwick, using mainly field-edge paths.

Proposal: Upgrade status and surface of Arlesey FP4a to enable cycle use. Some hedge trimming and minor tree pruning will be required, especially at the southern end of the path, to provide sufficient width for the path.



N.6 Arlesey BW9 links the eastern end of FP4a to the already-surfaced path of Stotfold BW17. As a bridleway, this route is already available to both pedestrians and cyclists. However, a more direct and attractive route may be possible continuing along the tree-lined southern bank of the River Ivel, following an existing, unofficial used route.

Proposal: Create surfaced route suitable for pedestrians and riders; either on the existing alignment of BW17, or on a new / realigned route to the north.

N.7 Stotfold BW17 follows a farm track that has undergone surface enhancements in recent years. As such it is an ideal link for the GW.

Proposal: Maintain route to appropriate standard; and install GW signage at junction with Astwick Road.

N.8 Stotfold FP1 & FP3 carry the Kingfisher Way through paddocks and small fields in Astwick, providing a good pedestrian route for the GW. However, due to the presence of grazing horses and other livestock, it does not appear feasible to upgrade the status of these footpaths; and so an alternative rider's route will be required.

Proposals: Promote as Walker's route, until full GW route (incl N.1 – N.3 above) has been created.

N.9 To provide a full GW route, accessible by both pedestrians and riders, a new route will need to be created within the 'area of search', to link Astwick Road and Taylor's Road.

Proposal: Explore opportunities with local landowners to create a new GW multi-user route to link Astwick Road and Taylor's Road.

## 12.2 Secondary Access Routes forming the Proposed EGW North

N.10 Pendleton Way is an existing cycleway (also used by pedestrians) between Arlesey and Stotfold, carrying the 'Great North Cycleway' (NCN Route 12). As such it already acts as a spoke within the GW.

N.11 Stotfold BW 17 runs north from the Pendleton Way to the River Ivel, west of Astwick. As a bridleway, it already has the status to cater for riders as well as pedestrians; although its current condition is less than ideal for all users, especially cyclists.

Proposal: Enhance the surface of this bridleway to make it more suitable for all users. (NB, funding has been secured and surfacing enhancements are planned for 2018).

N.12 Stotfold BW18 acts as an existing linking route for walkers and riders between a residential area of Stotfold and the GW.

Proposal: Enhance the surface of this bridleway to make it more suitable for all users.

N.19 Potential future Pix Brook access route along the northern bank of Pix Brook between the Pendleton Way at the A507 roundabout and Old Oak Road. This route would provide a quieter and more attractive 'countryside' route for both the GW and NCN Route 12.

Proposal: Explore potential for such a route when current agricultural regime is reviewed.

### 12.3 Other Features forming the Proposed EGW North

N.13 Pix Brook is a tributary of the River Ivel, rising in Letchworth and running through Fairfield (where there is a Dam to regulate its flow) on to Stotfold and through to the north of Arlesey. It is an attractive watercourse but has a number of problems associated with it including flooding issues in Stotfold, poor water quality and invasive non-native species.

Proposal: Work with landowners and members of the Upper & Bedford Ouse Catchment Partnership to enhance the watercourse for both people and wildlife.

N.14 The Hermitage Pond is a privately owned historic pond adjacent to the Pix Brook. Although not immediately on the access route of the GW, the pond can be viewed from N.4 and adds to the general habitat, wildlife and landscape value of the GW.

Proposal: Work with landowner to manage pond to maximise wildlife and landscape value. (Some enhancement works were undertaken in late 2016).

N.15 Mary's Meadow is a privately owned site between the Pendleton Way and the Pix Brook. The site is being managed for wildlife and the owner allows informal access for quiet enjoyment of the site.

Proposal: Linked with N.13, work with landowner to manage site to maximise wildlife and landscape value. (Some enhancement works were undertaken in late 2016).

N.16 The River Ivel is a County Wildlife Site running through east Bedfordshire. Rising at Ivel Springs in Baldock, the Ivel flows to the east of Stotfold, through Astwick and to the north of Arlesey.

Proposal: Work with landowners and members of the Upper & Bedford Ouse Catchment Partnership to enhance the watercourse for both people and wildlife.

N.17 Kitchiner's Coppice, a community green space for Astwick, is a linear site along the southern bank of the River Ivel, west of Astwick. The site has been gifted to the community of Astwick, for the benefit of people and wildlife. Although the site is not accessible to the general public, the GW passes immediately alongside its 500m length (N.7). The eastern end of the site is rich in wildflowers and a native hedge has been planted along its southern boundary.



Proposal: The site will be further enhanced through appropriate tree and shrub planting, to create a varied and attractive habitat / landscape feature.

Install EGW information board.

N.18 A small orchard is adjacent to the Common Road allotments, planted with locally distinct heritage fruit trees, benefitting people and wildlife.

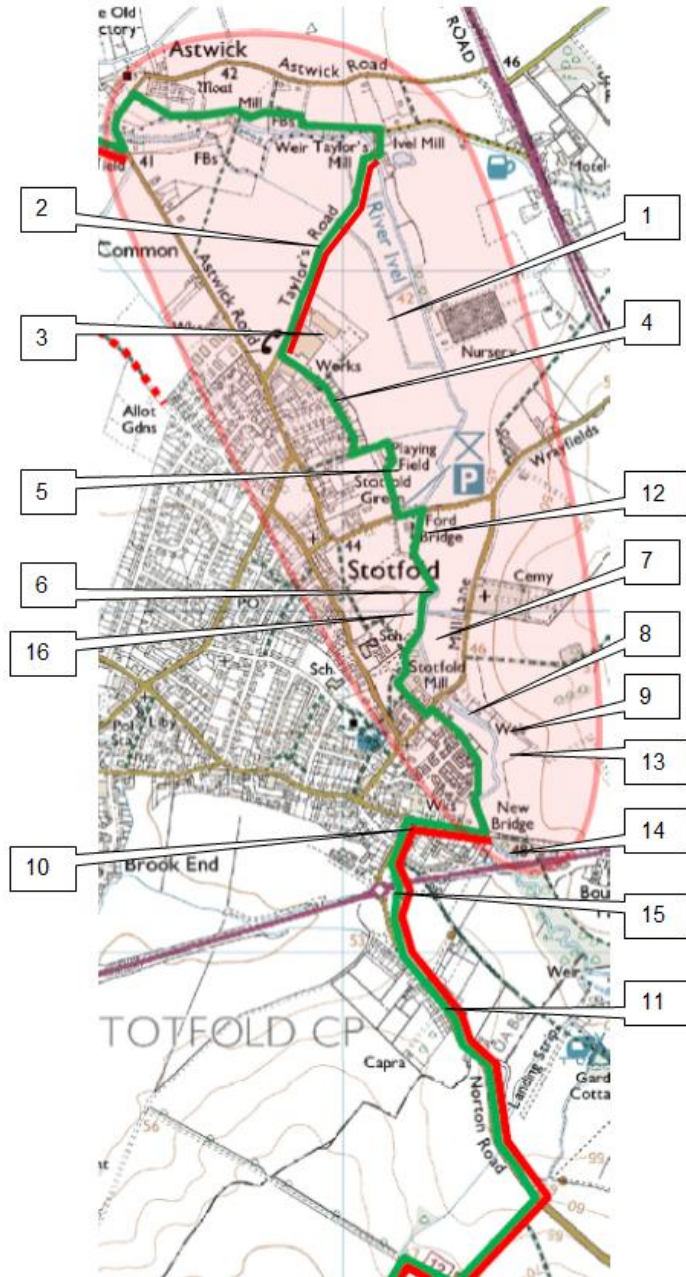
N.20 The A507 underpass carrying the Pendleton Way is rich in wildflowers.

Proposal: Implement appropriate mowing regime to maximise suitability of the grass banks for wildflowers.

Install GW information board.

### 13 EAST (TAYLOR'S ROAD, ASTWICK – NORTON ROAD, STOTFOLD)

Fig.6



© Crown Copyright and Database right, 2017  
Ordnance Survey 100049029  
Central Bedfordshire Council



E.1	Area of search for new Bridleway (east of Taylor's Road)	E.9	Area of search for new Bridleway (east of nature reserve)
E.2	Taylor's Road	E.10	(Old) Baldock Road & Norton Road (north)
E.3	Aspen Gardens & Stotfold FP7	E.11	Norton Road NCN Route 12
E.4	Silverbirch Avenue & Stotfold FP7	E.12	Centenary Wood
E.5	Riverside recreation Ground & Stotfold FP7	E.13	Stotfold Watermill Nature Reserve
E.6	Malthouse Lane – Mill Lane	E.14	(Old) Baldock Road wetland area
E.7	Area of search for new Bridleway (in vicinity of R. Ivel & Mill Lane)	E.15	A507 underpass (Norton Road)
E.8	Stotfold FP5 Mill Lane – (Old) Baldock Road	E.16	Millennium Green including Jubilee Wood

### 13.1 Primary Access Routes forming the Proposed EGW East

- E.1 To provide a full GW route, accessible by both pedestrians and riders, a new route will need to be created within the 'area of search', to link Taylor's Road and Malthouse Lane.

Proposal: Explore opportunities with local landowners to create a new GW multi-user route to link Astwick Road and Taylor's Road.

- E.2 Taylor's Road is currently used for the route of the Kingfisher Way walk as there are no alternative access options to link Stotfold to the east side of Astwick. As such, and as a public highway, it does provide a pedestrian and rider's link for the GW. However, the route does not meet the GW objective of being 'off-road'; and even if a cyclepath was created along the road verge, a route through housing estates to the south would still need to be used.

Proposal: Use route as GW link until an alternative off-road option (E.1) can be created.  
Explore opportunities for traffic speed reduction

- E.3 Roads and pavements through Aspen Gardens and Stotfold FP7 provide a link between Taylor's Road and Silverbirch Avenue; although at present cyclists would have to dismount to use FP7.

Proposal: Use route as GW link until an alternative off-road option (E.1) can be created.

- E.4 Roads and pavements through Silverbirch Avenue and Stotfold FP15 provide a link between E.3 and Riverside Recreation Ground; although at present cyclists would have to dismount to use FP7.

Proposal: Use route as GW link until an alternative off-road option (E.1) can be created.

- E.5 The Riverside Recreation Ground is a large open green space, incorporating formal recreational facilities (tennis courts, Skate Park) and informal

greenspace features (wetland area, River Ivel). Stotfold FP7 carries the Kingfisher Way and provides a pedestrian GW link; although a path status upgrade or a new path creation will be required for the GW to fully cater for walkers and riders. A new multi-user route along the eastern side of the playing field has the potential to link with a new route to the north (E.1), subject to the outcome of landowner discussions / planning applications.

Proposal: Use route as GW link until an alternative off-road option (E.1) can be created to the north; at which time create a new riverside multi-user route.

E.6 Stotfold FP14 (then FP28 and FP5) is currently used for the route of the Kingfisher Way walk between Malthouse Lane and Mill Lane. Passing between the River Ivel and tenanted arable land, upgrading this attractive path to Public Bridleway would provide a good GW route. However, the southern end of this route (where FP5 joins Mill Lane) is to the west of the narrow bends in Mill Lane, requiring users to negotiate the blind corners.

Proposals: A) Upgrade FP14, FP28 and FP5 to Public Bridleway and install safety signage on the bends of Mill Lane; or,  
B) Upgrade the northern 300-400m of FP14, and explore area of search to the east (E.7) to provide a safer link to Mill Lane northeast of the bends.

E.7 To provide a full GW route, accessible by both pedestrians and riders – and giving a safe link further south - a new route will need to be created within the 'area of search' in the vicinity of the River Ivel & Mill Lane.

Proposal: Explore opportunities with local landowners to create a new GW multi-user route within the 'area of search' in the vicinity of the River Ivel & Mill Lane.

E.8 Stotfold FP5 carries the Kingfisher Way walk between Mill Lane and (Old) Baldock Road. Although an attractive walking route, it is too narrow to be able to be upgraded to a status suitable for riders. Consequently, an alternative multi-user GW route will need to be created.

Proposal Promote as Walker's route, until full GW route (incl E.9 below) has been created.

E.9 To provide a full GW route, accessible by pedestrians and riders, a new route will need to be created within the 'area of search' east of the nature reserve.

Proposal: Explore opportunities with local landowners to create a new GW multi-user route within the 'area of search' east of Stotfold Mill Nature Reserve.

E.10 The GW will use the pavements and road of the 'no-through' (Old) Baldock Road and the northern section of Norton Road to link to the A507 underpass (E.15).

Proposal: Install appropriate GW signage.



- E.11 The GW will use the pavement/ cycleway along Norton Road, which also carries NCN Route 12.

Proposal: Explore opportunities to maximise the width of the roadside cycleway; ensuring the hedge is well maintained.

### 13.2 Other Features forming the Proposed EGW East

- E.12 Centenary Wood is a small native woodland on the eastern bank of the River Ivel. It is owned by Stotfold Town Council with informal open access. Native bulb planting has recently been undertaken within the woodland.

Proposal: Continue to manage for the benefit of people and wildlife, including the re-pollarding of a large willow tree and the installation of a riverside bench.

- E.13 Stotfold Mill Nature Reserve is an 8 acre Local Nature Reserve bordering the River Ivel. This Green Flag awarded site consists of 3 meadows and incorporates areas of grassland, wetlands, tree planting and wildflowers.

Proposal: Continue to manage for the benefit of people and wildlife.

- E.14 An area of low-lying land alongside the River Ivel, between the (Old) Baldock Road and the A507 is a good habitat. A Public Footpath carrying the Kingfisher Way passes through the eastern end of the site.

Proposal: Explore opportunities for managing the trees and wetland features as an informal nature area.

- E.15 The A507 underpass at Norton Road has the potential to be an attractive and valuable wildflower meadow area.

Proposal: Implement appropriate mowing regime to maximise suitability of the grass banks for wildflowers.

Install GW information board.

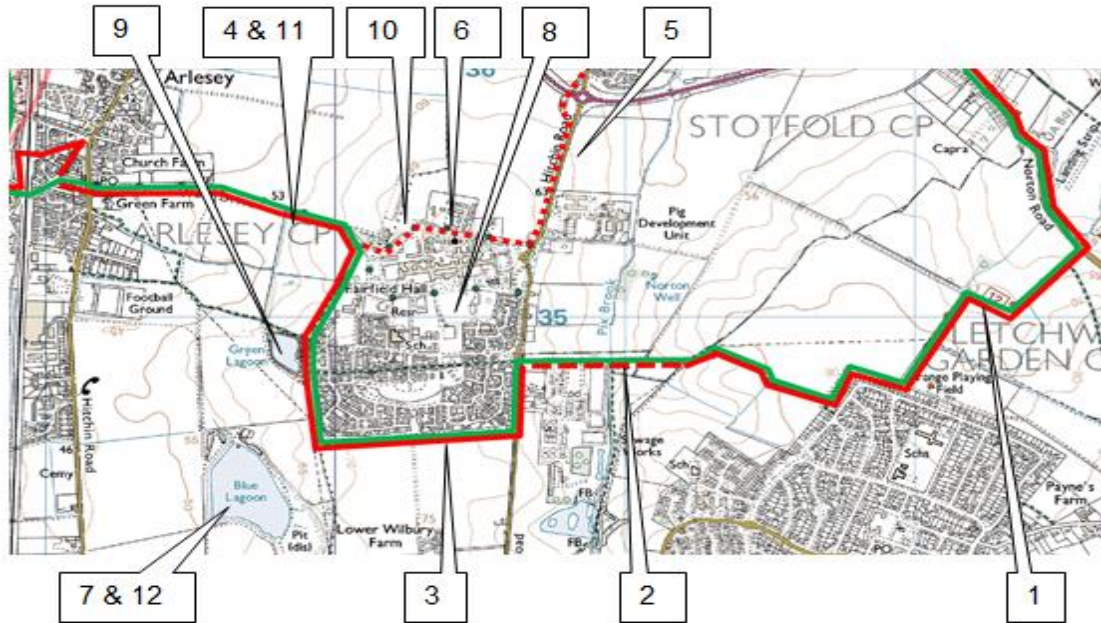
- E.16 Millennium Green is an area of public grassland between Rook Tree Lane and the River Ivel. It is popular with dog walkers and used for car parking for two events associated with Stotfold Mill in May and October. A small copse of native trees – Jubilee Wood - was planted behind St Mary's School in 2012.

Proposals: Improve access to site from Rook Tree Lane.

Improve path condition through appropriate drainage measures.

## 14 SOUTH (NORTON RD, STOTFOLD – HITCHIN RD, ARLESEY)

Fig. 7



© Crown Copyright and Database right, 2017  
 Ordnance Survey 100049029  
 Central Bedfordshire Council

S.1	Letchworth Heritage Greenway (LHG)	S.7	Proposed Blue Lagoon Access Routes
S.2	LHG – Stotfold Road (Fairfield)	S.8	Fairfield Orchards
S.3	Stotfold Rd (Fairfield) – West Drive	S.9	Green Lagoon
S.4	West Drive	S.10	Fairfield Cemetery
S.5	Hitchin Rd, Fairfield	S.11	West Drive Corridor
S.6	Fairfield ‘spoke’	S.12	Blue Lagoon

### 14.1 Primary Access Routes forming the Proposed EGW South

S.1 The eastern section of the proposed GW route shares the same surfaced paths of the multi-user Letchworth Heritage Greenway (LHG). As such, this section of the route already meets GW standards; and provides an opportunity for longer ‘figure of 8’ walks / rides.

Proposal: Use as GW route and erect GW signage at appropriate time.

S.2 A Public Footpath (partly Fairfield FP1), which crosses the Bedfordshire/ Hertfordshire border, links the LHG to the community of Fairfield at Stotfold Road. The path crosses the Pix Brook via a footbridge and then passes along a 3m wide corridor between two fence lines. A traffic island provides a safe crossing point on Stotfold Road.



Proposals: Explore opportunities for upgrading the status of the path to allow for riding as well as walking. If applicable, upgrade the bridge to cater for the change of use; and explore the scope of creating 'passing places'.

- S.3 Fairfield BW2 follows the south east, south and west boundaries of Fairfield; and already provides a walking and riding GW route around much of the settlement, linking Stotfold Road and West Drive. Significant surface enhancement works have been undertaken in recent years.

Proposal: Use as GW route and erect GW signage at appropriate time.

- S.4 West Drive is an existing multi-user route linking Fairfield and Arlesey, along the driveway to the historic Fairfield Hall / Hospital. Surface enhancement works and lighting installation have been undertaken in recent years.

Proposal: Use as GW route and erect GW signage at appropriate time.

Install GW information board at east end of West Drive.

#### 14.2 Secondary Access Routes forming the Proposed EGW South

- S.5 An existing roadside cycleway provides the southern part of a GW 'spoke' from Fairfield northwards to Stotfold and towards Etonbury Wood. However between Fairfield and the start of the A507 underpass (Hitchin Road) this cycleway is narrow and unpopular with users due to the close proximity of fast moving traffic. There is scope to create a new, parallel, multi-user route to the west of the adjacent hedgerow.

Proposal: Seek to create new multi-user route between Fairfield and the A507, to the west of Hitchin Road. See SS.1

- S.6 Eliot way, along the northern boundary of Fairfield acts as an existing 'spoke' for the GW, linking the main GW rim (S.3) to S.5. Linking these routes together has the effect of forming a mini GW around the settlement of Fairfield.

- S.7 A network of Permissive Footpaths around the Blue Lagoon has been proposed. The path network would provide additional walking options from the main GW rim (S.3) around an area of great landscape interest.

Proposal: Work with the landowner, tenants and CBC Rights of Way Officer to provide a network of permissive paths around the site, to increase public access opportunities and informal policing of the site.

#### 14.3 Other Features forming the Proposed EGW South

- S.8 Fairfield has 2 historic orchards associated with the time when Fairfield Hall was used as a hospital. Having been neglected for over 20 years, the orchards are now being managed for the benefit of people and wildlife by Fairfield Parish Council and the Friends of Fairfield Orchards. A programme of restorative pruning and replanting has commenced. Although slightly off

the main rim of the GW, the orchards are a significant green infrastructure asset of interest to users of the GW due to their landscape, wildlife, social and amenity value.

Proposal: Continue with programme of pruning and replanting and install information boards and benches (funding for these elements has already been secured).

S.9 The Green Lagoon is a small lake which like the larger, nearby Blue Lagoon, was created through the excavation of materials for the local brick industry. Clay was excavated from the quarry, or pit, which has become the Green Lagoon. A Public Footpath passes along the northern side of the Lagoon, which is privately owned and let to an angling club. It is the reflection of the trees and bushes from the surrounding steep banks which give the 'green' colour to the water.

Proposal: Work with the landowner and angling club to maximise the biodiversity and landscape value of the Lagoon and surrounding trees; exploring opportunities for opening up views to the water.

S.10 Fairfield Cemetery is an informally managed area of grassland on the north-west corner of Fairfield. A number of gravestones have been relocated to the southern boundary of the field, adjacent to a memorial to the patients and staff of the former hospital who were buried in the cemetery. It is believed that up to 3,000 bodies were laid to rest in the cemetery, largely in unmarked graves.

Proposal: Continue to manage the site as an informal open greenspace, for walking and reflecting. Manage the surrounding trees and bushes to prevent encroachment into the open grass areas.

S.11 West Drive Corridor (see S.4) carried the main access to Fairfield Park / Hospital. The surfaced access route is bordered by grass verges with a range of trees and shrubs.

Proposals: Undertake a range of biodiversity and landscaping enhancements, including tree management, shrub and bulb planting and the installation of bird and bat boxes.

Review ongoing maintenance regime and responsibilities for verges and road.

S.12 The Blue Lagoon is a privately owned lake used for angling and quiet water sports; the lake formed by the flooding of a chalk quarry, or pit. The site's natural beauty and views westwards over Bedfordshire have made it an attractive place to visit, despite there being no formal public rights of access. The site has a long history of unauthorised access and activities, although in recent years new management arrangements have reduced these problems.

Proposals: Work with the landowner and tenants to maximise the biodiversity and landscape value of the site.

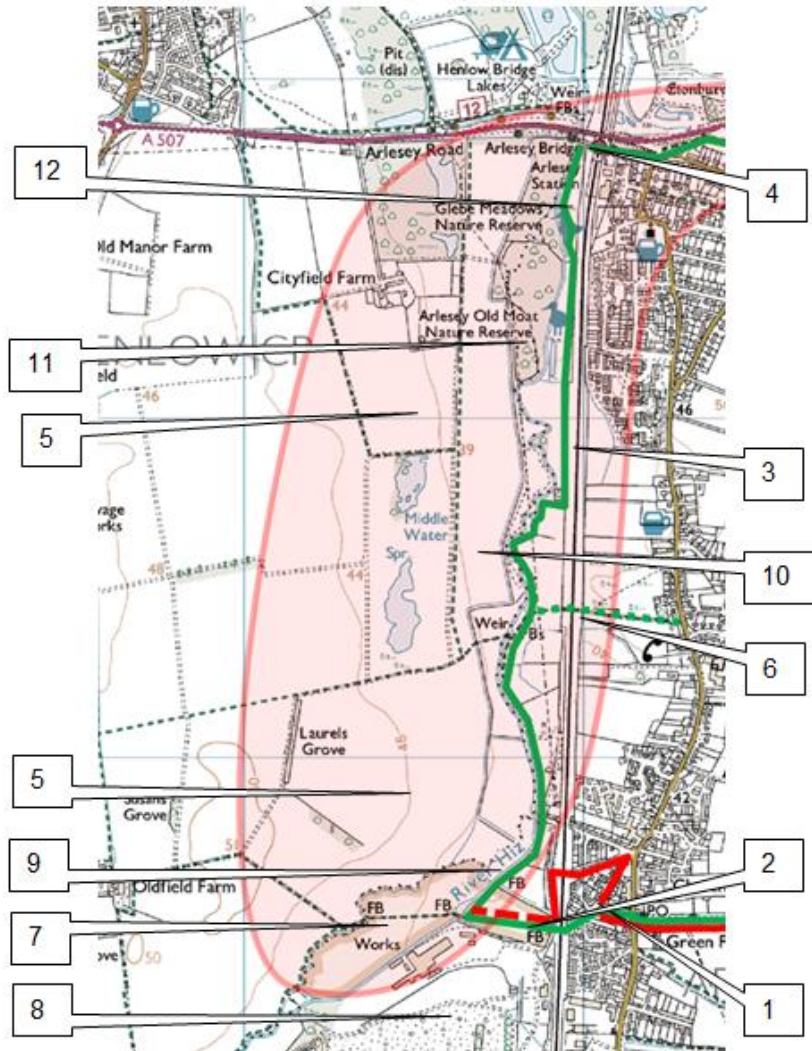


Work with the landowner, tenants and CBC Rights of Way Officer to provide a network of permissive paths around the site, to increase public access opportunities and informal policing of the site.

Maximise opportunities to secure the site as a Country Park.

## 15 WEST (HITCHIN RD, ARLESEY – ARLESEY STATION)

Fig.8



©Crown Copyright and Database right, 2017  
 Ordnance Survey 100049029  
 Central Bedfordshire Council

W.1	Hospital Rd, Station Rd, Mill Lane	W.7	Arlesey Common
W.2	Public Footpath 8 (Arlesey Common)	W.8	Arlesey Landfill Site
W.3	Hicca Way (FP2a and Permissive Paths)	W.9	River Hiz
W.4	A507 & Eastcoast mainline bridges	W.10	Mill Pits Meadows
W.5	Area of search for new bridleway (west of River Hiz)	W.11	Arlesey Old Moat Nature Reserve
W.6	Eastcoast Mainline Footbridge (FP2/3)	W.12	Glebe Meadows Nature Reserve



## 15.1 Primary Access Routes forming the Proposed EGW West

- W.1 There are no off-road options for travelling from the east side of Arlesey to the west. However, by crossing Arlesey's High Street from West Drive into Hospital Rd, options for both walkers and riders exist to link to Arlesey Common. Walkers can utilise the footbridge over the Eastcoast Mainline; riders can use Station Road and Mill Lane.

Proposals: Explore with CBC Highways safety and signage issues of using the West Drive / High Street / Hospital Road junction.

Explore the potential for installing 'wheel gulleys' alongside the steps of the Eastcoast mainline footbridge, to provide an option for cyclists to push bikes over the bridge.

- W.2 Public Footpath 8 crosses Arlesey Common on an unsurfaced, cross-field grass path. At the River Hiz, in the centre of the Common, Public Footpath 8 links with Public Footpath 2a, which leads northwards along the eastern bank of the river. Footpaths 8 and 2a provide an existing walking route which can be utilised for the Green Wheel.

Proposal: Promote as Walker's route, and erect GW signage at appropriate time, until full GW route (W.5) has been created.

- W.3 The Hicca Way is a walk along the length of the River Hiz. To the west of Arlesey, the walk utilises Public Footpath 2a and Permissive Paths through both privately owned land and nature reserves. The existing Public Footpath status, the nature of the Permissive Path Agreements and the environmental sensitivities of the sites through which they pass mean that this route is unsuitable to be upgraded (and surfaced) as the rider's option. The existing walking route can be utilised for the Green Wheel.

Proposal: Promote as Walker's route, and erect GW signage at appropriate time, until full GW route (W.5) has been created.

- W.4 The Green Wheel has 2 options for returning to the eastern side of the Eastcoast Mainline at the northern end of Arlesey. The footbridge at Arlesey Station can allow access for walkers; and the pavement/ cycleway alongside the A507 flyover can be used by both cyclists and walkers.

Proposal: Promote bridges as GW options, and erect GW signage at appropriate time.

- W.5 To provide a full GW route, accessible by both pedestrians and riders, a new route will need to be created within the 'area of search', to the west of the River Hiz.

Proposal: Explore opportunities with local landowners to create a new GW multi-user route to link Arlesey Common and Arlesey Station.

## 15.2 Secondary Access Routes forming the Proposed EGW West

- W.6 A relatively new footbridge over the Eastcoast Mainline Footbridge carries Public Footpath 3 (linking with Public Footpath 2). This bridge creates a safe link for walkers to the Hicca Way and the proposed Green Wheel walker's route.

Proposal: Promote the use of this footpath / footbridge as a Green Wheel 'spoke' for walkers. Investigate provision of cycle channels or ramps should cycle access become possible west of the ECML in the future.

## 15.3 Other Features forming the Proposed EGW West

- W.7 Arlesey Common is a privately-owned area of Common Land, grazed by livestock. The Common is bordered by hedges and some small copses; some of which were planted as part of a Countryside Stewardship Scheme 15-20 years ago. The River Hiz flows through the Common.

Proposal: Subject to alignment of 'full' GW route, install EGW information board.

- W.8 The Arlesey Landfill Site is on the former site of the London Brick Company. When brick production ceased, the site became a landfill site. The landfill site is now closed, having been capped and planted; the site is now in the process of being restored as a landscape feature.

Proposal: Work with landowner and CBC Minerals & Waste Planning Department to maximise the public access and biodiversity benefits that final restoration of the site can bring; including the provision of a footbridge over the River Hiz to link the site to Arlesey Common.

- W.9 The River Hiz is a tributary of the River Ivel, rising near Charlton to the south of Hitchin. It is an attractive watercourse of significant landscape and wildlife value, although does have a number of problems associated with it, including poor water quality and invasive non-native species. The River Hiz is a County Wildlife Site.

Proposal: Work with landowners and members of the Upper & Bedford Ouse Catchment Partnership to enhance the watercourse for both people and wildlife.

- W.10 The privately owned Mill Pits Meadows are a large area of wet grassland between the River Hiz and Eastcoast mainline. The area is named after a water mill which was located on the River Hiz. Managed by grazing livestock and with some historic pollarded willows, the site is important for wildlife and a part of it (known as Arlesey Meadows) has County Wildlife Site status.

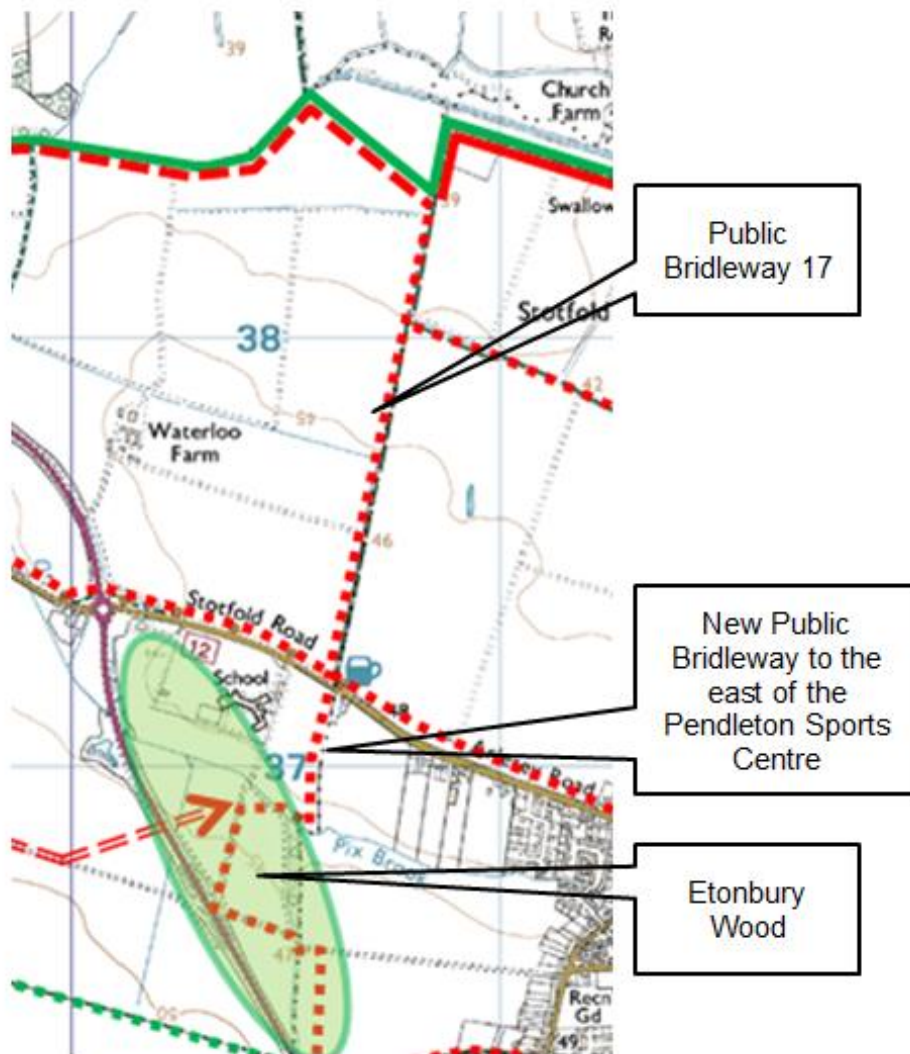


W.11&12 Arlesey Old Moat Nature Reserve & Glebe Meadows Nature Reserve. Once associated with the ancient Manor of Arlesey Bury, the moat is the main attraction for visitors to these two adjacent nature reserves; which also feature areas of woodland and grazed meadowland. The eastern bank of the River Hiz at Glebe Meadows features one of Bedfordshire's most impressive lines of ancient pollarded willows. The Old Moat is owned by the Wildlife Trust who also manage the Glebe Meadows in partnership with Arlesey Town Council and ACORN.

Proposals: Work with the landowner and management partners to maximise the biodiversity and visitor value of the site. Works to include bench and dipping platform refurbishment and appropriate planting.

Explore opportunities for installing a GW information board.

## 16 NORTHERN SPOKE



©Crown Copyright and Database right, 2017  
 Ordnance Survey 100049029  
 Central Bedfordshire Council

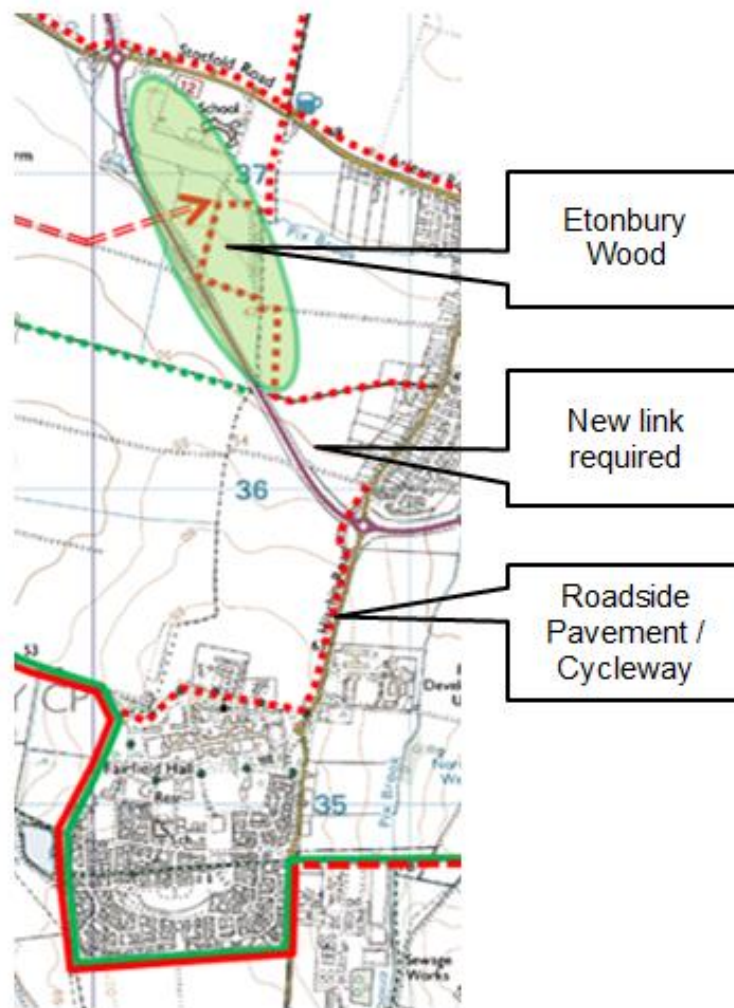
NS.1 A central north-south 'spoke' of the Green Wheel links the northern rim to the 'hub' of the wheel at Etonbury Wood. The spoke is comprised of Bridleway 17 (linking the River Ivel to Arlesey Road) and a new bridleway that was created in 2016 to the east of Etonbury School and the Pendleton Sports Centre. This route is currently available for both walkers and riders.

Proposals: Use as GW spoke / linking route and identify on GW maps at appropriate time.

Improve the surfacing of Public Bridleway 17 to make route easier and more enjoyable for cyclists.



## 17 SOUTHERN SPOKE



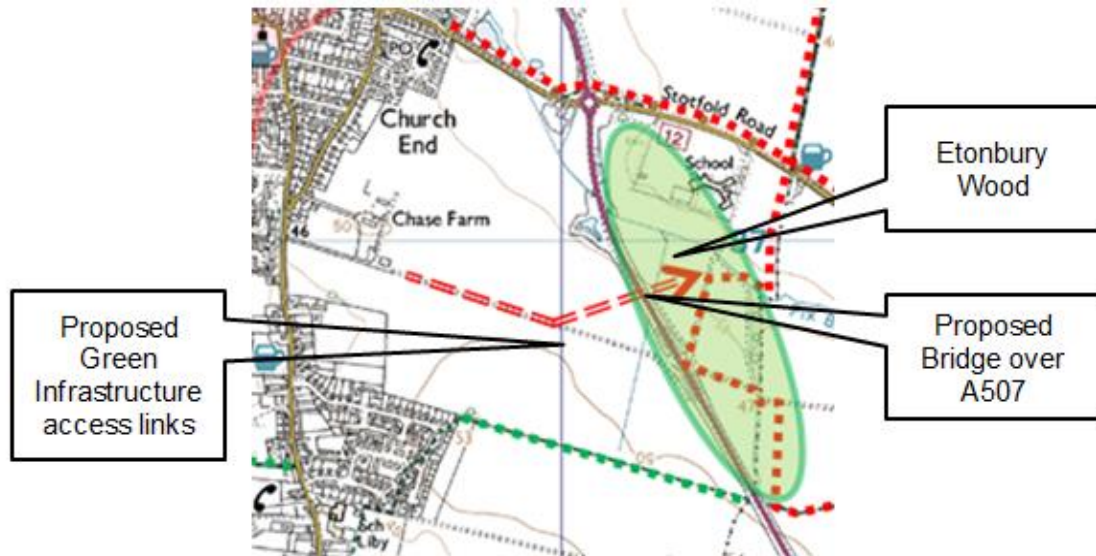
©Crown Copyright and Database right, 2017  
 Ordnance Survey 100049029  
 Central Bedfordshire Council

SS.1 A central south-north 'spoke' of the Green Wheel links the northern rim to the 'hub' of the wheel at Etonbury Wood, we will seek a new multi-user route parallel to Hitchin Rd between Fairfield and the A507 and a new bridleway northwards into Etonbury Wood. This spoke already exists for walkers and riders to the south of the A507, although the current roadside pavement / cycleway is narrow and unpopular among users. North of the A507 a new link is required; although Etonbury Wood can be accessed via Public Bridleway 12 if the carriageway / pavement of Hitchin Road are used for 400m north of the A507 underpass.

Proposals: Create new off-road multi-user route to west of Hitchin Road, between Fairfield and the A507 underpass.

Explore with landowners options for a new multi-user route to link the A507 underpass and Etonbury Wood.

## 18 WESTERN SPOKE



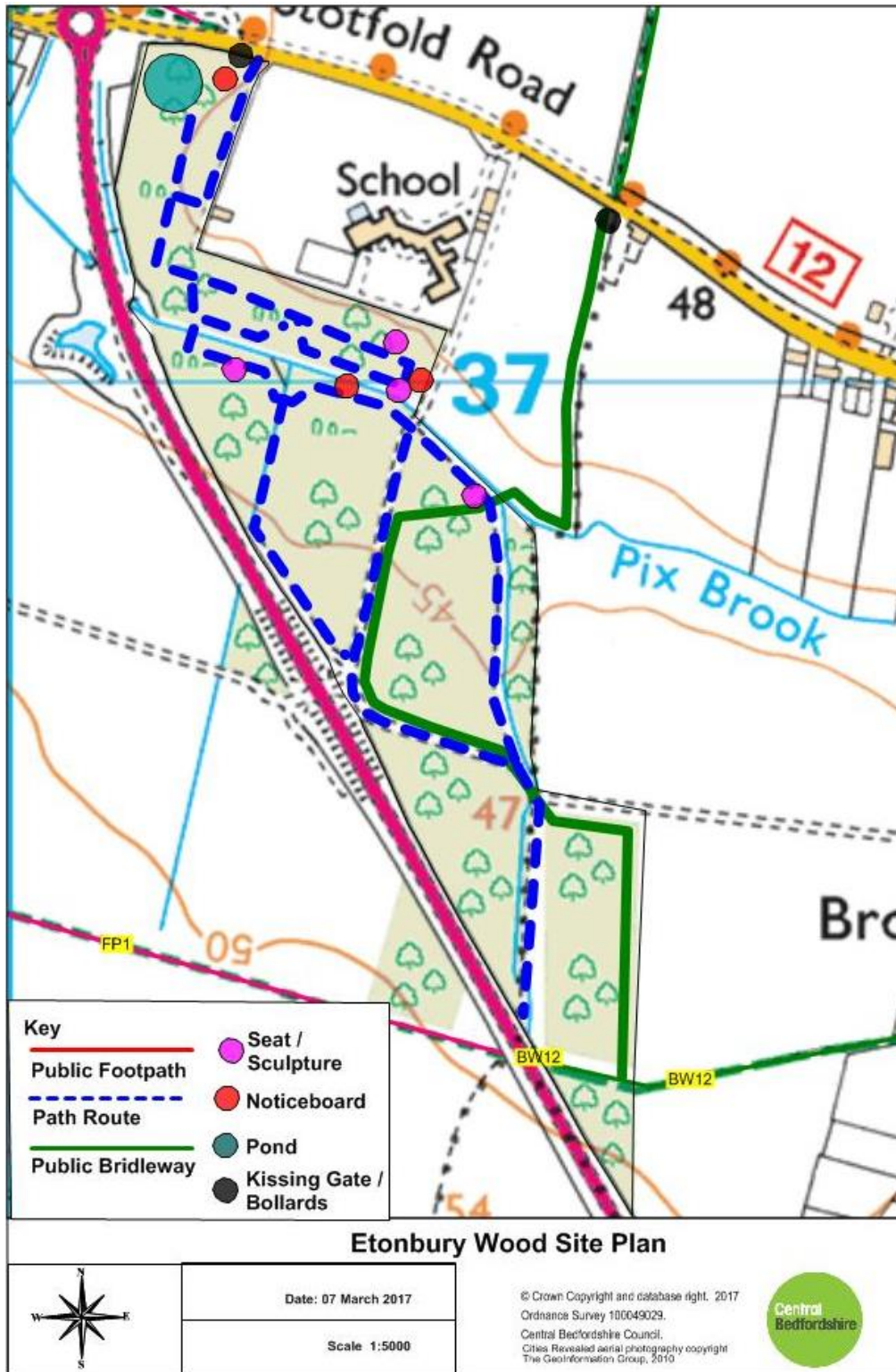
©Crown Copyright and Database right, 2017  
Ordnance Survey 100049029  
Central Bedfordshire Council

WS.1 A major housing development ('Arlesey East') is planned for the land between the northern end of Arlesey and the A507. Significant green infrastructure assets, including enhanced access routes are proposed within the consultation masterplan, linking Arlesey to Etonbury Wood via a pedestrian and Cycle Bridge over the A507.

Proposal: Work with CBC Planners and the promoters / developers of Arlesey East, to ensure the bridge is provided and its design and location achieves maximum local benefit.



19 GREEN WHEEL HUB – ETONBURY WOOD



H.1 Etonbury Wood is owned and managed by CBC and is one of the area's most significant landscape, biodiversity, and accessible green space assets. Having a network of internal access routes (including new bridges) and external access links, Etonbury Wood acts as the focal point, or 'hub', of the Etonbury Green Wheel. The Pix Brook flows through the site and a new Bedfordshire Reference Orchard has had its first trees planted (Dec 2016) adjacent to the wood and brook. Dedicated parking for visitors to Etonbury Wood is provided at the Pendleton Sports Centre.

Proposals: Formalise main north-south route through the site as a Public Bridleway; and enhance surface where appropriate.

Work with CBC to further enhance landscape and biodiversity value of the wood; through appropriate habitat creation and management.

Work with CBC and Etonbury School to further develop the Bedfordshire Reference Orchard.

Install an EGW Hub information board



## 20 ACTION PLAN

### Funding Statement

Many of the deliverables within the action plan require additional resourcing, in terms of staff time or funding, beyond the resources allocated through the core revenue budgets.

Additional resourcing will come from a range of sources:

- Other internal sources such as the CBC Capital Programme.
- The EGW constituent Town & Parish Councils
- External funding sources
- By off-setting costs through other means (e.g. the increased use of volunteers to reduce management costs or the introduction of additional internal and external chargeable services).
- Community Infrastructure Levy, S106 Agreements and CBC's Planning Obligations Strategy. Local built developments will produce opportunities to fund and / or deliver Green Wheel components.

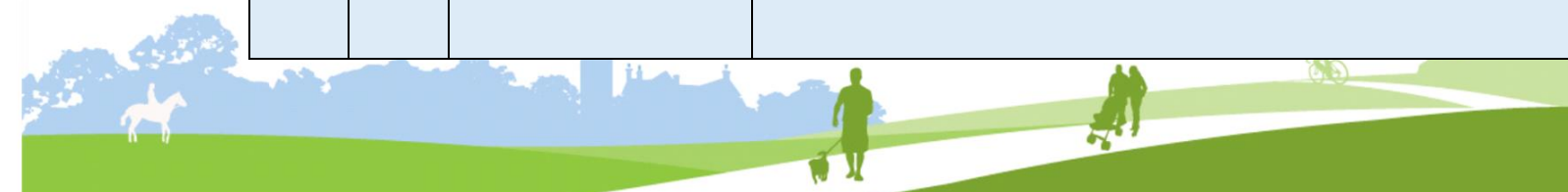
It should be noted that responsibility for the maintenance of Green Wheel assets, both existing and to be created as per the Action Plan above, will be shared between Central Bedfordshire Council, landowners and other partners.

The actions in the Action Plan below have been taken from the proposals within this Masterplan. The action plan is a live document and will be periodically updated to show progress - and highlight any issues – facing the delivery of the EGW.

## Etonbury Green Wheel - Action Plan

Action Plan Timescales	Short	Medium	Long Term
	2018 - 2019	2020 - 2022	2023+
Action Plan Resource Levels	Level 1 - £	Projects can be delivered within existing resources; including staff time & budgets held / grants secured	
	Level 2 - ££	Projects requiring small levels of increased resourcing (staff time, finances, increased partner inputs)	
	Level 3 - £££	Projects which can only be delivered through securing significant new resources	

1. Legal Issues & Associated Physical Works							
No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
1.1	N.5	Arlesey FP4a	Upgrade status and surface of Arlesey FP4a to enable cycle use. Some hedge trimming and minor tree pruning will be required, especially at the southern end of the path, to provide sufficient width for the path	£££	Medium		<i>CBC RoW</i>
1.2	N.19	Pix Brook, Arlesey	Explore potential for such a route when current agricultural regime is reviewed	£££	Long		<i>BRCC</i>
1.3	E.1 & N9	Astwick Road and Taylor's Road	Explore opportunities with local landowners to create a new GW multi-user route to link Astwick Road and Taylor's Road	£££	Short		<i>CBC RoW</i>
1.4	E.2	Taylor's Road	Explore opportunities for traffic speed reduction	TBC	Short		<i>CBC Highways</i>
1.5	E.6	Stotfold FP14, FP28 and FP5	A) Upgrade FP14, FP28 and FP5 to Public Bridleway and install safety signage on the ends of Mill Lane; or, B) Upgrade the northern 300-400m of FP14, and explore area of search to the east (E.7) to provide a safer link to Mill Lane northeast of the bends	£££	Medium		<i>CBC RoW &amp; Highways</i>
1.6	E.7	River Ivel and Mill Lane	Explore opportunities with local landowners to create a new GW multi-user route within the 'area of search' in the vicinity of the River Ivel & Mill Lane	TBC	Short - Medium		<i>BRCC &amp; CBC RoW</i>
1.7	E.9	Stotfold Mill Nature Reserve	Explore opportunities with local landowners to create a new GW multi-user route within the 'area of search' east of Stotfold Mill Nature Reserve	TBC	Short - Medium		<i>BRCC &amp; CBC RoW</i>
1.8	S.2	Fairfield FP1 / Herts FP to Stotfold Rd	Explore opportunities for upgrading the status of the path to allow for riding as well as walking. If applicable, upgrade the bridge to cater for the change of use; and explore the scope of creating 'passing places'	££	Short - Medium		<i>BRCC, CBC RoW &amp; Herts RoW</i>



No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
1.9	S.7 & S.12	Blue Lagoon	Work with the landowner, tenants and CBC Rights of Way Officer to provide a network of permissive paths around the site, to increase public access opportunities and informal policing of the site. Maximise opportunities to secure the site as a Country Park	£ (Developer to create / fund)	Short		All main stakeholders & CBC Planning
1.10	W.5	Area west of River Hiz	Explore opportunities with local landowners to create a new GW multi-user route to link Arlesey Common and Arlesey Station	£££	Short - Medium		CBC RoW
1.11	SS.1	West of Hitchin Rd / south of A507	Create new off-road multi-user route to west of Hitchin Road, between Fairfield and the A507 underpass	TBC	Medium		CBC RoW & Estates
1.12	SS.1	Northwest of A507/ Hitchin Rd underpass	Explore with landowners options for a new multi-user route to link the A507 underpass and Etonbury Wood	£££	Short - Medium		BRCC & CBC RoW
1.13	WS.1	Arlesey East' development / A507	Work with CBC Planners and the promoters / developers of Arlesey East, to ensure the bridge is provided and its design and location achieves maximum local benefit	£	Short		CBC Sites & Planning
1.14	H.1	Etonbury Wood	Formalise main north-south route through the site as a Public Bridleway; and enhance surface where appropriate	£	Short		CBC Sites & RoW

2. Access Improvements (not requiring legal consents)							
No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
2.1	N.1	A507 / Arlesey Station	Replace existing incorrect signage and ensure vegetation alongside ramp is well managed to ensure full width is usable	£	Short		CBC Highways
2.2	N.2	A507 (north of Arlesey)	Install appropriate EGW and NCN signage	£	Short		BRCC & CBC RoW
2.3	N.3	A507 (north of Arlesey)	Extend cycleway along northern verge/ embankment of the A507	£££	Short-Medium		CBC Highways & Row
2.4	N.4	Arlesey FP11	Promote as Walker's route, until full GW route (incl N.1 – N.3 above) has been created. Assess signage at crossing of A507 and enhance, for pedestrians and drivers, as appropriate	£	Short		BRCC & CBC RoW
2.5	N.6	Arlesey BW9	Create surfaced route suitable for pedestrians and riders; either on the existing alignment of BW9, or on a new / realigned route to the north	£££	Short - Medium		BRCC & CBC RoW
2.6	N.7	Stotfold BW17	Maintain route to appropriate standard; and install GW signage at junction with Astwick Road	£	Short		BRCC & CBC RoW
2.7	N.8	Stotfold FP1 & FP3	Promote as Walker's route, until full GW route (incl N.1 – N.3 above) has been created	£	Short		BRCC & CBC RoW
2.8	N.11 & NS.1	Stotfold BW17	Enhance the surface of this bridleway to make more suitable for all users	££	Short		BRCC & CBC RoW
2.9	N.12	Stotfold BW18	Enhance the surface of this bridleway to make more suitable for all users	££	Medium		BRCC & CBC RoW

No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
2.10	E.2	Taylor's Road	Use route as GW link until an alternative off-road option (E.1) can be created	£	Short		BRCC & CBC RoW
2.11	E.3	Aspen Gardens and Stotfold FP7	Use route as GW link until an alternative off-road option (E.1) can be created	£	Short		BRCC & CBC RoW
2.12	E.4	Silverbirch Avenue and Stotfold FP15	Use route as GW link until an alternative off-road option (E.1) can be created	£	Short		BRCC & CBC RoW
2.13	E.5	Riverside Recreation Ground	Use route as GW link until an alternative off-road option (E.1) can be created to the north; at which time create a new riverside multi-user route	£	Short		BRCC & CBC RoW
2.14	E.8	Stotfold FP5	Promote as Walker's route, until full GW route (incl E.9 below) has been created	£	Short		BRCC & CBC RoW
2.15	E.10	Old Baldock Road	Install appropriate GW signage	£	Short		BRCC & CBC RoW
2.16	E.11	Norton Road / NCN Route 12	Explore opportunities to maximise the width of the roadside cycleway; ensuring the hedge is well maintained	£	Short		CBC Highways & Herts Highways
2.17	E.16	Millennium Green	Improve access to site from Rook Tree Lane	TBC	TBC		Stotfold TC
2.18	E.16	Millennium Green	Improve path condition through appropriate drainage measures.	££	Short		CBC RoW
2.19	S.1	Letchworth Heritage Greenway	Use as GW route and erect GW signage at appropriate time	£	Short		BRCC & LGCHF
2.20	S.3	Fairfield BW2	Use as GW route and erect GW signage at appropriate time	£	Short		BRCC & CBC RoW
2.23	S.4	West Drive	Use as GW route and erect GW signage at appropriate time.	£	Short		BRCC & CBC RoW
2.24	S.11	West Drive	Review ongoing maintenance regime and responsibilities for verges and road	£	Short		CBC Highways
2.25	W.1	High Street, Arlesey	Explore with CBC Highways safety and signage issues of using the West Drive / High Street / Hospital Road junction	£	Short		CBC Highways
2.26	W.1	Hospital Road, railway footbridge	Explore the potential for installing 'wheel gulleys' alongside the steps of the Eastcoast mainline footbridge, to provide an option for cyclists to push bikes over the bridge	TBC	Medium-Long		TBC
2.27	W.2	Arlesey FP8 & FP2a	Promote as Walker's route, and erect GW signage at appropriate time, until full GW route (W.5) has been created	£	Short		BRCC & CBC RoW
2.28	W.3	Hicca Way permissive path	Promote as Walker's route, and erect GW signage at appropriate time, until full GW route (W.5) has been created	£	Short		BRCC & CBC RoW
2.29	W.4	Arlesey Station / A507	Promote bridges as GW options, and erect GW signage at appropriate time	£	Short		BRCC & CBC RoW
2.30	W.6	Arlesey FP3	Promote the use of this footpath / footbridge as a Green Wheel 'spoke' for walkers. Investigate provision of cycle channels or ramps should cycle access become possible west of the ECML in the future.	£	Short		CBC



2.31	W.8	Arlesey Landfill Site	Work with landowner and CBC Minerals & Waste Planning Department to maximise the public access benefits that final restoration of the site can bring; including the provision of a footbridge over the River Hiz to link the site to Arlesey Common	£	Short-Medium		CBC
------	-----	-----------------------	---	---	--------------	--	-----

### 3. Identity & Promotion

No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
3.1	N.17	Astwick Community Green Space	Install EGW information board	£	Short		BRCC
3.2	N.20	Pendleton Way / A507 underpass	Install EGW information board	££	Medium		BRCC
3.3	E.15	Norton Road / A507 underpass	Install EGW information board	££	Medium		BRCC
3.4	S.4	East end of West Drive	Install EGW information board	££	Medium		BRCC
3.5	W.7	Arlesey Common	Subject to alignment of 'full' GW route, install EGW information board	££	Medium		BRCC
3.6	W.11 & W.12	Arlesey Old Moat and Glebe Meadows Nature Reserves	Explore opportunities for installing a GW information board	££	Medium		BRCC
3.7	H.1	Etonbury Wood	Install EGW Hub information board	£	Short		BRCC/ CBC Sites

### 4. Landscape Improvements

No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
4.1	N.13	Pix Brook	Work with landowners and members of the Upper & Bedford Ouse Catchment Partnership to enhance the watercourse for both people and wildlife	££ - £££	Short - Medium		BRCC & CBC Sites
4.2	N.14	Hermitage Pond	Work with landowner to manage pond to maximise wildlife and landscape value	£	Short		BRCC
4.3	N.15	Mary's Meadow	Linked with N.13, work with landowner to manage site to maximise wildlife and landscape value	£	Short		BRCC
4.4	N.16	River Ivel	Work with landowners and members of the Upper & Bedford Ouse Catchment Partnership to enhance the watercourse for both people and wildlife	TBC	TBC		BRCC
4.5	N.17	Astwick Community Green Space	The site will be further enhanced through appropriate tree and shrub planting, to create a varied and attractive habitat / landscape feature	£	Short		Astwick Parish Meeting / BRCC
4.6	N.20	Pendleton Way / A507 underpass	Implement appropriate mowing regime to maximise suitability of the grass banks for wildflowers	£	Short		Arlesey TC

No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
4.7	E.12	Centenary Wood	Continue to manage for the benefit of people and wildlife, including the re-pollarding of a large willow tree and the installation of a riverside bench.	£	Short		<i>Teasel / Stotfold TC</i>
4.8	E.13	Stotfold Mill Nature Reserve	Continue to manage for the benefit of people and wildlife	£	Short		<i>SMPT/ Teasel</i>
4.9	E.14	Old Baldock Road and A507	Explore opportunities for managing the trees and wetland features as an informal nature area	£	Short		<i>TBC</i>
4.10	E.15	Norton Road / A507 underpass	Implement appropriate mowing regime to maximise suitability of the grass banks for wildflowers	£	Short		<i>Stotfold TC</i>
4.11	S.8	Fairfield Orchards	Continue with programme of pruning and replanting and install information boards and benches	£	Short		<i>FoFO, Fairfield Parish Council &amp; BRCC</i>
4.12	S.9	Green Lagoon	Work with the landowner and angling club to maximise the biodiversity and landscape value of the Lagoon and surrounding trees; exploring opportunities for opening up views to the water	TBC	Short-Medium		<i>BRCC</i>
4.13	S.10	Fairfield Cemetery	Continue to manage the site as an informal open greenspace, for walking and reflecting. Manage the surrounding trees and bushes to prevent encroachment into the open grass areas	£	Short		<i>Fairfield Park Residents Association</i>
4.14	S.11	West Drive	Undertake a range of biodiversity and landscaping enhancements, including tree management, shrub and bulb planting and the installation of bird and bat boxes	£	Short		<i>BRCC &amp; CBC Highways</i>
4.15	S.12	Blue Lagoon	Work with the landowner and tenants to maximise the biodiversity and landscape value of the site	TBC	Short-Medium		<i>BRCC</i>
4.16	W.8	Arlesey Landfill Site	Work with landowner and CBC Minerals & Waste Planning Department to maximise the biodiversity benefits that final restoration of the site can bring	£	Short-Medium		<i>CBC</i>
4.17	W.9	River Hiz	Work with landowners and members of the Upper & Bedford Ouse Catchment Partnership to enhance the watercourse for both people and wildlife	££ - £££	Short - Medium		<i>BRCC &amp; CBC Sites</i>
4.18	W.11 & W.12	Arlesey Old Moat & Glebe Meadows Nature Reserve	Work with the landowner and management partners to maximise the biodiversity and visitor value of the site. Works to include bench and dipping platform refurbishment and appropriate planting	£ - ££	Short - Medium		<i>Acorn, Wildlife Trust &amp; BRCC</i>
4.19	H.1	Etonbury Wood	Work with CBC to further enhance landscape and biodiversity value of the wood; through appropriate habitat creation and management	£ - ££	Short - Medium		<i>CBC Sites &amp; BRCC</i>
4.20	H.1	Etonbury Wood	Work with CBC and Etonbury School to further develop the Bedfordshire Reference Orchard	£	Short - Medium		<i>Etonbury Academy, BRCC, CBC</i>



## 21 STATEMENT OF CONSULTATION

The draft Etonbury Green Wheel (EGW) Masterplan was subject to public consultation from 26<sup>th</sup> June to 7<sup>th</sup> August, 2017.

The consultation comprised of an EGW display, with accompanying documents and questionnaires, touring the 3 main settlements of the EGW through this period. Drop-in sessions with CBC and BRCC staff able to answer any EGW questions were held in each venue: Arlesey Community Resource Centre, Fairfield Community Hall and the Greenacre Centre, Stotfold. The consultation was promoted through a wide range of media and communications.

The consultation web pages were visited 366 times through the 6 week period.

40 local residents completed consultation questionnaires. Of these, 36 (90%) strongly agreed with the long term vision of the EGW, 3 (7.5%) agreed and 1 (2.5%) strongly disagreed. This resulted in a net agreement of 97.5% to the long term vision for the EGW. No reason was given for disagreeing with the vision.

More consultation on the individual sections of the EGW showed a net agreement level of between 92.5% and 97.5%.

No major issues were identified in the consultation responses, but common themes can be summarised as:

- Support for the proposed GW in the context of providing and safeguarding routes, spaces and wildlife in an area of significant development
- Support for the proposals which will provide increased safety of routes to schools and Arlesey Station
- The need to minimise the amount of GW route needing to be on-road
- The need to provide a new off-road spoke, northwards from Fairfield
- The need for the GW routes to be well maintained.

An additional response to the consultation was received from Bidwells, on behalf of Axiom Developments.

The responses to the questionnaire have been considered in detail, and where appropriate this masterplan has been amended.

## APPENDICES

### Appendix 1 National and Local Guidelines for Access Route Standards

[Sustrans Shared Routes](#)

[Sustrans Technical Guidelines](#)

[DoT/Cycle England Design Guidance](#)

Promoting Countryside Access for Disabled People:  
[http://www.fieldfare.org.uk/?page\\_id=21](http://www.fieldfare.org.uk/?page_id=21)



## Appendix 2 Ivel Valley Framework Vision (2012)

### ZONE 15 – STOTFOLD – ARLESEY ETONBURY LINK

#### Zone description: overview

The 'Stotfold – Arlesey Etonbury Link' covers an area measuring approximately 2km x 1.5km between the urban edges of Stotfold and Arlesey. The area is focussed on the existing GI feature of Etonbury Wood, and also includes Arlesey Recreation Ground, Arlesey Allotments, Pix Brook Nature Reserve and a section of the Great North Cycleway.

Etonbury Wood is a native mixed species woodland planted in the 1990s under an agro-forestry scheme. Permissive public access routes have previously been permitted through the site. However the Permissive path agreement time period has lapsed and the tenant is currently not agreeable to continued public access.

The flood pond associated with the Pix Brook Nature Reserve beside The Hermitage, now has little flood control value to IDB. Its main value is for wildlife and has potential to become a good local amenity. The ownership and management responsibilities of the site are unknown to the IDB / BRCC as it is uncertain as to whether the developer has transferred the site to CBC or not.

#### Accessibility and Connectivity

The Great North Cycleway, passing across the northern edge of this zone, provides good connectivity between Stotfold, the northern tip of Arlesey and on to Henlow. The only other significant public access route within this zone at present is the east-west Arlesey FP1 / Stotfold FP12. However, this route is severed by the A507, reducing enjoyment and use. Etonbury Wood has a network of informal paths, none of which are surfaced.

The Great North Cycleway utilises a surfaced roadside path and a subway beneath the A507 roundabout; and as such is easily accessible. Arlesey FP1 is an earth path which although firm and has no real gradients, is rather uneven. Stotfold FP12 follows a farm track and is again firm, but uneven.

#### SWOT analysis

Strengths	Weaknesses
<p>Etonbury Wood - A semi-mature GI asset already valued by local residents.            Good connectivity with Stotfold-Arlesey section of NCN R12; and proximity to Kingfisher Way and Eastcoast Mainline station.            The Pix Brook provides an attractive and wildlife rich focus for visitors.</p>	<p>Area split by busy A507 with no assistance for pedestrian/ cycle crossing.            Lack of accessible/ safe parking.            Lack of interpretation of GI assets.</p>

Opportunities	Threats
<p>Proposed addition of 1,000 new homes could provide significant landscaping and Planning Obligation contributions.                      Much of land in LA ownership.                      Extend Etonbury Wood to east and to the south western side of the A507.                      A safe crossing of the A507 is identified in both the Arlesey &amp; Stotfold GI Plans; linking with Mid Beds GI Plan aspiration of an off-road cycle route linking Arlesey &amp; Stotfold.</p>	<p>Uncertain management / landowner aspirations of Etonbury Wood.                      Proposed addition of 1,000 new homes could exacerbate pressure on limited GI assets</p>

**Links to strategic priorities (incl planning)**

CBC’s LDF has allocated an area to the east of Arlesey’s Church End for major housing development. With further housing identified to the west of central Arlesey (giving a combined total of 1,000 new homes), GI provision in this area will see greatly increased user numbers and associated pressures.  
 A possible new roundabout on the A507 within this zone has the potential to incorporate a safer crossing point.

**Public, 3<sup>rd</sup> Sector and Commercial stakeholders – existing, new & potential**

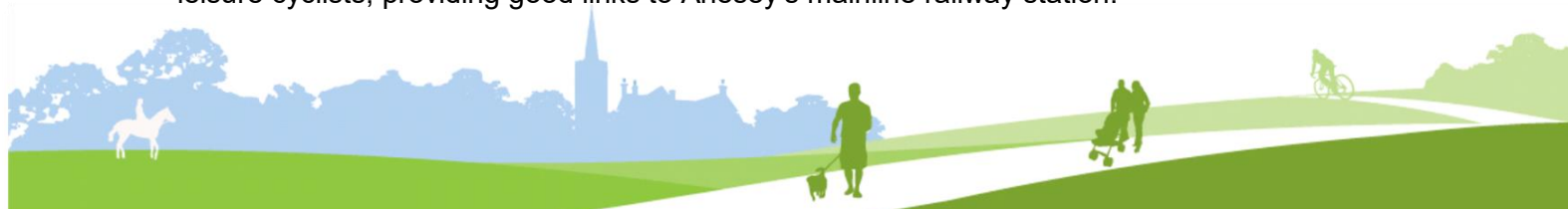
Landowners/ managers of existing and potential GI assets:  
 Central Bedfordshire Council  
 Private landowners and tenant farmers

Public and 3<sup>rd</sup> Sector Stakeholders  
 Stotfold Town Council  
 Arlesey Town Council  
 Fairfield Parish Council  
 Central Bedfordshire Council  
 ACORN  
 BRCC

Commercial Stakeholders:  
 Developers

**Current usage and reasons for non-usage**

The 2 main existing GI assets in this area are Etonbury Wood and the Great North Cycleway.  
 This section of the Great North Cycleway is well used by school pupils, commuters and leisure cyclists; providing good links to Arlesey’s mainline railway station.



Etonbury Wood is currently under-used, primarily visited only by dog walkers and a few local residents. A major reason for the low levels of usage is the lack of publicity/ promotion of the site, poor pedestrian links to the west; and limited and informal car parking off the A507. The Arlesey Recreation Ground is well used, particularly by younger users; but would have greater levels of use if some of the aspirations identified in the Arlesey GI Plan were implemented.

### **Other GI Themes – existing and improvement**

#### Historic Environment:

The most significant heritage feature in this area is just outside the north western edge of the zone at Etonbury. A medieval manorial moated homestead on the eastern bank of the River Ivel is now part of a private residence. Evidence of human activity throughout history, through Neolithic, Iron Age, Roman and Medieval periods indicates the importance of this area. There is a 1556 reference to Etonbury Manor having its own church, St Andrews Chapel and also to there being a Vyne Fylde – a 13 acre field which had, in times of a warmer climate, been a vineyard.

#### Biodiversity:

The main features of biodiversity interest within this zone are Pix Brook and Etonbury Wood. The Pix Brook is a tributary of the River Ivel, rising in Hitchin and flowing through Letchworth it provides a narrow but valuable wildlife corridor.

Etonbury Wood is a native mixed species woodland planted in the 1990s under an agro-forestry scheme. Public access routes have been permitted through the site, although the current and future status of access is uncertain and subject to discussions between landowner and tenant.

Adjacent to The Hermitage to north of Stotfold Road in Arlesey is a small area of land known locally as 'Pix Brook Nature Reserve'. Created around a balancing pond when The Hermitage housing estate was built, this small area has potential for both public amenity and wildlife value. The site is still owned by the housing developer and is not currently managed.

#### Landscape:

Like much of the Ivel Valley, the landscape in this area is flat and open. Dominant features are the urban fringes of Arlesey and Stotfold and the A507. Future GI provision has the scope to improve the landscape of the urban fringes both for residents and users of the GI assets, and for those passing through the area on the A507.

Lying between the Ivel and Hiz rivers, the Pix Brook corridor has the potential to meet a recommendation of the area's Landscape Character Assessment:

'Strengthen the connections of the villages with the rivers Ivel and Hiz and its floodplain through for instance tree planting or wetland habitat creation that would enhance access links'.

## GI Project Proposals

The GI aspirations listed below have been taken from the GI Aspirations Mastersheet in Appendix 3i. These aspirations are identified in Fig 7: Zone 15 - Stotfold – Arlesey Etonbury Link on page 55 (aspiration numbers correspond to map).

### *Aspirations from Mid-Beds GI Plan*

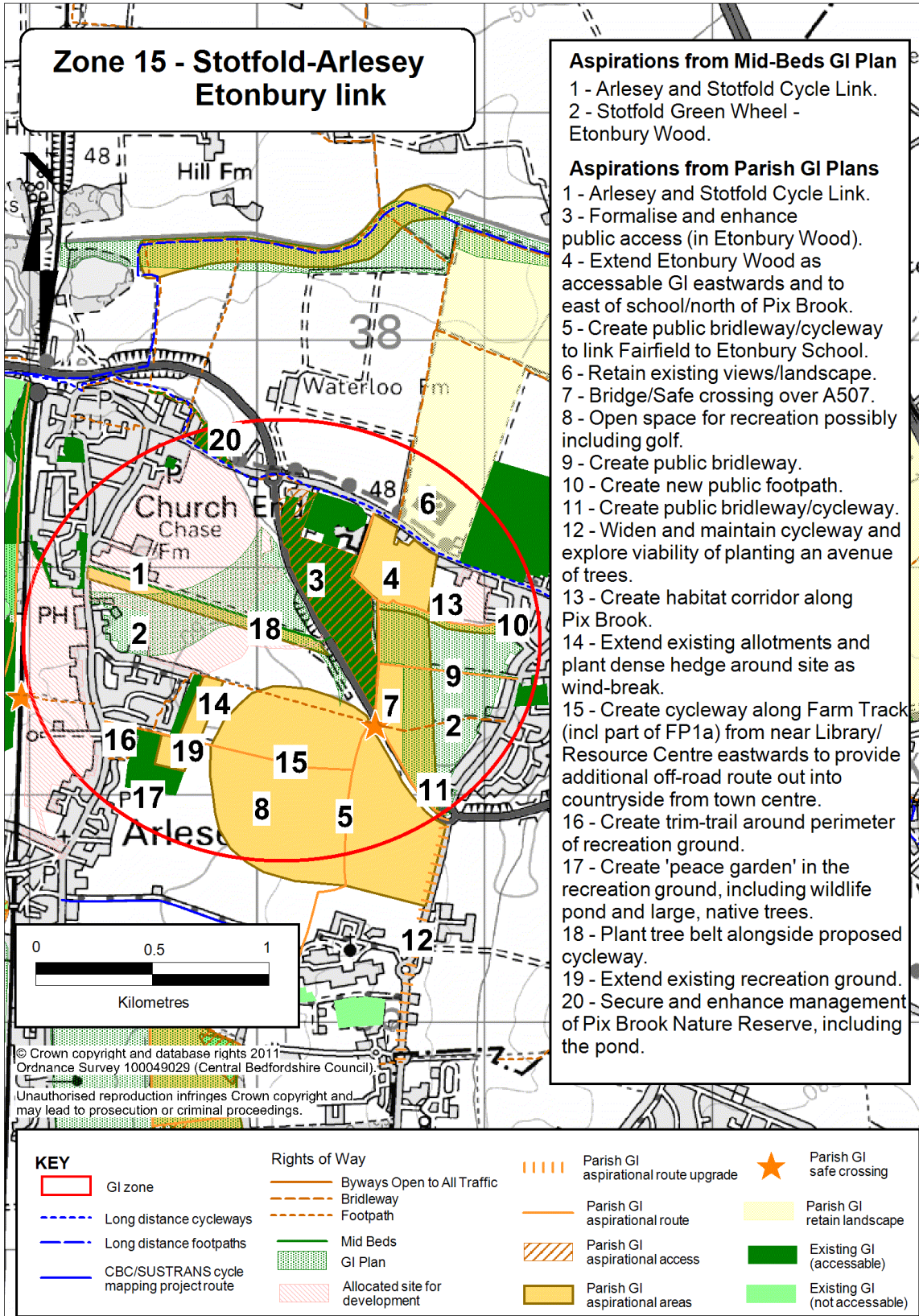
- 1 - Arlesey and Stotfold Cycle Link.
- 2 - Stotfold Green Wheel - Etonbury Wood.

### *Aspirations from Parish GI Plans*

- 1 - Arlesey and Stotfold Cycle Link.
- 3 - Formalise and enhance public access (in Etonbury Wood).
- 4 - Extend Etonbury Wood as accessible GI eastwards and to east of school/north of Pix Brook.
- 5 - Create public bridleway/cycleway to link Fairfield to Etonbury School.
- 6 - Retain existing views/landscape.
- 7 - Bridge/Safe crossing over A507.
- 8 - Open space for recreation possibly including golf.
- 9 - Create public bridleway.
- 10 - Create new public footpath.
- 11 - Create public bridleway/cycleway.
- 12 - Widen and maintain cycleway and explore viability of planting an avenue of trees.
- 13 - Create habitat corridor along Pix Brook.
- 14 - Extend existing allotments and plant dense hedge around site as wind-break.
- 15 - Create cycleway along Farm Track (incl part of FP1a) from near Library/Resource Centre eastwards to provide additional off-road route out into countryside from town centre.
- 16 - Create trim-trail around perimeter of recreation ground.
- 17 - Create 'peace garden' in the recreation ground, including wildlife pond and large, native trees.
- 18 - Plant tree belt alongside proposed cycleway.
- 19 - Extend existing recreation ground.
- 20 - Secure and enhance management of Pix Brook Nature Reserve, including the pond.

Fig 7 also shows some cycle routes as proposed by the CBC / Sustrans Cycle Mapping Project.





In considering the above aspirations together with the results of the SWOT analysis of existing GI provision, the following projects, as detailed in Appendix 3ii, are proposed:

#### Project 15A – Etonbury Wood

Formalise status and improve physical condition of access provision within existing woodland and seek to extend wood east and south, including the creation of public access and habitat corridor along Pix Brook

Cost: £75k - £125k  
Funding Source: S106/ POS  
Timescale: 2012-2015  
Development Lead: CBC CAS/ Property & BRCC  
Sustainable Management: CBC partnership with BRCC & local Volunteer Groups

#### Project 15B – Church End Expansion

Significant landscaping/ GI provision anticipated to be provided as part of major housing development to east of Church End. To include enhancements to Pix Brook Nature Reserve and Arlesey's main Recreation Ground.

Cost: £135k - £175k+  
Funding Source: Planning condition/ S106/ POS  
Timescale: 2012-2016+  
Development Lead: Developer (Woods Hardwick Planning)/ CBC Planning/ ATC  
Sustainable Management: Commuted sum & local partnership – CBC/ ATC and local Volunteer Groups

### **Project Development and Community Engagement**

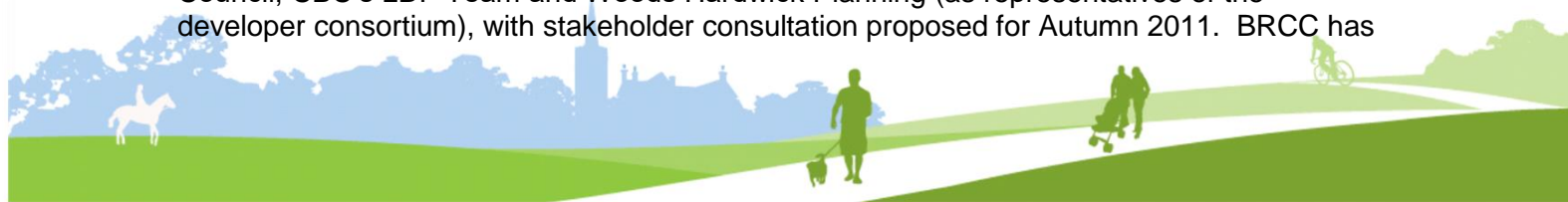
The two projects proposed for this zone are separated by the A507 which passes between Stotfold and Arlesey.

Etonbury Wood (Project 15A), despite being to the east of the A507 is within the parish of Arlesey. However, given the severance to public access created by the A507, the site is considered to be used more by residents of Stotfold.

The site is owned by CBC and leased to a local farmer. Volunteer activities to assist in maintaining permissive access routes have been undertaken over many years by ACORN. Future development and management of the site to maximise public benefit should be undertaken by a partnership led by CBC. Other partners should include:

- BRCC
- Arlesey Town Council
- Stotfold Town Council
- ACORN
- Teasel

The Church End Expansion (Project 15B) will be largely determined by the proposed large scale development and associated infrastructure provision, planning conditions and Planning Obligation Strategy contributions. Discussions have been on-going with Arlesey Town Council, CBC's LDF Team and Woods Hardwick Planning (as representatives of the developer consortium), with stakeholder consultation proposed for Autumn 2011. BRCC has



registered an interest in being invited to consultation activities as a potential stakeholder. BRCC, CBC's CAS, Arlesey Town Council and ACORN should all use these consultation opportunities to promote GI provision and enhancement, both within and surrounding the proposed development. Should the proposed development be permitted and work towards delivery, these partners should continue to work together to influence and support the developer in ensuring GI opportunities are maximised.

## Zone 15 – Stotfold – Arlesey Etonbury Link

### Project Delivery Monitoring

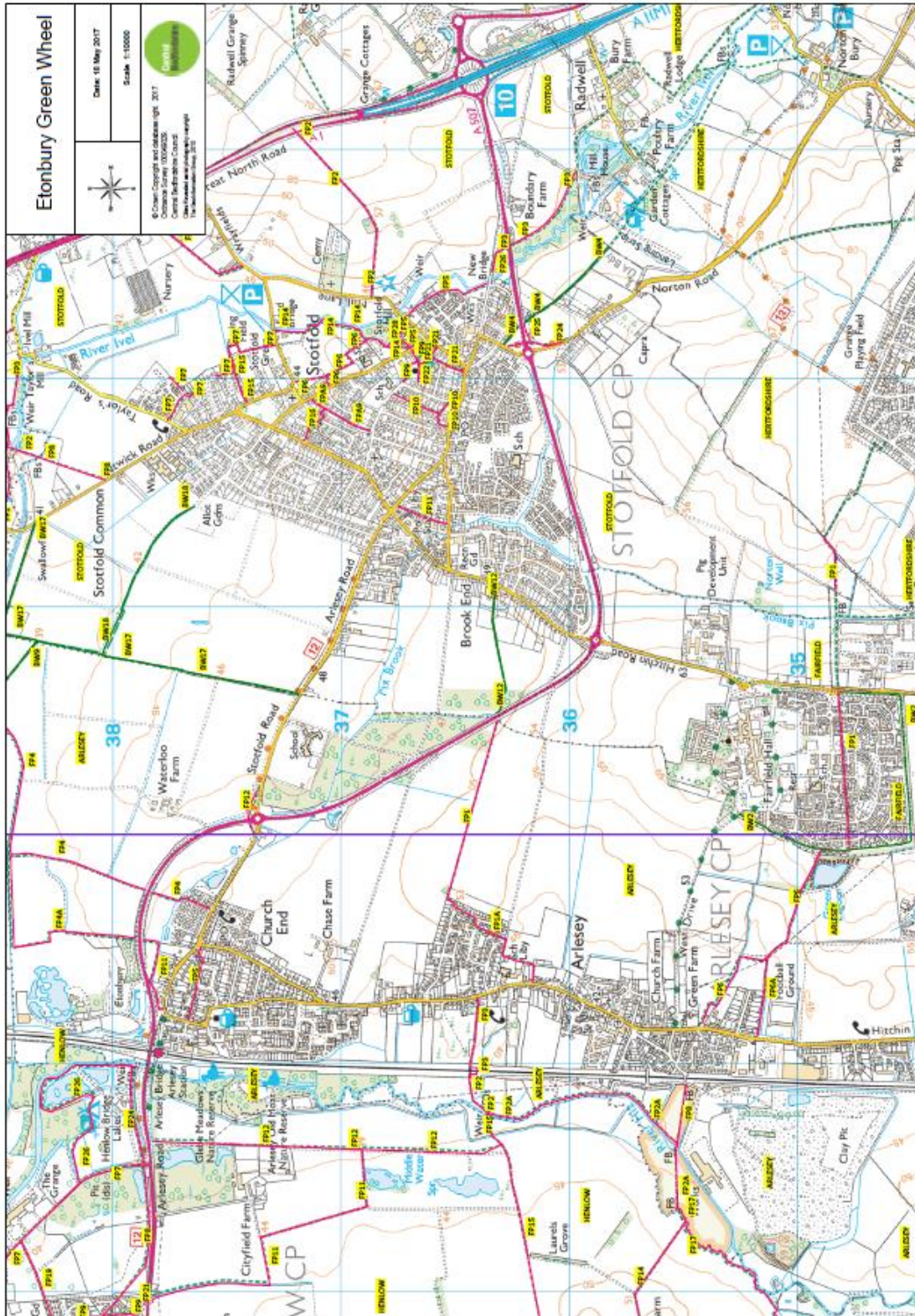
Project		Timescale [1]	Costs [2]	Progress			
Ref	Name	(estimate)	(estimate)	Consents [3]	Detailed Costs	Funding secured	Next steps
15A	Etonbury Wood	2012-2015	£75k - £125k				
15B	Church End	2012- 2016+	£135k - £175k+				

[1] Based on collated timescale bandings shown in more detail in Appendix 3ii

[2] Based on collated and rounded costing bandings shown in more detail in Appendix 3ii

[3] Landowner agreement, Planning Permission, EA, etc

APPENDIX 3 – Labelled Public Rights of Way map



This page is intentionally blank



## A great place to live and work

### Contact us...

by telephone: 0300 300 8305

by email: [Greenwheel@centralbedfordshire.gov.uk](mailto:Greenwheel@centralbedfordshire.gov.uk)

on the web: [www.centralbedfordshire.gov.uk](http://www.centralbedfordshire.gov.uk)

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

