



Central Bedfordshire Local Transport Plan

**Heath and Reach, Toddington, and
Barton-le-Clay Local Area Transport
Plan**

Including the areas of Chalgrave, Chalton, Eggington, Heath and Reach, Hockliffe, Stanbridge, Tilsworth, Streatley and Sundon



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1. Background

1.1 What is the Local Area Transport Plan?

The Local Area Transport Plan (LATP) for Heath and Reach, Toddington, and Barton-le-Clay sets out the key transport issues in the area and a programme of measures through which they will be addressed. It forms part of the Local Transport Plan (LTP) for Central Bedfordshire which covers the period between April 2011 and March 2026.



Boarding a bus in Barton-le-Clay

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

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

1.2 What area does it cover?

The LATP covers a largely rural area between Heath and Reach in the West, and Barton-le-Clay in the East. The main villages in the area are Heath and Reach, Hockliffe, Toddington, Harlington, and Barton-le-Clay. The LATP also covers the surrounding areas of Chalgrave, Chalton, Eggington, Stanbridge, Streatley, Sundon and Tilsworth. The area benefits from good links to the strategic road network, notably the M1 and the A5. The Midland Mainline at Harlington, and the West Coast Mainline at Leighton Buzzard provide good rail connections.



Cycling in the countryside. Picture from Lets' Go!

The total population of the area is in the region of 18,000. This population is largely spread across the rural area, with Barton-le-Clay (5,070) Toddington (4,350) and Harlington (2,330) being the largest villages. The area is economically very prosperous, with over 75% of residents being economically active, and unemployment low compared to the rest of Central Bedfordshire. The area is characterised by high levels of out-commuting, with over 50% of journey to work trips in the area heading to large urban areas, notably Luton, London, and Hertfordshire.

There are currently few major destinations within the LATP area. As such, local journeys are typically to facilities and services within the villages, notably



schools, shops, and some isolated healthcare facilities such as GPs. Harlington Railway Station (290,000 trips per annum in 2009/10) and Rushmere and Stockgrove Country Park (372,000 visitors per annum in 2008/09) are the only major trip generators located in the area.

1.3 How does it relate to the LTP itself?

The Heath and Reach, Toddington, and Barton-le-Clay Local Area Transport Plan forms one of a series of Local Area Transport Plans through which Local Transport Plan 3 (LTP3) for Central Bedfordshire will be delivered on the ground.

It is informed by a series of 'journey purpose themes' which set out the high level, strategic approach to addressing travel behaviour in Central Bedfordshire, and supporting strategies focusing on specific issues in relation to walking, cycling, parking, public transport provision and road safety. The LATP considers the transport issues of relevance to the area on a mode by mode basis. The framework for the LTP is set out in Figure 1.1.

1.4 How is the LATP Structured?

Areas of delivery

The Plan covers a variety of different areas across Southern Central Bedfordshire. To reflect this, this Plan is based upon 3 areas of delivery, so investment in local transport improvements can be better tailored to reflect local circumstances. The areas of delivery are based around areas with common journey patterns, particularly travel to work and access to services, and areas that are similar economically and socially.

The areas of delivery in this Plan are:

- **Barton-le-Clay and Streatley;**
- **Harlington, Toddington and surrounding areas:** Including the parishes of Chalgrave, Chalton, and Sundon;
- **Heath and Reach, Hockliffe, and Stanbridge:** Including the parishes of Eggington and Tilsworth.

Chapter Structure

The Plan is structured around the following chapters:

- **Chapter 2 – Planning Context:** Details the planning context within which the Local Area Transport Plan is being developed, including potential housing and employment allocations through the Local Development Framework process.
- **Chapter 3 – Local Studies:** Reviews previous transport studies undertaken and development plans in place to highlight key issues which will influence the direction of transport provision in the future.
- **Chapter 4 – Major Schemes:** Details the major transport schemes to be delivered in the Plan area, and how they are likely to impact on the local area.



Figure 1.1: Heath and Reach, Toddington, and Barton-le-Clay LATP within the LTP3 Structure

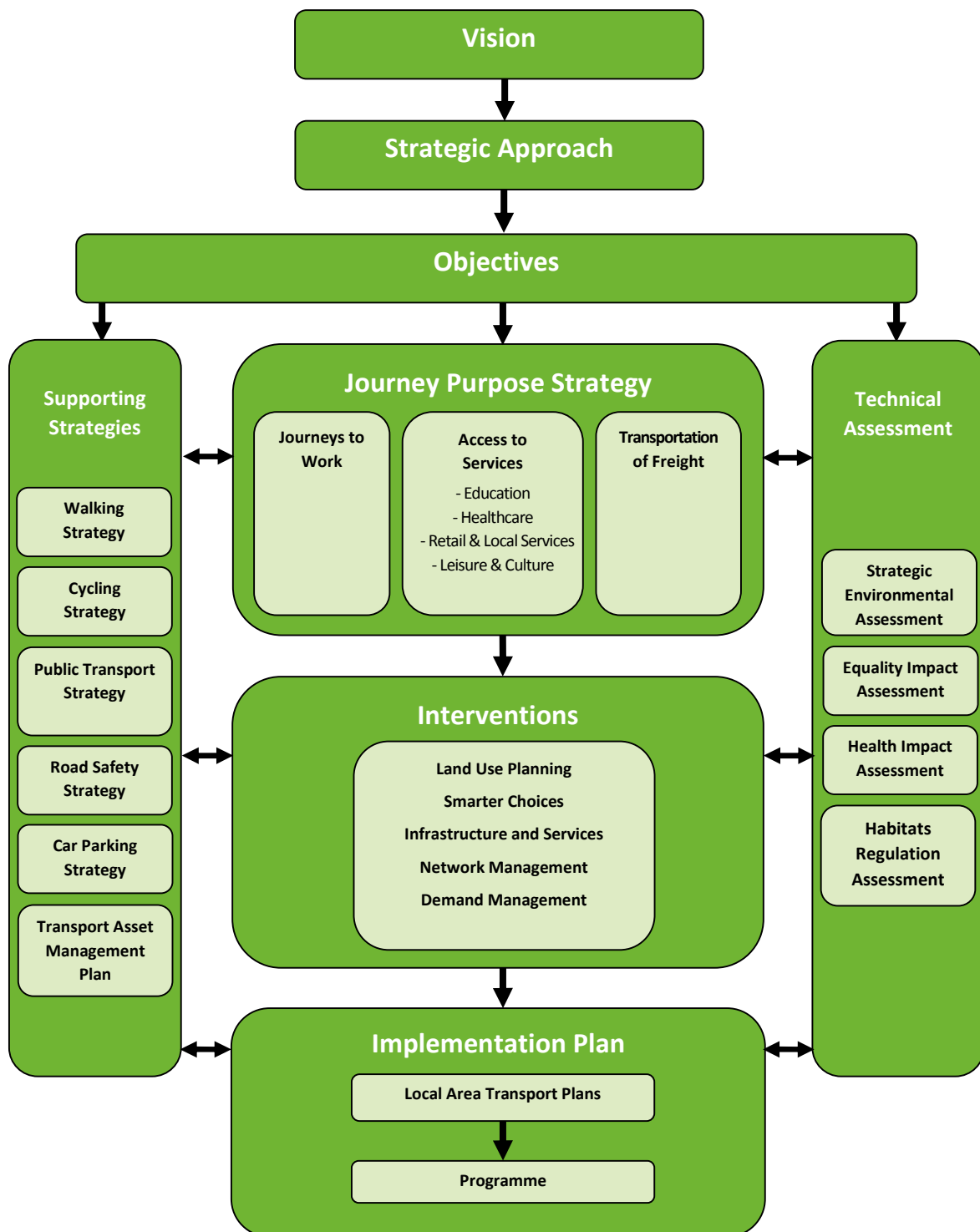


Figure 1.2: Local Area Transport Plans Areas



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- **Chapter 5 – Modal Issues:** Forms an assessment of transport issues in Heath and Reach, Toddington, and Barton-le-Clay and the rest of the Plan area by different types of travel.
- **Chapter 6 – Journey Purpose Analysis:** Reviews how the issues identified for each mode of travel in the area translate into how local residents actually travel for different journey purposes.
- **Chapter 7 – Consultation and Engagement:** Details the consultation process on the Plan and the key findings of engagement with local residents, stakeholders and elected representatives.
- **Chapter 8 – Priority Action Areas:** Focuses on the priority action areas through which the issues identified may be addressed over the course of the Local Transport Plan period as a whole.
- **Chapter 9 – Programme:** Highlights how schemes have been prioritised to be delivered over the course of the Plan, the funded allocated to the Ampthill and Flitwick area, and the programme of initiatives to be implemented locally.
- **Appendix A – Public Transport Service Provision:** Details the bus and rail routes and operators which serve Heath and Reach, Toddington, and Barton-le-Clay, and the frequency of service provision.
- **Appendix B – Heath and Reach, Toddington, and Barton-le-Clay Cycle Network:** Highlights the cycling routes within the villages and their relative status within the network hierarchy.
- **Appendix C – Functional Rights of Way Assessment:** Highlights the key rights of way networks in the area.
- **Appendix D – Consultation Summary:** Summarises the comments received by the authority in response to the publication of the draft Plan and how these were addressed in the final version of the document.
- **Appendix E – Programme of Schemes “Long List”:** Details the schemes identified for delivery in the Plan area, in the longer term when additional funding is available, in their priority order.
- **Appendix F – Outdoor Access Improvement Plan Schemes:** Details the schemes identified for consideration as part of the Outdoor Access Improvement Plan.



2. Planning Context

2.1 Barton-le-Clay and Streatley Area

Barton-le-Clay and Streatley are located in the east of the LATP area with a total population of 6,800, the vast majority of whom reside in Barton-le-Clay (5,070)¹. The area is located in the south east of Central Bedfordshire, close to the border with Hertfordshire. Over the last 30 years the village of Barton-le-Clay has built up, particularly expanding to the west towards the A6.

Barton-le-Clay is bypassed to the west by the A6, the main strategic route linking Bedford and Luton, acting as a severance between Barton-le-Clay and Streatley and Sharpenhoe. The B655 links the village to Hitchin to the east.



Barton-le-Clay village centre

The area is characterised by high levels of out-commuting, with a large number of residents commuting to Luton and into major towns in Hertfordshire such as Hitchin. Over 80% of these commuting trips are undertaken by private car. This is reflected in the car ownership of the area, with around 50% of households owning 2 cars or more.

2.2 Harlington, Toddington, and surrounding area

Harlington and Sundon

Harlington and Sundon are located just to the east of the M1 motorway, and have a combined population of 2,790, 84% of whom reside in Harlington (2,330). There have been few major housing developments in Harlington and Sundon over the last 20 years. The majority of development has been small-scale infill development of a few dwellings.



View from Sundon Hills

Harlington enjoys good access to the strategic road network, with direct access to the M1 to the south west via Junction 12, and two junctions onto the A5120 near M1 Junction 12 and Westoning. The village has grown eastwards from its Midland Mainline railway station, with links to the south to Sundon and Sharpenhoe and Barton-le-Clay to the east. Some local shops and services, notably a doctors surgery, provide a small nucleus to the village. The Lower School and Upper School are situated in close

¹ Population Estimates 2008



proximity to one another, on Westoning Road and Goswell End Road separately.

Sundon, made up of the settlements of Upper Sundon and Lower Sundon, is situated to the south of Harlington. Upper Sundon, the larger of the two settlements consists of two main streets; Church Road (which provides access to Harlington) and Streatley Road. Services in Upper Sundon consist of the Lower School and the village pub. Lower Sundon, which has no services, is spread along Manor Road and Sundon Road. This route is heavily-used by traffic flowing between northern Luton and Chalton, and the A6 near Streatley.

The high levels of car ownership in this area are also reflected in how people travel to work, with 80% of people driving to work in their car. Reflecting the close proximity of Harlington railway station, a relatively high percentage of residents take the train to work (16%). There is also a significant level of out-commuting, where 69% of commuters commute from the area to nearby major urban areas. The most popular destinations for commuting trips are Luton (286 trips), London (168 trips), and Hertfordshire (104 trips).

Toddington, Chalton, and Chalgrave

Toddington, Chalton, and Chalgrave are located to the west of the M1 motorway, with a combined population of 5,830. The majority of these residents live in Toddington (4,350), which is the largest village in this area. Restrictive policies on developments applied by the South Bedfordshire Green Belt means that any development that has taken place has been small-scale infill developments of a few dwellings.



Toddington village centre

Toddington has a strong nucleus of shops and services centred close to The Green, including food stores, local pubs, and the library. Close by are the local schools, Parkfield Middle School and Toddington St George C of E Lower School.

Toddington enjoys direct access onto the M1 through its close proximity to M1 Junction 12. The A5120 provides access to Houghton Regis and Dunstable to the south. The B579 provides a link between Toddington and Chalton, onwards to north Luton, whilst local roads running to the north west and south west provide access to nearby villages and hamlets.

The parish of Chalgrave primarily consists of the two villages of Wingfield and Tebworth, located to the south of Toddington. Tebworth is centred on junctions with Toddington Road and Chalgrave Road, and Wingfield Road, Hockliffe Road, and The Lane. Wingfield is a linear settlement along Tebworth Road. There are no notable services in either village, so residents require access to nearby centres such as Dunstable and Toddington. Both villages have not expanded significantly for many years.

Chalton is a small linear settlement located to the south east of Toddington, adjacent to the M1 motorway. Much like Wingfield and Tebworth, there has been limited expansion to the village in the last 20 years. The B579 is the main road running through the centre of the village, and is a road that is used to access employment centres to the north of Luton from Toddington.



Chalton does have its own Lower School, but there are no other services in the village, so residents are reliant on access to nearby centres such as Toddington, Luton, and Dunstable to access additional services.

Travel to work patterns reflect the high levels of car ownership and the rural nature of the area, with 81% of journey to work trips being undertaken by car. Nearly 50% of local residents commute to workplaces outside of the area. Popular destinations for such trips are Luton (591 trips) London (236 trips), and Hertfordshire (224 trips), very similar to Harlington and Sundon.

2.3 Heath and Reach, Hockliffe, and Stanbridge Area

The Heath and Reach, Hockliffe, and Stanbridge area (also incorporating Eggington and Tilsforth) of the Plan is located between the A5, Leighton Buzzard, the border with Buckinghamshire, and the A505 to the south. This area is relatively small population-wise, with a combined population of 3,550, of which Heath and Reach is the single largest village with a total population of 1,390 (39% of the total area population). Due to the area's location in the South Bedfordshire Green Belt, major housing development in the area has been relatively limited, with the majority of recent development being small-scale infill development in a variety of locations.



Shops in Heath and Reach

Heath and Reach is the main village in the area, located just to the north of Leighton Buzzard. The village has a centre of activity around a small row of shops on Birds Hill, including a local food store. Nearby is the village Lower School, St Leonard's V A Lower School. Whilst other services are limited, residents are able to access additional services in Leighton Buzzard with relative ease. The village also benefits from its close proximity to a major leisure attraction, Rushmere Country Park, with the vehicular accesses located to the west and north. Footpaths also provide direct links from the village into the park.



Pub in Tilsforth

Woburn Road and Birds Hill make up the village's main transport link running through the village from the A5 to the north, to Leighton Buzzard in the south. Linslade Road provides a route to the west towards Rushmere Country Park, and onwards to Stoke Hammond. Eastern Way and Shenley Hill Road provide access to rural areas to the west via minor rural roads.

Hockliffe is a linear village that is dominated by the A5 trunk road running through its heart. Whilst the village does have its own Lower School on Woburn Road, its residents rely on nearby service centres such as Leighton Buzzard and Dunstable for the majority of their services.



The A5 is the major transport link in Hockliffe, and is itself a strategic link of national importance. The A5 provides direct links to Milton Keynes and to Dunstable. The A4012 supplements this by providing a north east to west link to places such as Woburn, M1 Junction 13, and Leighton Buzzard.

Stanbridge, Tilsworth, and Eggington are 3 small villages located between the A505 and the A4012. All of these villages benefit from good east to west links to Leighton Buzzard and the A5. Stanbridge has two village services, Stanbridge Lower School and the local shop, both in close proximity to one another on Tilsworth Road, with activity in the village concentrated in this area and the nearby village green. Tilsworth is a much more linear settlement, with no local services. Residents in both villages access the majority of their services in nearby Leighton Buzzard.



Eggington High Street

Eggington is a linear village on a route that runs parallel to the A4012, with the High Street being the main route the village. The village has no local services, and therefore residents are required to access Leighton Buzzard, and in some cases Stanbridge, to access their local services.

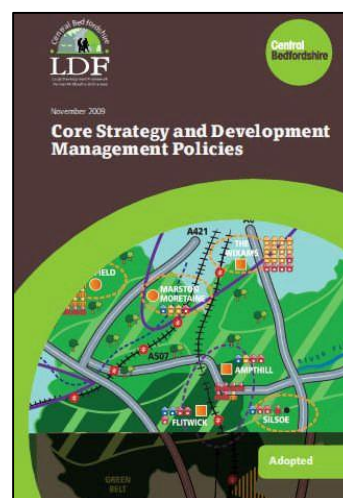
Much like other areas, the car dominates how local people travel to work, with 85% of journey to work trips being undertaken by car. Levels of out-commuting are also high, with 51% of journey to work trips heading to destinations outside of the local area. The most popular destinations for commuting trips are Leighton-Linslade (343 trips), Hertfordshire (242 trips), and Milton Keynes (237 trips).

2.4 North Central Bedfordshire Local Development Framework

The scale and location of development will have consequences for future travel demand within the Plan area. The North Central Bedfordshire Local Development Framework (LDF) forms the basis to the identification of sites for future development in the period up until 2026. The key elements of the LDF are the Core Strategy and Site Allocations Document which are summarised below.

Core Strategy

The Core Strategy for the former Mid Bedfordshire part of Central Bedfordshire (now known as North Central Bedfordshire), details the vision and supporting objectives for the area in the period up until 2026.



It sets out the strategic approach to growth within the area and the scale of housing and employment provision to be accommodated, which equates to some 18,000² dwellings across North Central Bedfordshire as a whole.

Within the area of this Local Area Transport Plan, only Harlington is included in the area of the North Bedfordshire Local Development Framework. The overall scale of new development earmarked for Harlington is set out in Table 2.1.

Table 2.1: Development Proposed for the Rural Areas of the Northern Central Bedfordshire Local Development Framework

Net Figures	Rural Areas (Large and Small Villages)	
	Homes	Jobs (Ha)
Already built and planned	409	Not applicable
<i>Harlington</i>	0	<i>Not applicable</i>
New Allocations Required	428	8
<i>Allocated to Harlington</i>	0	0

Source: Core Strategy and Development Management Policies; January 2010

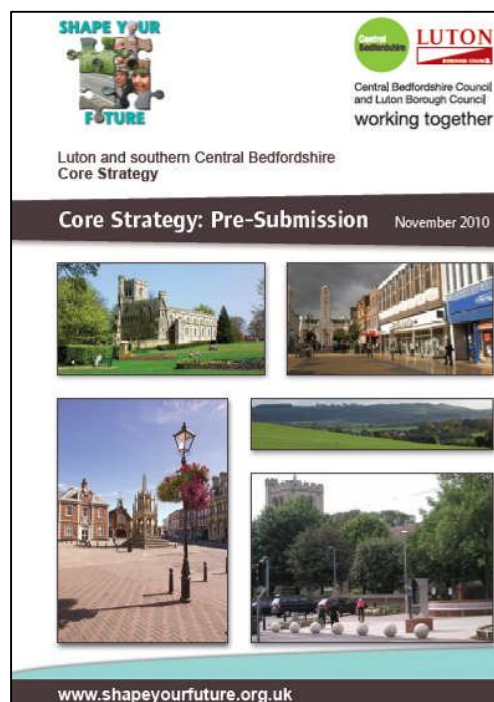
Site Allocations Document

The Site Allocations Document details the specific sites proposed to be developed to meet the housing and employment land requirements established within the Core Strategy for North Central Bedfordshire as a whole up until 2026. The document was subject to a Public Inquiry in October 2010. There are no sites allocated to Harlington as part of this process. This means development in this area likely to be minimal, and small scale infill is the most likely outcome.

2.4 Luton and South Central Bedfordshire Local Development Framework

The Luton and South Central Bedfordshire Local Development Framework (LDF) formed the basis to the identification of sites for future development in the LATP area, excluding Harlington, in the period up until 2026. The Core Strategy for South Central Bedfordshire sets out the strategic approach to growth within the area and the scale of housing and employment provision to be accommodated. This equates to 23,000 dwellings and 28,000 jobs dwellings across Luton and South Central Bedfordshire as a whole by 2026. The majority of this development will consist of 3 sustainable urban extensions, and 1 strategic employment site. These are set out in Table 2.2.

Some of these major developments will be providing contributions towards local major transport schemes, such as the A5 – M1 Link and East of Leighton Distributor Road. This is in addition to incorporating local improvements to walking, cycling, and public transport links.



² Core Strategy and Development Management Policies (Chp3, Page 22); November 2009



Table 2.2: Major developments proposed in the Luton and South Central Bedfordshire Local Development Framework

Area	Wards affected	Allocations up until 2026	
		Homes(dwelling)	Employment (ha)
North of Houghton Regis	Chalgrave	5,150 <i>1,850 contingency</i>	30 <i>10 contingency</i>
North of Luton	Streatley, Sundon	1,800	20
East of Leighton-Linslade	Eggington, Heath and Reach	2,160 ³	11 ³
Sundon Quarry	Sundon	0	40

For the larger villages in the area, new development will be limited to that which meets local needs. Site allocations policies will consider where this development is delivered, with a focus on 7 larger villages that are excluded from the Green Belt. The villages that are directly relevant to this Plan area are:

- Barton-le-Clay;
- Toddington;
- Heath and Reach;
- Hockliffe.

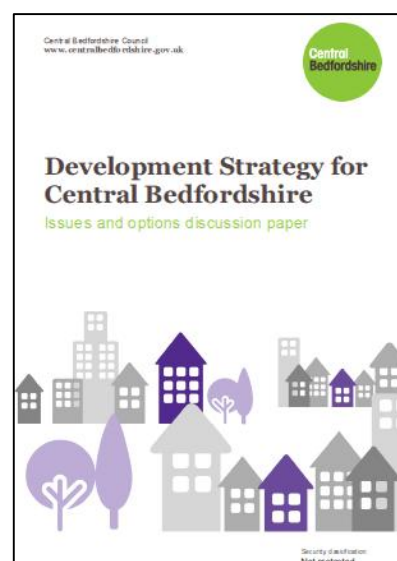
The Core Strategy identifies a total development requirement across the 7 larger villages of 750 new dwellings, with no additional employment. A total of 388 of these new dwellings are anticipated to be constructed in the 2011/12 to 2020/21 period.

On 29th July 2011, the decision was taken by the Luton and South Bedfordshire Joint Committee to withdraw the Luton and Southern Bedfordshire Core Strategy. For the North area, the North Central Bedfordshire Local Development Framework remains the statutory planning policy for the area. For the South Central Bedfordshire area, the Draft Core Strategy has been adopted as interim guidance for development management purposes.

2.5 Development Strategy for Central Bedfordshire

Central Bedfordshire Council has started work on a new Development Strategy covering the whole of Central Bedfordshire. This strategy will set out new policies for development including how many houses and jobs are needed and where they should be located.

On 16th February 2012, Central Bedfordshire Council published an Issues and Options paper for the Development Strategy for Central Bedfordshire. This document is seeking views from local people on a variety of housing and employment development options, as set out in Table 2.3. The document does not stipulate the planned locations of this growth at this stage.



³ Total new homes included as part of a planning application submitted to Central Bedfordshire Council (application references: CB/11/01937, CB/11/02827)



Table 2.3: Development Options being consulted upon as part of the Development Strategy for Central Bedfordshire

Housing Options	Employment Options
<ul style="list-style-type: none"> • Low level housing growth (13,000 new homes) • Low/Medium level housing growth (22,000 new homes) • Medium/High level housing growth (30,000 new homes) • High level housing growth (35,000 to 40,000 new homes) 	<ul style="list-style-type: none"> • Low jobs growth (current levels) • Medium jobs level growth (ambitious target modified for impacts of the recession) • High jobs level growth (current targets)

As well as identifying new planning policies for Central Bedfordshire, the work on this new Local Plan will include the development of:

- A masterplan for developing a Rail Freight Terminal near Sundon, due to commence in 2013 with a planning application in the same year, with development to be completed by 2021;
- A new Site Allocations Development Plan Document, to be adopted by late 2013.



3. Local Studies

3.1 Multiple Area Studies

The Luton and South Bedfordshire Green Infrastructure Plan

The Luton and South Bedfordshire Green Infrastructure Plan sets out a spatial vision for establishing a framework of Green Infrastructure in Southern Central Bedfordshire. It builds upon the work undertaken as part of the Bedfordshire and Luton Strategic Green Infrastructure Plan (2007) that defines Green Infrastructure as:

“A strategically planned and managed network of green spaces, access routes, wildlife habitats, landscapes and historic features which meet the needs of existing and new communities by providing:

- *an essential environmental foundation and support system;*
- *a healthy and diverse environment;*
- *attractive places to live and visit and a good quality of life;*
- *a sustainable future.”*



Walking along the Greensand Ridge

The plan identifies a Green Infrastructure network for Luton and southern Bedfordshire. The plan looks at the need to provide improved connectivity within urban areas and the rural hinterland. The Plan identifies a number of local transport priorities that are seen as important to creating a network of green infrastructure, these are:

Walking

- Gaps in north-south connectivity between largely east-west recreational footpath routes in Central Bedfordshire;
- Gap in connectivity between Luton, Dunstable, Houghton Regis and routes which circuit the urban conurbation;
- Gap in connectivity between Leighton-Linslade and recreational footpath routes near Houghton Regis;
- Improving and connecting northern and eastern Luton with the Chilterns AONB in accessible sites eg. Sundon Hill Country Park, Sharpenhoe Clappers and Warden Hills.



Rights of way in Tilsworth



Cycling

- Gaps in quality of connectivity in the Icknield Way bridleway route within southern Bedfordshire;
- Gaps in the north-south connectivity for cyclists between the National Cycle Network Route 6/ Icknield Way bridleway and National Cycle Network Route 51 in Mid Beds District/Bedford Borough. Thus providing no linkage between the communities of Bedford, Ampthill, Flitwick and Luton;
- Support the creation of district Cycling Mapping Plan;
- Create links between communities and National Cycling Network.

At a more local level are the Living Networks Green Infrastructure Plans. These set out parish-level action plans for improving access to and between green infrastructure such as wildlife sites, woodlands, protected sites, and landscape features (among others). Details on these parish-level plans can be found in Sections 3.2, 3.3, and 3.4.

Greensand Ridge Local Development Strategy (2008-2013)

The Greensand Ridge Local Development Strategy, developed by a number of local stakeholder groups, sets out a vision to make the Greensand Ridge (of which Heath and Reach, Stanbridge, Tilsworth, Eggington, and Toddington are a part) a “Green Lung” throughout Bedfordshire:

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



Greensand Ridge Walk sign

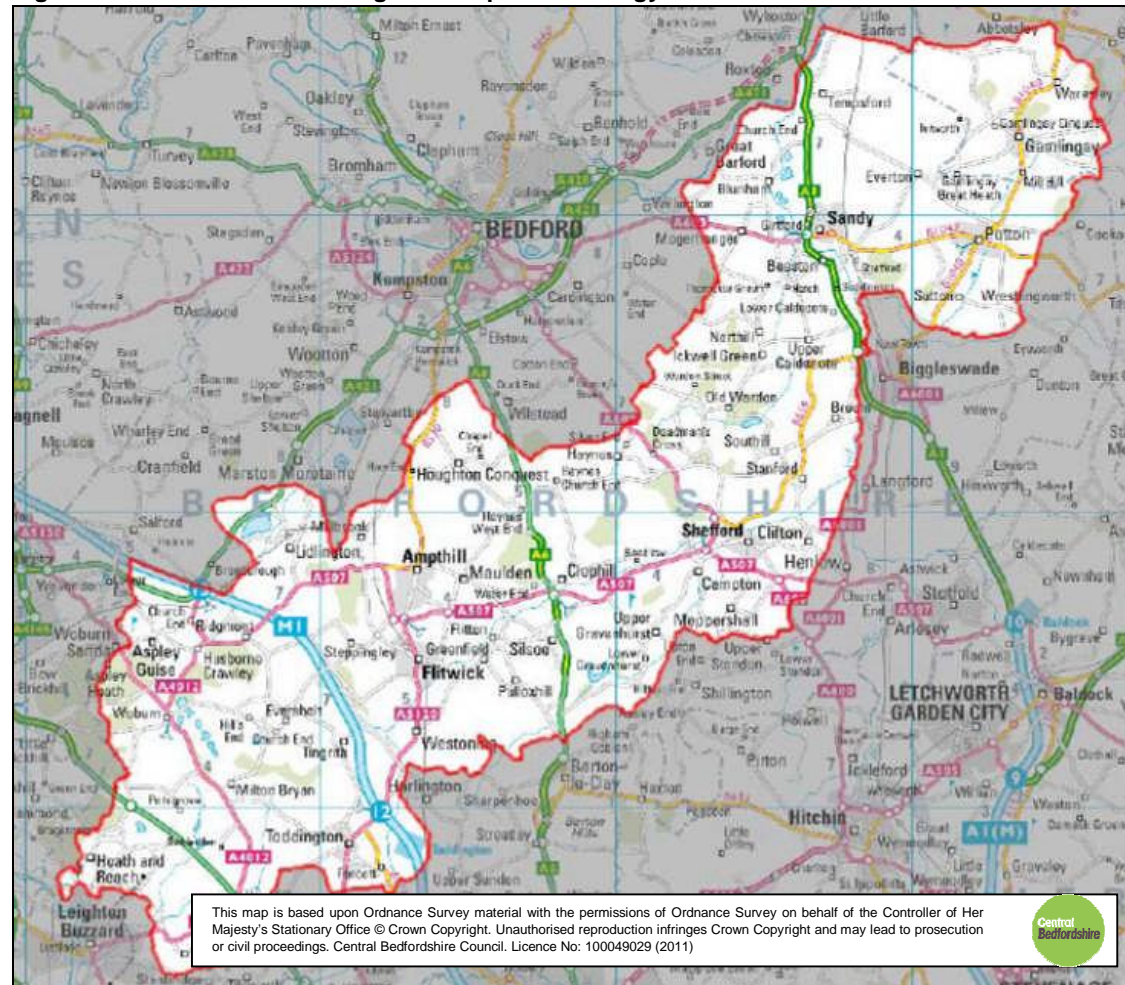
The strategy particularly focuses on economic growth, highlighting that economic growth and the nature of the rural economy is probably the areas greatest challenge. This challenge manifests itself in a number of different ways:

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

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



Figure 3.1 – The Greensand Ridge Development Strategy Area



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

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

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

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

Environmental Guidelines for the Management of Highways in the Chilterns (March 2009)

The Environmental Guidelines for the Management of Highways in the Chilterns Area of Outstanding Natural Beauty (AONB) covers all aspects of the design and management of



highways that have a potential impact on the Chilterns, as well as the wider area. The aim of this guidance is to support the work of the Chilterns Conservation Board in conserving and enhancing the outstanding qualities of the AONB, and promote its importance in the development and operation of regional and local transport systems.

The Guidelines set out a range of detailed guidance on many aspects of highway design and management. This guidance is underpinned by a number of guiding principles, which include:

- Unless there is an overriding safety issue, do as little as possible;
- A highway network for all users;
- Consider the whole highway, including verges and hedgerows;
- Use of local materials and services;
- Undertaking adequate consultation.



Sharpenhoe Clappers

This guidance primarily relates to Sundon and Streatley, which are located in the Chilterns AONB. The guidance itself proposes no additional transport infrastructure schemes, but it does affect how proposed infrastructure schemes in the Sundon and Streatley areas are designed and delivered.

3.2 Barton-le-Clay and Streatley Area

Streatley Living Networks Green Infrastructure Plan

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

The action plan sets out a number of improvements to local green infrastructure that also represent improvements to local sustainable transport:

- Create links from Footpath 4 into Holt Wood and Fearnhill Wood;
- Create a new Public Right of Way along Farm track to the east of Bartonhill Cutting;
- A safe multi-user crossing on Sundon Road;
- Re-instate old footpath from Stanley Road to the A6 to improve access to buses;
- Create a linking corridor on Footpath 5 to link to Sundon Wood;
- Provide a safe crossing of the A6 for Icknield Way at A6 / Princes Corner;
- Realign western end of Footpath 12 to pass south of housing to corner of Sundon Road, and upgrade all of Footpath 11 and 12 to bridleway / cycleway.



Rights of Way in Streatley



3.3 Harlington, Toddington, and surrounding areas

Chalgrave Parish Plan

The Chalgrave Parish Plan was produced in 2005, and set out an action plan for the future of the village. Traffic and Transport was identified as a key issue in the Parish, being the main issue that local residents identified for improvements. At the time, residents particularly liked the links that the Parish had to London, Milton Keynes, local services in Toddington, and the local bus service.

The action plan set out a number of traffic and transport improvement priorities:



Chalgrave Parish Sign on Rights of Way network

- Provide a Village Care Scheme to provide those in need of transport who do not have cars;
- Provide interactive speed signs;
- Improve the quality of road surfaces in the parish, and to grit bus routes;
- Investigate the need for new and improved bus services;
- Create a crossing point near Buttercup Farm, and extend the footway from Wingfield Road to serve it;
- Reduce speeding traffic through Tebworth and Wingfield by physical traffic calming measures and lower speed limits;
- Preventing vehicles from parking on pavements;
- New car parking area in the vicinity of The Lane.

Toddington Parish Plan

The Toddington Parish Plan was adopted in January 2006, and is comprehensive in its view of how it wishes Toddington to develop in the future. In particular, it wishes for Toddington to adopt its own Community Strategy incorporating the following elements:

- Promote genuine bottom-up community involvement to obtain community consensus of values and concerns;
- Define improvement required and future need of services and recreational needs;



The Green in Toddington



- Provide community involvement on which the Parish Council can lobby local authorities on planning and environmental issues;
- Prioritise issues in the community action plan to provide a focus for funding.

A number of transport issues area raised in the plan:

- Toddington can be described as a commuting settlement, with high levels of car reliance and ownership;
- Traffic noise from the nearby M1 is likely to become more of an issue as the motorway is widened (see Chapter 4 – Major Schemes);
- Concerns raised of the plans at the time to close M1 Junction 12;
- Public transport use is quite low, with the majority of use taking place in off-peak periods, and not at times of the greatest needs;
- Speeding is perceived to be a problem on all entry and exit roads;
- The level of HGVs passing through Toddington;
- Parking issues on narrow streets, and parking restrictions in front of the shops.



HGV passing through Toddington

The plan proposes a number of actions to be delivered to tackle the transport issues faced in Toddington:

- A Shuttle Bus Link to be planned in partnership with Chalgrave Parish Council;
- Provide a pedestrian and cycle link over the M1 to Harlington Station;
- Reduce speed limits to 20mph at critical road junctions and to provide traffic calming measures along a number of routes;
- Provide a one-way system involving Princes Street and The Crescent to ease traffic congestion;
- Support a HGV ban through Toddington, possibly once the A5-M1 Link is opened.

Living Networks Green Infrastructure Plans

Living Networks Green Infrastructure Plans have been developed for the Chalgrave, Chalton, and Sundon areas. The action plan sets out a number of improvements to local green infrastructure that also represent improvements to local sustainable transport:

Chalgrave

- Development of a Heritage Trail around Chalgrave, including interpretation boards, signage, and route improvements;
- Enhance the Ancient Theedway right of way;
- Connect Footpaths 6, 7, and 19 to provide enhanced links to Milton Bryan;
- Establish The Lane in Chalgrave as a Quiet Lane.



War Memorial, Sundon



Chalton

- Create a footpath / cycleway to link Chalton to Toddington;
- Upgrade Sundon Footpath 1 to cycleway, with safe crossing of the railway;
- Upgrade southern part of Chalton Footpath 5 and Houghton Regis Footpath 23 to cycleway or bridleway.

Sundon

- Create links from Footpath 4 into Holt Wood and Fearnhill Wood;
- Link Sundon Wood to parkland to the West;
- Upgrade Sundon Footpath 1 to cycleway, with safe crossing of the railway;

3.4 Heath and Reach, Hockliffe, and Stanbridge Area

Heath and Reach Parish Plan 2007 – 2020

Produced in 2007, the Heath and Reach Parish Plan proposes that Heath and Reach becomes a green and sustainable Parish. The plan identifies challenges and opportunities to improve the parish, setting out a long term vision of what local residents would like the parish to be like in 2020.

Transport forms a key part of this vision and the Plan identifies a number of key transport issues locally, including:

- Maintaining and adding to the local rights of way network;
- Improving air quality, particularly reducing vehicle emissions, and reducing aircraft noise;
- Improve community and public transport;
- Managing road traffic and parking;
- Better road safety for pedestrians and cyclists.



Heath and Reach

The plan proposes a number of possible actions to be delivered to tackle these issues:

- Deliver the plans set out in 'A Vision for Heath and Reach' produced by the Heath and Reach Parish Paths Partnership;
- Prevent an increased number of flights over Heath and Reach;
- Examine options for a lorry ban through the village;
- Review current speed limits and traffic calming measures;
- Explore new on and off street parking;
- Improve the condition of, and provide new, pavements and footways
- Mark suitable routes for cyclists
- Endorse a Safer Routes to School Scheme in the parish



A number of other plans, if successfully delivered, also have potential transport impacts in terms of trip generation, distribution, and modes used:

- Aiming for 'carbon-neutral' parish status;
- Providing a consulting room in the parish for GPs and health services;
- Exploring setting up a new community centre;
- Increase the number of small businesses operating in the parish;
- Negotiate community use of restored quarries as accessible public open space and/or wildlife habitats, with associated paths and bridleways.



National Cycle Route 6 near Heath and Reach

Hockliffe Parish Plan

The Hockliffe Parish Plan was produced in 2005, and sets out the community's vision for Hockliffe to be a better place where everyone matters, where there is a sense of community spirit, and where there is an improved environment.

The key transport issue in Hockliffe is the A5, with local residents citing concerns about the levels of traffic and road safety, particularly at the traffic lights in the centre of the village. Beside the school the turning at Tebworth, and the speed of traffic passing through Hockliffe were also raised as road safety issues. Villagers also felt that traffic levels had a number of knock-on effects for the village, such as poor air quality, low levels of social interaction amongst a few, and the attractiveness of Hockliffe as a place to do business.



The A5 in Hockliffe

The plan proposes a number of actions to be delivered to tackle the transport issues faced in Hockliffe:

- A Hockliffe Bypass;
- Investigate options for improving road safety throughout the village;
- Build a footpath along Leighton Road;
- Increase bus services to Milton Keynes and to Leighton Buzzard;
- Provide a new bus stop to the north of the traffic lights on the A5;
- Consider legitimising pavement parking, and providing appropriate parking restrictions in a number of locations.



Living Networks Green Infrastructure Plans

Living Networks Green Infrastructure Plans have been developed for the Eggington, Stanbridge, and Tilsworth areas. The action plan sets out a number of improvements to local green infrastructure that also represent improvements to local sustainable transport:

Eggington

- Create cycleway around the eastern edge of Leighton Buzzard;
- Create a footpath using “Dirty Lane” to the existing paths to Hockliffe;
- Create a green route along Theedway, returning it to its original use as a Right of Way;
- Restrict traffic and introduce traffic calming measures through the village.



The Green in Stanbridge

Stanbridge and Tilsworth

- Off-road multi-use cycleway to Leighton Buzzard;
- Link the existing Rights of Way to access new woodland near Eggington, and to access Blackwood Grove from a new bridge over the bypass;
- Create a green route along Theedway, returning it to its original use as a Right of Way;
- Improve local rights of way to create a circular walk around the Parish;
- Create a bridleway link between the west of the Parish and A505 and Billington.



4. Major Schemes

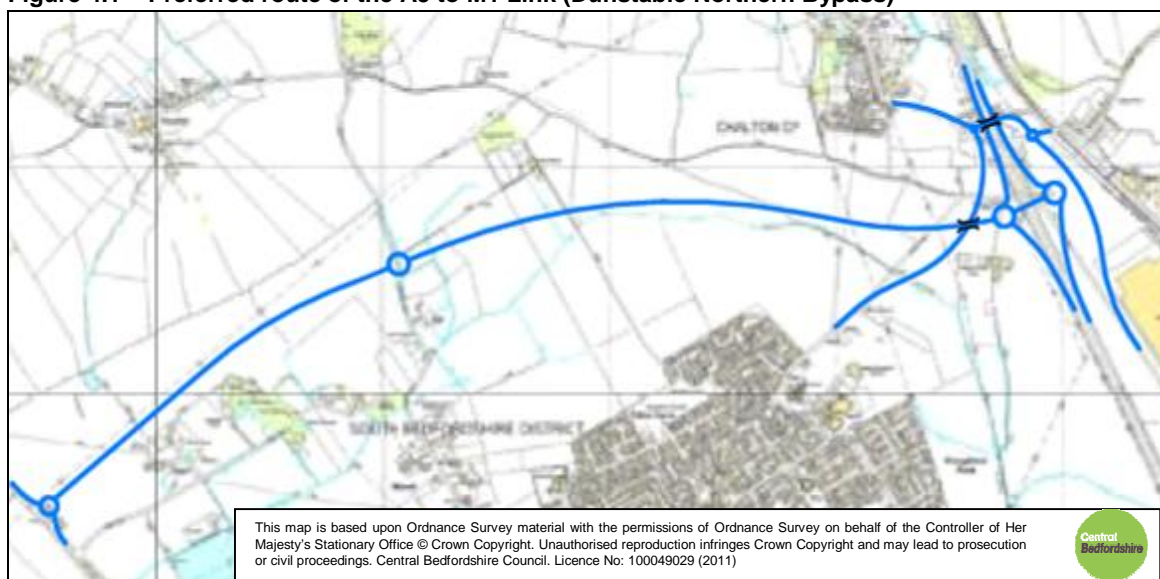
4.1 A5 to M1 Link (Dunstable Northern Bypass)

The A5 to M1 Link (Dunstable Northern Bypass) is a major scheme to be delivered in the south of the LATP area. This new strategic road to the north of Dunstable links the A5 just to the North of Thorn Turn to the M1 at a new junction, provisionally designated Junction 11a, located on the B579 to the south of Chalton. The primary aim of this new link is to remove through-traffic, particularly HGVs, from Dunstable, and is viewed as a critical link to cater for significant planned growth to the north of Houghton Regis. This scheme is being promoted by the Highways Agency.

In February 2007, a Preferred Route announcement was made following extensive public consultation on planned routes. The Preferred Route is shown in Figure 4.1. This includes:

- A new at-grade junction on the A5 just to the north of Thorn Turn;
- A new at-grade junction on the A5120 between Toddington and Houghton Regis;
- A remodelled junction on the B579 at Chalton, including a new roundabout with a new motorway junction.

Figure 4.1 – Preferred route of the A5 to M1 Link (Dunstable Northern Bypass)



There are a number of anticipated transport-related impacts of the scheme in the area of this LATP:

- No change in traffic speeds and levels on the A5 north of the A5-M1 Link over and above that anticipated by long-term traffic growth trends;
- New M1 Junction 11a reducing HGV movements through Toddington and Chalton to Houghton Regis and Luton;
- An increase in congestion in the centre of Hockliffe owing to forecast background traffic growth;
- Increased access to the strategic road network in the south of the LATP area.

The Public Inquiry into the scheme was held in February 2012. Assuming a successful Inquiry outcome, start of works is anticipated for 2013.



4.2 Woodside Connection

The Woodside Connection will help promote and support growth north of Houghton Regis and provide improved and more appropriate transport links to the commercial and industrial areas of Dunstable and Houghton Regis. The road will also link the Woodside Industrial estate with the M1 removing the need for heavy goods vehicles to travel through Dunstable town centre thereby reducing the environmental impacts from noise and vehicle pollutants and help promote the local town centre businesses.

A Preferred Route for the scheme was identified following public consultation in 2009, and is shown in Figure 4.2. The details of the Woodside Connection are currently being developed. Construction is expected to start late in 2014/15, with the link due to open during 2017. But this timescale is dependant upon the Highways Agency A5-M1 Link Road for a connection to the proposed M1 junction 11a.

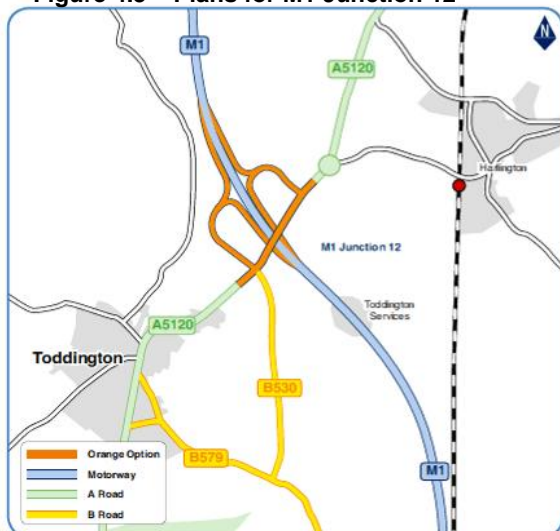
Figure 4.2 – Preferred route of the Woodside Connection



4.3 M1 Junctions 10 to 13 Improvements

Works are currently underway to improve the congested section of motorway between M1 Junctions 10 and 13. The primary aim of this scheme is to reduce congestion and delays on this busy section of motorway, leading to more reliable journeys.

Figure 4.3 – Plans for M1 Junction 12



The core element of this scheme is a Hard Shoulder Running, or Managed Motorway, Scheme operating in both directions on the main carriageway between Junctions 10 and 13. This provides additional motorway capacity at busy times by allowing the hard shoulder to be opened up to general traffic during these periods. This is complemented by a traffic management system that can reduce vehicle speeds and more effectively manage incidents. Emergency refuge areas are also provided for broken down vehicles to use.

The scheme includes junction improvements to Junctions 11 and 12, of which Junction 12 at Toddington directly serves the Plan area. Figure 4.3 shows the plans for Junction 12, which consist of replacing the existing junction. The existing

bridge will be replaced, and the current on and off slip roads will be closed. A new signal-controlled junction, with bridge and on and off slip roads, will be provided just to the north of the



existing junction. A new walkway and cycle link will be provided across the junction, including a new dual-use path and signal-controlled crossing of the B530. The new M1 Junction 12 will incorporate additional capacity within the junction to reduce queuing traffic on the A5120.

The scheme is currently under construction. The estimated time for completion is Spring 2013.

4.4 East of Leighton Distributor Road

The Core Strategy identifies an urban extension to the east of Leighton Linlade with approximately 2,160 private and affordable homes to be delivered in the area. An Eastern Distributor Road will be provided through the development, between Heath Road and Stanbridge Road, so that it minimises impact on the existing road network. The potential benefits of this link include providing a link for traffic to avoid Leighton Buzzard town centre and providing a link that serves any proposed development, subject to planning considerations.

Full details of the transport strategy for the area, including this road, are being determined through the preparation of a Master Plan for the area which will also provide details of the proposed programme for the infrastructure. It is expected that the Distributor Road will be built by 2017 on a phased basis and will be wholly funded by the developer.

4.5 M1 to A6 Link (Luton Northern Bypass)

Between the M1 and A6 and North of Luton lies the North Luton Strategic Site Specific Allocation which is identified in the Core Strategy. The Masterplan for the area has not yet been developed but one of the key transport links in the area will be the Luton Northern Bypass (M1 to A6) which will link into Junction 11A of the M1 and thus into the A5-M1 link (Dunstable Northern Bypass), potentially passing through the Chilterns Area of Outstanding Natural Beauty.

The scheme between the M1 and A6 is wholly within Central Bedfordshire. This scheme will be constructed as part of the planned development north of Luton, with more detailed work required to outline a more specific route. East of the A6 proposals for a link through to the A505 are for the longer term (post 2026).

Due to the long term nature of this scheme, no works will be taking place during the period of this Plan.

Figure 4.4 – Proposed Route Options for Luton Northern Bypass



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4.6 Thameslink Programme

Like many radial routes into London, services from Harlington on Thameslink services on the Midland Mainline are often very busy. Many trains are overcrowded during the morning and evening peak periods, and there is little scope to increase capacity further within the limits of the existing infrastructure.

The Thameslink Programme aims to deliver additional capacity to tackle existing overcrowding and provide for future growth, whilst improving the quality and range of services on the affected routes. This is being delivered through an extensive programme of infrastructure works on the Thameslink and Great Northern routes, and a fleet of new trains.



Train at Harlington Rail Station

The Thameslink Programme was given planning permission and formal legal powers on 13th December 2006. The Department for Transport confirmed that it was to fund the project on 24th July 2007. A further announcement by the Secretary of State for Transport on 25th November 2010 confirmed that there would be no cutbacks in funding for the project.

Works over the life of this Plan will consist primarily of works associated with Key Output Stage 1. The major objective of this phase is to enable 12-carriage trains to be run on the Thameslink Route. This consists of platform extensions at nearly all stations on the route, including Harlington, and works in London including the rebuilding of Farringdon and Blackfriars stations, and a new viaduct in the Borough Market area. Works to extend the platform at Harlington station were completed in December 2011.

The additional capacity provided by the Thameslink Programme is expected to increase the available capacity of the Thameslink Route by 50%. This is likely to lead to an increase in the use of stations such as Harlington. For this Plan, this poses a number of issues:

- Increased demand for car parking at the station, with increased on-street car parking should additional parking capacity at the station not be provided;
- Increased demand for travel to the station by sustainable transport modes, notably by bus and by bike;
- Increasing demand for rail travel putting pressure on existing facilities at the station, notably the ticket office.



Works on platform extensions at Harlington Rail Station



5. Modal Issues

5.1 Pedestrians

In the larger rural villages in the LATP area, their small and compact nature make the majority of services within these villages within easy walking distance for most residents. Footways on local roads are often supplemented by off-road routes, although access for those with limited mobility is an issue in many areas.

The topography of the area varies greatly between settlements. The majority of Barton-le-Clay and Toddington are relatively flat. Harlington and Heath and Reach are more undulating. In the smaller villages and rural areas, there is often a lack of footpaths, and where they are provided they tend to be narrow and not easily navigable for users with limited mobility.

Many of the villages in the Plan are linked by one or more off-road rights of way, such as a footpath, permissive path, or public bridleway. These routes provide a comprehensive network of walking links throughout the area, particularly where they meet in rural villages to form off-road paths as alternatives to walking on street. The more rural routes suffer from soft surfacing (particularly an issue in poor weather), poor legibility, lack of lighting, and long distances, meaning that they are often used for more leisurely walking.



Pedestrian crossing in Toddington

Pedestrian Priority

Barton-le-Clay and Streatley

The centre of Barton-le-Clay is dominated by traffic passing through the village. Whilst there are crossings of Bedford Road, they are infrequent and thus reduce the permeability of Bedford Road for pedestrians. Pavement widths in the village centre are generally adequate, enabling two pedestrians to pass in most places. However, there are locations where pavements are narrow, notably near the junction between Bedford Road and Hexton Road.

Away from the High Street, priority for pedestrians in Barton-le-Clay is generally limited to a few pedestrian crossings. Roads where this is a particular issue are



Bedford Road, Barton-le-Clay



Sharpenhoe Road and Hexton Road, both of which are busy roads. Traffic speeds on other roads are generally low, with some safety issues for parents and children wishing to cross close to schools around school start and leaving times.

In Streatley, Church Road and Sundon Road are both heavily trafficked routes. With no formal pedestrian crossings provided and narrow footways, pedestrians feel marginalised in this area of the village. Heading south from the village along Sharpenhoe Road, whilst the area does have narrow pavements this route is relatively lightly trafficked, reducing conflict between pedestrians and vehicles, though there is some rat-running by vehicles at peak times.

Harlington, Toddington, and surrounding area

The main routes through Harlington, notably Station Road, Sundon Road, Westoning Road, and Barton Road are dominated by traffic, despite being relatively lightly-trafficked for much of the day. There are no formal crossings for pedestrians on these routes, however there are a few informal crossing points where pedestrian priority is indicated, particularly outside Harlington Lower School. Many of these routes also have narrow pavements, particularly Sundon Road. Routes away from the main roads do have generous pavement widths and traffic speeds, giving a more pedestrian-friendly feel.



Narrow pavement in Harlington

In Toddington, the village centre is heavily trafficked, particularly on the main A5120 through the village. Whilst there is a mixture of zebra and pelican crossings through the village, the overall feel of these routes is that there is relatively poor pedestrian priority. Away from the main streets, narrow footways and parked vehicles are issues in some locations in the village, notably Luton Road and Princes Street.

The villages of Wingfield, Tebworth, Sundon and Chalton are characterised by narrow footways with only Chalton having any formal crossing provision (located outside the Lower School). Both Tebworth and Chalton are heavily trafficked relative to the size of the village, with substantial amounts of through traffic, which combined with the narrow pavements gives an environment that is intimidating towards pedestrians.

Heath and Reach, Hockliffe, and Stanbridge

The main routes through Heath and Reach of Woburn Road, Birds Hill, and Linslade Road generally have footways of adequate width. These pavements are occasionally obstructed by vehicles, particularly during school peak times. Away from these routes, footways on more minor streets are narrow in places, although low traffic speeds make these routes somewhat less intimidating to pedestrians.

Owing to its position on the strategic highway network, Hockliffe is completely dominated by vehicular traffic, resulting in an environment that is



Crossing on the A5 in Hockliffe



hostile towards pedestrians. The A5 is a heavily-trafficked route with a 40mph speed limit, and whilst pelican crossings are provided and footways are generally of an adequate width, traffic volumes, speed, and congestion discourages pedestrian use. The A4012 also brings similar issues, particularly accessing Hockliffe Lower School. Whilst this route has a lower speed limit, traffic volumes, congestion, and narrow pavements make for a hostile pedestrian environment.

In Stanbridge, Tilsworth and Eggington, the linear nature of these villages means that the narrow footways along the main routes through these villages are particular issues, footways that are even lacking in some places. There are no formal crossing points in any of the villages, whilst the main route through Stanbridge and Tilsworth is a busy route for motor vehicles.

Street Furniture

Provision of street furniture differs across the Plan area. The major villages of Barton-le-Clay, Toddington, Harlington, and Heath and Reach benefit from a collection of different street furniture, typically benches, bins, and street lighting, including 'traditional' street furniture. Guardrailing is also present in some areas, typically close to pedestrian crossings.

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



Pedestrian crossing with guard railing in Barton-le-Clay

Permeability

Barton-le-Clay and Streatley

Owing to its network of off-road footpaths, the majority of Barton-le-Clay is relatively permeable by foot, with the majority of the village able to access the village centre within 15 minutes walking time, often with minimal conflict with vehicles. Streatley is relatively permeable by foot, but levels of traffic create psychological barriers to pedestrian use, reducing the permeability in these villages.



The A6 near Streatley

Movement between Barton-le-Clay, Streatley, and Sharpenhoe is restricted due to the A6 forming a significant barrier to pedestrian movements between the villages. These routes are characterised by being largely unlit, narrow in places, high traffic speeds, and with a lack of disabled access facilities such as dropped kerbs. In some areas, no pedestrian footway is provided on these roads.

The rights of way network provides parallel routes to many roads, and in particular provides good connections to the Sharpenhoe Clappers





Off-road walking link in Toddington

National Trust Site. Footpaths 4 and 11 provide a direct, off-road link between Streatley and Luton that is popular with walkers. Footpaths 1 and 15 provide a well-used link between Barton-le-Clay and the nearby Barton Hills Nature Reserve. But these rights of way are typically poorly surfaced, unlit, and unsuitable for use by people with limited mobility.

Harlington, Toddington, and surrounding area

Harlington and Toddington are similar villages in that their compact nature and the provision of surfaced off-road walking routes enhance the permeability of both settlements. In both villages, services that are provided are typically within 15 minutes walking distance of the majority of the village, with the majority of roads in both villages providing convenient links to village centres with minimal conflict with traffic. In both villages the narrowness of footways, levels and speeds of through traffic on major roads, create a major psychological barrier to pedestrian use.

The size and linear nature of the villages of Sundon, Tebworth, Wingfield, and Chalton means it is relatively quick to walk from one end of the village to the other. However, in all villages narrow footways reduce the attractiveness of village walking routes. The speed and levels of through-traffic also form a major psychological barrier to pedestrian movement.

The M1 motorway provides a major barrier for movement between many of the villages, particularly between Toddington and Harlington. The current pedestrian access between these two major villages is very poor, with a lack of footways, and narrow footways where they are provided. There is no formal pedestrian crossing at Junction 12, where due to four motorway slip roads, a lack of footways, and large volumes of traffic, the junction is currently unsafe for pedestrian use.

Pedestrian links between the villages consist of the main highways, or the rights of way network. Walking on the main highways requires pedestrians to walk on unlit, high-speed roads often with no footway. The rights of way network is well used around the villages, but they are often unlit, poorly surfaced and signed, and are inaccessible to people with limited mobility.

Heath and Reach, Hockliffe, and Stanbridge

Heath and Reach is similar to many other larger villages in that owing to its relatively compact nature, as well as some limited but popular off-road pedestrian routes, the village is relatively permeable. The limited services provided in the centre of the village are all within 15 minutes walking time of most of the village. In some areas paths are narrow, and levels and speeds of traffic do act as a slight deterrent to walking locally.

Heath and Reach also enjoys relatively good links to nearby facilities. Leighton Road provides a convenient, well-lit access into Leighton Buzzard.



Pavement parking in Eggington



Access into Stockgrove Country Park is via a footpath from Thrift Road, giving a safe off-road access to the park. Access to the front of Rushmere Park is either through an indirect link along Footpath 5 and within the Park itself, or along Linslade Road, which is an unlit road with no formal footway.



Crossing point with dropped kerb and markings

The street environment for pedestrians in Hockliffe, by contrast, is poor. The A5 trunk road runs through the centre of the village, and is heavily trafficked with a 40mph speed limit throughout. Whilst the A5 does provide footways of a generally adequate width, and a number of crossing points, the amount and speed of traffic make for an intimidating environment for pedestrians. The junction with the A4012 is poorly designed for pedestrians, with entrance and exits onto the junction not having pelican crossings, which are provided away from the desire lines. The A4012 towards the Lower School, whilst having a lower speed limit, has a narrow footway with no formal crossing points.

The linear nature of the villages of Stanbridge, Tilsworth, and Eggington means that a lack of permeability in these villages is somewhat compensated by focussing the majority of village activities along a single route. Pavements are narrow and sometimes missing, and speed and volumes of traffic provide the major perceptual barrier to pedestrian use in these villages.

Pedestrian links between the villages in this area consist of the main highways, or the rights of way network. Walking on the main highways, whilst typically the most direct route, requires pedestrians to walk on unlit, high-speed roads often with no footway. The rights of way network provide a relatively safe off-road network for pedestrian access that often run parallel to major routes. Footpaths 1, 2, and 3 provide a popular off-road link between Eggington, Stanbridge, Tilsworth, and Hockliffe. However, the network is often unlit, poorly surfaced and signed, and is inaccessible to people with limited mobility.

5.2 Cycling

The level of cycling in the Plan area is much lower than the average for Central Bedfordshire (Figure 5.1). This low level of cycling can be explained by a number of factors, notably the lack of local service provision, speed and levels of traffic, and the general lack of a cycling culture locally. Notwithstanding this, the compact nature of many of the villages, particularly larger villages, and close proximity of major trip generators such as Harlington Railway Station and Rushmere Park shows potential for increasing cycling locally.

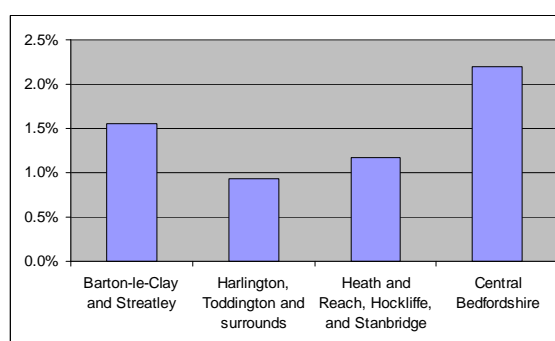


Figure 5.1: Percentage of journey to work trips undertaken by bicycle across the LATP area (Source: Census 2001)



Network Hierarchy

Work undertaken for Central Bedfordshire Council by the sustainable transport charity Sustrans⁴ has identified a network of cycle routes across the Plan area which would join centres of population with services centres, places of employment, schools and healthcare facilities for example.



Signing the Chilterns Cycleway near Barton-le-Clay

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

Infrastructure Provision

Barton-le-Clay and Streatley

The Chilterns Cycleway, a 170 mile cycle route running the length of the Chilterns Area of Outstanding Natural Beauty, passes through Barton-le-Clay and Streatley. This Cycleway, provided entirely on road in this area, links the two villages to Harlington, Sundon, Higham Gobion, and into Hertfordshire. Whilst this route is well-signed throughout, its purpose is primarily leisure, and therefore provides no links from these villages to key employment and service centres. This route is also provided on fast, rural roads, many of which are heavily trafficked.

A cycle route is also provided along the A6 through this area, running via Barton-le-Clay. Whilst the cycle route is provided on a segregated facility for the majority of the route, this facility is generally of a poor width, is poorly lit, and in some places is of a poor surface quality. Whilst access to the cycle route heading towards Luton is via the relatively quiet Sharpenhoe Road, to access Barton-le-Clay requires cycling along the narrow and busy Church Road.

Harlington, Toddington and surrounding area

The Chilterns Cycleway also passes through Harlington and Sundon. This Cycleway links the two villages to Barton-le-Clay, Streatley, Higham Gobion, and into Hertfordshire. Whilst this route is well-signed throughout, its purpose is primarily leisure, and therefore provides no links from these villages to key employment and service centres. Additionally, this route is also provided on fast, rural roads, many of which are heavily trafficked.

Cycle parking provision in the area is provided at Harlington Station, where 46 spaces are provided on Platform 4. Some of this cycle parking is provided under cover, and is also



Cycle parking at Harlington Station

⁴ Mapping works undertaken during 2008/09. The consultation process was managed by Bedfordshire Rural Communities Charity during 2009/10



covered by the station's CCTV system.

Heath and Reach, Hockliffe, and Stanbridge

The main strategic cycle route in the area is the National Cycle Route 6, which is a well-signed route from the Sewell Greenway through Stanbridge and Eggington and onwards to Leighton Buzzard. The Sewell Greenway is the main off-road section of the route, providing a direct, surfaced route between Stanbridge and Dunstable.

The route is then signposted, on road, through Stanbridge and Eggington, to the A4012, which leads to Leighton Buzzard. A short section of the route passes along Stanbridge Road in Stanbridge, which is a route that can be intimidating to novice cyclists. The A4012 is a high speed, busy road with no on-road infrastructure highlighting the cycle route.

5.3 Public Transport

The area is served by a variety of public transport links. All of the largest villages in the area are served by bus services, typically a mixture of commercial and non-commercial services, providing links to Luton, Dunstable, Leighton Buzzard, and Milton Keynes. Harlington also benefits from having a rail connection via its station on the Midland Mainline.

Public Transport Infrastructure

The quality of the waiting facilities is generally poor across the area. Bus stops often consist of little more than a pole with a flag, with little or no timetable information or shelters, and where a shelter is provided it is often dirty and uninviting to users. In some cases bus shelters are provided complete with lay bys, raised kerbs and lighting, and bespoke timetable information. In Toddington, the stop on The Green also has a real time bus information screen. In other cases only bus stop flags are provided with timetable information stuck or tied to the pole.



Bus stop in Toddington

Harlington Station is the main public transport infrastructure facility in the area. This 4 platform station on the Midland Mainline has a number of facilities. The station has a ticket office, which is open Monday to Friday between 0645 and 1320, and on Saturdays between 0815 and 1415. All platforms have seating and waiting shelters, as well as real time train running information screens. Access between platforms is provided by way of a footbridge over the railway. With the exception of Platform 4 and the ticket office, there is no step-free access between the platforms.



Harlington Rail Station

The station currently does not operate to its potential as an effective transport interchange. The station is served by few, infrequent bus services, and both bus stops for the station are unmarked on the side of the highway. The 127-space station car park is also often full, with resulting car parking problems on nearby streets.



Bus services

The bus services serving the Plan area are detailed in Appendix A. It highlights that whilst there are a large number of different services, they are infrequent, do not operate on Sundays or outside of peak periods, and are heavily reliant on being subsidised by Central Bedfordshire Council. Some commercial bus services in the area provide links to the employment centres of Luton, Dunstable and Milton Keynes.

Barton-le-Clay and Streatley

Within Barton-le-Clay, local bus services provide the main strategic sustainable transport links in the village. The main bus service is an hourly bus to Bedford and Luton, provided commercially by Stagecoach.

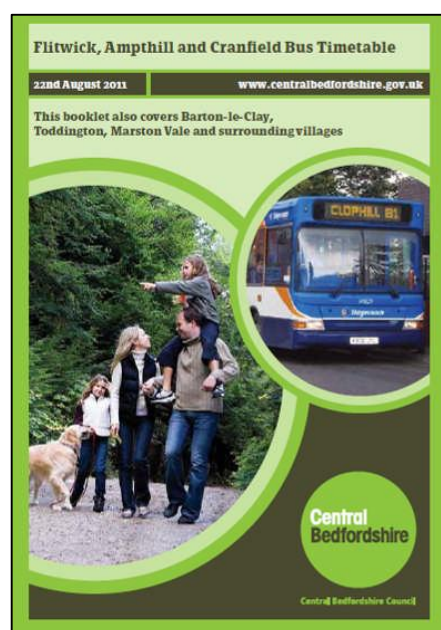
In Streatley, an infrequent bus service running once every 2 hours links the village to Shefford, Upper Gravenhurst, Shillington, Barton-le-Clay, and Luton. This service also links Barton-le-Clay to villages towards Shefford, as well as complementing the hourly bus service to Luton. Sharpenhoe, however, has no bus service in operation.



Bus in Toddington. Image courtesy of Grant Palmer Passenger Services

Harlington, Toddington, and surrounding areas

Whilst being well-served by a strategic rail link, bus services in Harlington are relatively infrequent. The main bus service runs once every 2 hours, providing a direct link by bus to Bedford, Ampthill, Flitwick, and Toddington. There are also infrequent bus services linking the village to Luton.



Local bus publicity

Toddington is located at the intersection between a number of local bus services, with all services commencing or terminating at The Green. An hourly bus service provides a link between the village and Harlington, Flitwick, Ampthill, and Bedford. An hourly bus also operates to the south towards Tebworth and Dunstable, and this service has been timed so as to provide an integrated bus service operating between Bedford and Dunstable. The integrated timings are supported by roadside facilities, with the bus stop on The Green being equipped with a Real Time Information screen. The other main bus service in Toddington provides a 2-hourly connection between the village, Chalton, Sundon, and northern Luton.

The only strategic sustainable public transport link operating through Wingfield and Tebworth is provided by an occasional bus service operating every 2 hours. This bus links the villages to Toddington and to Dunstable.

Chalton and Sundon are poorly served by strategic public transport links. The villages are served by a single bus





Bus passing through Stanbridge

A peak hour bus service also operates directly to Leighton Buzzard Rail Station.

Despite being located on a strategic transport corridor, Hockliffe is relatively poorly served by public transport. The primary public transport link through the village is an hourly bus service that links the village to Luton, Dunstable, and Milton Keynes throughout most of the day. Another bus service operates every two hours through the village on its route between Woburn and Leighton Buzzard.

In contrast to many other areas, the Stanbridge, Tilsworth and Eggington area is relatively well served by strategic public transport links. In Stanbridge and Tilsworth, a half-hourly bus service provides frequent access to Leighton Buzzard, Milton Keynes, Dunstable, and Luton. By contrast, Eggington is relatively poorly served by strategic public transport links, with one service running to Hockliffe, Leighton Buzzard, and Woburn every 2 hours.

Rail Services

Harlington station benefits from a high frequency rail service, operated by First Capital Connect. Services operate at a 15-minute frequency, linking Harlington to Bedford, Flitwick, Luton (including the Airport), London, and Brighton. Reflecting the flow of commuters to and from London, additional services operate from Harlington to London during weekday morning peak hours, and from London during weekday evening peak hours. Details of the operations are contained within Appendix A.

Local residents also benefit from the ease of access to stations outside the LATP area, some of which are either easier to access or provide a better rail service than Harlington. In the Heath and Reach, Hockliffe, and Stanbridge area, Leighton Buzzard station is a popular local station, with services operated by London Midland and Southern Railway. Services operate at around 4 trains per hour in both directions, serving London (Euston and West London), Watford, Hemel Hempstead, Milton Keynes, and with a reduced service Northampton and Birmingham.



Passengers at Leighton Buzzard Rail Station

Residents of Barton-le-Clay, Streatley, and Sundon also use Luton station, with services operated by First Capital Connect and East Midlands Trains. Up to 9 trains per hour operate in both directions to Bedford, Flitwick, London, Brighton, and Leicester among other places. Some



residents also access Leagrave station, where trains from First Capital Connect every 15 minutes serve Bedford, Flitwick, Luton, London and Brighton.

Bus – Rail Integration

PLUSBUS ticket provides train passengers at Harlington and Leighton Buzzard stations with unlimited bus travel on participating operators' services within the PLUSBUS area.

The ticket is effectively an add-on to a rail ticket and is available for £2 a day (£1.35 a day for a rail card holder) or £7 for the week.

PLUSBUS is recognised by bus service providers including Arriva, Buzzer Buses, Centrebus, Stagecoach, Grant Palmer and Flittabus in both areas and enables easy interchange for public transport users wishing to travel by both rail and bus, within the area outlined in Figures 5.2 and 5.3.



Figure 5.2: Flitwick PLUSBUS

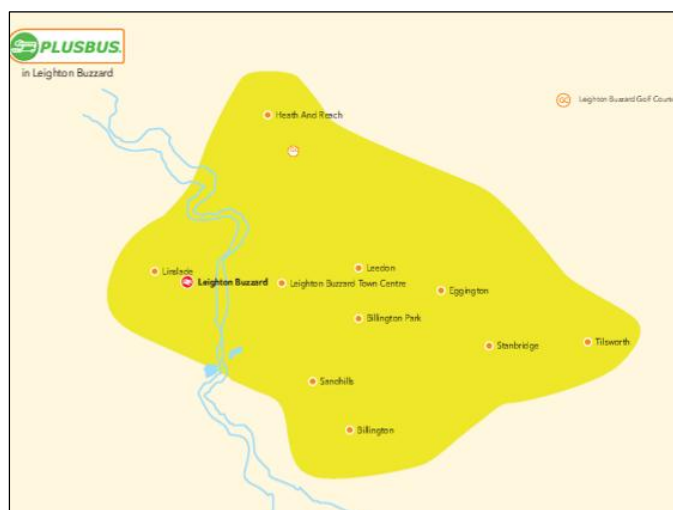


Figure 5.3: Leighton Buzzard PLUSBUS

5.4 Highways

Household car ownership in each of the wards which comprise the Plan area is set out in Table 5.1. This area is characterised by very high levels of car ownership compared to both Central Bedfordshire and the country as a whole, with some wards having car ownership levels of 95%.

Strategic Road Network

The Strategic Road Network (SRN) is the responsibility of the Highways Agency and not Central Bedfordshire Council. The SRN passes through the LATP on two corridors, the M1 motorway near Harlington and Toddington, and the A5 Trunk Road through Hockliffe.



Table 5.1: Car Ownership in the Local Area Transport Plan Area

Area	No car or van	One car or van	Two or more cars or vans
Barton-le-Clay	10%	37%	53%
Chalgrave	11%	32%	57%
Chalton	7%	36%	57%
Eggington	5%	31%	64%
Harlington	11%	42%	47%
Heath and Reach	11%	39%	50%
Hockliffe	12%	43%	45%
Stanbridge	7%	31%	62%
Streatley	5%	48%	47%
Sundon	16%	38%	46%
Tilsworth	11%	38%	51%
Toddington	11%	39%	50%
LATP Area	10%	39%	51%
Central Bedfordshire	15%	41%	44%
England	27%	44%	30%

Source: Census 2001; Office of National Statistics

The M1 provides excellent north-south links to the rest of the region and further afield. Access onto the M1 is provided via Junction 12 between Toddington and Harlington. The level of stress on the M1 is high. Stress relates to the strategic capacity of the route in relation to the daily flow of vehicles, and does not take into account junction specific delays.

The M1 in the vicinity of Toddington operates at between 110-130% of capacity. However the Highways Agency anticipates that levels of stress on the network will increase in the period up until 2026 to 130-150% of capacity as a consequence of the increase in demand for to travel along the corridor⁵. This performance includes consideration of a scheme to increase the capacity of the motorway following completion of the M1 Junction 10 to 13 Improvements.



Improvement works at M1 Junction 12

The A5 runs on a parallel alignment to the M1, and provides a direct strategic link to the nearby towns of Milton Keynes and Dunstable. In 2008, the Highways Agency estimated that the A5 in Hockliffe was operating at between 110% and 130% of capacity, leading to delays when entering Dunstable, and in Hockliffe at peak times. By 2026, it is estimated that the A5 will operating in excess of 150% of capacity as a consequence of increasing travel demands. This performance includes the impacts of the A5 to M1 Link Road.

Local Road Network

The SRN is supported by the local road network which is the responsibility of Central Bedfordshire Council. The LATP area is characterised by good north to south road links to other areas of the authority and surrounding areas, but relatively poor east-west links, particularly across the M1. The key routes comprise:

⁵ East of England Regional Network Report 2008; Highways Agency (http://www.highways.gov.uk/business/documents/RNR08_EE.pdf)



- **A6:** A key north / south route through Central Bedfordshire linking Barton-le-Clay with Luton in the south with Bedford in the north. In 2010, the Annual Average Daily Traffic Flow (AADT) was in the region of 16,700 vehicles⁶ on the route, just north of Clophill.
- **A5120:** Links Toddington and Harlington with junction 12 of the M1, as well as Flitwick and Ampthill to the north. This route also extends south providing a link to Houghton Regis and Dunstable. There is anecdotal evidence of delays at Junction 12 during the morning and evening peak hours. The AADT on the A5120 in 2011 was slightly over 9,000 measured at a point immediately to the north of Toddington, with average recorded vehicle speeds of 35.5mph.
- **A505:** Key east / west link through South Bedfordshire providing access to the A5, Leighton Buzzard, and further on to Aylesbury. and the M1 at junction 13. Flows on the route just to the south of Leighton Buzzard equated to around 13,000 in 2011, with average recorded vehicle speeds of 56.7mph.
- **A4012:** This route provides a north to south-west link through the southern western part of the LATP area. This route provides Hockliffe and Eggington with direct access to Leighton Buzzard, Woburn, and M1 Junction 13. The staggered junction with the A5 in Hockliffe is the cause of much traffic congestion in Hockliffe. The AADT of the A4012 in 2011 was just over 5600 measured at a point just to the south of Woburn, with average speeds measured at 49.3 mph.
- **B579:** This route provides access from Toddington, Chalton, and Sundon to Luton. There is anecdotal evidence of delays during the peak hours at the two junctions with Sundon Road to the south of Chalton, where vehicles are seeking to turn towards Sundon or towards Houghton Regis.



A4012 near Eggington

Road Safety

The number of people killed or seriously injured on the roads in the Plan area is set out in Table 5.2 below, with the geographical spread highlighted in Figure 5.3. As the data shows, between 2006 and 2010 the majority of people killed in road accidents were car users.

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



A5120 near Harlington

⁶ All traffic flows taken from permanent counters in place and detailed on the website: www.c2trafficdata.co.uk

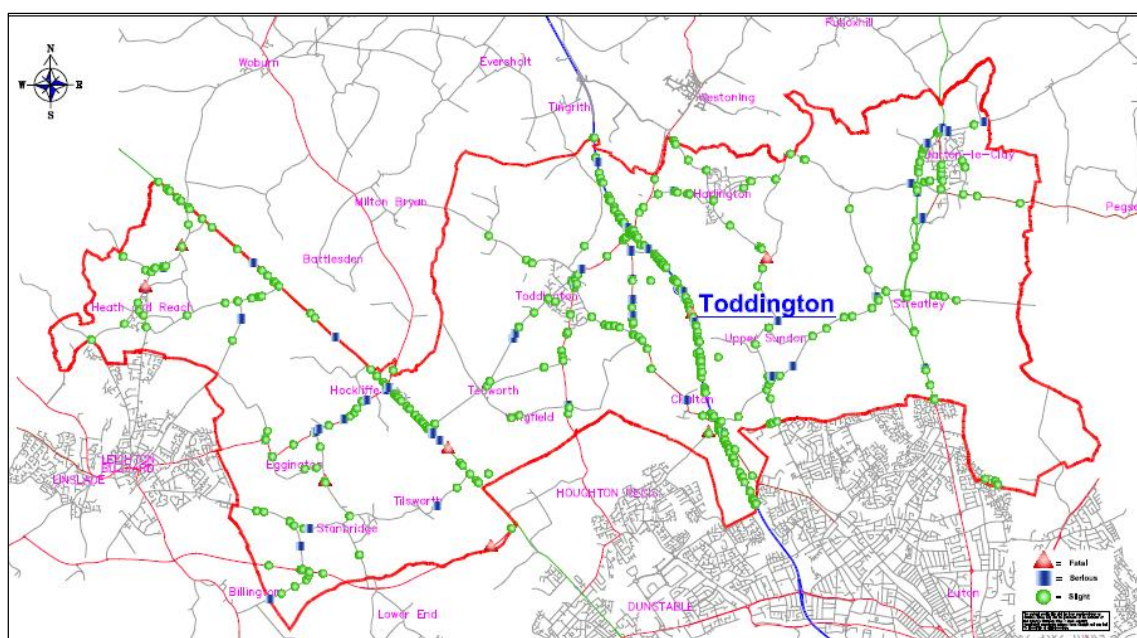


Table 5.2: People Killed or Seriously Injured in Heath and Reach, Toddington, and Barton-le-Clay (Jan 2006 – Dec 2010)

Casualties	Adults				Children				Total			
	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total	Fatal	Ser.	Slight	Total
Pedestrians	0	2	6	8	0	3	6	9	0	5	12	17
Cyclists	0	3	8	11	0	0	3	3	0	3	11	14
Motor cyclists	1	17	26	44	0	0	0	0	1	17	26	44
Car users / passengers	7	16	594	622	0	4	27	31	7	20	626	653
Bus	0	0	1	1	0	1	2	3	0	1	3	4
HGVs / passengers	0	8	45	53	0	0	0	0	0	8	45	63
Other	0	0	6	6	0	0	0	0	0	0	6	6

Source: Bedfordshire Highways

Figure 5.3: Heath and Reach, Toddington, and Barton-le-Clay LATP Area Road Traffic Accidents between 2007 and 2009



Source: Bedfordshire Highways

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

- A significant number of accidents occur on the M1 and the A5 strategic routes running through the area. This can partly be explained by the high traffic volumes using these routes. On the A5, accidents are particularly concentrated in Hockliffe between the junction with the A4012 and the Tebworth Road junction, including 4 accidents resulting in serious injury. On the M1, accidents are strongly concentrated near Junction 12, the Motorway Service Area, and close to Chalton, including 3 accidents involving serious injury, and 1 fatal accident.
- Accidents resulting in fatalities tend to be on derestricted roads. A notable road for people killed in accidents appears to be on Woburn Road between Heath and Reach and the A5, where there have been 2 fatalities.
- Accidents that result in serious and slight injuries generally tend to occur around junctions, especially on the main routes. There appears to be a particular concentration of



serious injury accidents on the A4012 between Hockliffe and Eggington, and on the B530 between M1 Junction 12 and Fancott.

5.5 Car Parking

The provision of car parking in the Plan area is typically confined to private, off-street parking that is normally dedicated to the use of a specific facility, such as a shop or a school. There are only 3 locations in the area which can be described as public parking available for all is the car park at Harlington Railway Station, and the two car parks in the Toddington Motorway Service area.

Scale of Parking Provision

The parking in the Motorway Service Areas is generally suited towards providing adequate rest breaks for long-distance travellers using the M1 motorway. Therefore this car parking very rarely serves a useful function as car parking for local communities. Car parking at Harlington Rail Station is mainly aimed at rail commuters.



Parking in Barton-le-Clay

Table 5.3: Public Car Parks in Heath and Reach, Toddington, and Barton-le-Clay

Location	Area	Type of Parking	Number of Spaces	Time Limitation
Toddington Motorway Service Area (Southbound)	Toddington	Surface Car Park	No data available	None
Toddington Motorway Service Area (Northbound)	Toddington	Surface Car Park	No data available	None
Harlington Rail Station	Harlington	Surface Car Park	127	None

Management of Provision

The responsibility for the management of off-street car parking in the area typically lies with the land owner. Enforcement of any restrictions in these car parks is typically done by the landowners themselves, or by a private company under contract.

Table 5.4 – Management of Parking Provision in the Plan area

Parking Area	Land Owner	Party with overall responsibility for Car Parking Management	Party tasked with day-to-day enforcement
Toddington Motorway Service Area (Southbound)	Moto	Moto	CP Plus
Toddington Motorway Service Area (Northbound)	Moto	Moto	CP Plus
Harlington Rail Station	Network Rail	First Capital Connect	National Car Parks Ltd

The enforcement of on-street car parking is undertaken by Central Bedfordshire Council, through its contractor Vinci Parking. Central Bedfordshire Council seeks to manage on-street parking in a



way that benefits local communities, improves traffic flow, and improves access for emergency vehicles and buses. Civil Enforcements Officers issue Penalty Charge Notices (PCNs) to vehicles parked in breach of Traffic Regulation Orders.

Due to its popularity with commuters, the car park at Harlington Rail Station is at or close to capacity by 9am on most weekdays. This leads to issues with station users parking on local residential streets that are not subject to parking restrictions, as well as discouraging some off-peak travel by train. Parking charges, and the availability of car parking after the peak periods, also result in local people driving to other stations, such as Flitwick and Legrave, to catch a train.

Cost of Provision

At the Toddington Motorway Service Area (Table 5.5), there is free short-stay parking although there is a charge for long stay parking. There is a charge for all parking at Harlington Rail Station (Table 5.6).

Table 5.5: Toddington Motorway Service Area Parking Charges (as of August 2011)

Type of vehicle	Length of Stay	Charge
All	First 2 hours	Free
Cars and Coaches	2 to 24 hours	£10
HGVs	2 to 24 hours (without food voucher)	£19
	2 to 24 hours (with food voucher)	£21.50

Source: Moto

Table 5.6: Harlington Station Car Parking Charges (as of January 2012)

Length of Stay	Charge
Daily	£7.50
Daily off-peak (after 10am)	£3.00
Evenings (after 5pm)	£2.00
Saturday / Sunday (Bank Holidays)	£2.00
Weekly	£35.00
Monthly	£125.00
Quarterly	£350.00
Annual	£1250.00

Source: First Capital Connect



6. Journey Purpose Analysis

6.1 Overview

This chapter considers how the issues identified within the assessment of individual modes of transport, translates to how people in Heath and Reach, Toddington, and Barton-le-Clay areas actually travel for different types of journey. It compares the modal split for different types of journeys in the Plan area with those for Central Bedfordshire as a whole where data is available.

A Householder Travel Survey was undertaken in March/April 2010 which looked at the travel patterns of Central Bedfordshire residents. This survey forms the basis to the identification of the mode split for different journey types across the authority as a whole, whilst the Census, school and workplace travel plans and results from the schools census have also been utilised to identify the specific travel patterns of residents in the Plan area.



National Cycle Route 6
signage at Stanbridge

6.2 Journeys to Work

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

Distance Travelled to Work

The distance travelled to work has a bearing on the ability to access employment by a variety of different modes of transport. It also provides an indication as to the relative self containment of a town in terms of the ability for people to find employment locally. The Householder Travel Survey identified the distances travelled by residents across the authority to get to their place of work and these figures are detailed in Table 6.1.

Table 6.1: Distances Travelled to Work

Distance	Central Bedfordshire
0-2 miles	21%
2-5 miles	16%
5-10 miles	19%
10-20 miles	19%
Over 20 miles	25%

Sources: Central Bedfordshire Householder Travel Survey 2010

The table highlights that a large proportion of residents live within what may be considered a realistic walking or cycling distance from work, whilst a considerable proportion of the population work a considerable distance from the Plan area reflecting the lack of self containment of the towns and the need for local residents to seek employment further afield. This is reflected by



Census 2001 statistics, which show that the majority of journeys to work are to places located outside of the Plan area (Table 6.2)

Table 6.2 – Direction of commuting trips in the Heath and Reach, Toddington, and Barton-le-Clay area

Commuter trips direction	Barton-le-Clay and Streatley	Harlington, Toddington and surrounding areas	Heath and Reach, Hockliffe, and Stanbridge	Plan Area
Into the Plan area	20%	28%	31%	26%
Within the Plan area	17%	18%	18%	18%
Leaving the Plan Area	63%	54%	51%	57%

Source: Census 2001

Modal Split

The modal split of journeys to work of residents in the Plan area with those for the rest of Central Bedfordshire, together with the general modal split for all trip types across the UK is set out in Table 6.3. A more detailed breakdown of journey to work trips is provided in Table 6.4.

Table 6.3: Journey to Work Modal Split for the Heath and Reach, Toddington, and Barton-le-Clay LATP area compared to Central Bedfordshire and national figures

Mode	Heath and Reach, Toddington, and Barton-le-Clay	Central Bedfordshire	Nationwide
Car	82.5%	75%	60%
Car (passenger)		2%	7%
Walk	5.4%	11%	11%
Cycle	1.2%	3%	3%
Bus	2.6%	2%	8%
Train	6.8%	6%	5%
Other	1.5%	1%	6%

Source: Census 2001 / Central Bedfordshire Householder Travel Survey 2010. Excludes people working at home

Table 6.4: Journey to Work Modal Split for different areas of the Heath and Reach, Toddington, and Barton-le-Clay LATP area

Mode	Barton-le-Clay and Streatley	Harlington, Toddington and surrounding areas	Heath and Reach, Hockliffe, and Stanbridge	LATP Area
Car (as driver or passenger)	83.3%	80.7%	85.3%	82.5%
Walk	5.2%	5.9%	4.7%	5.4%
Cycle	1.6%	0.9%	1.2%	1.2%
Bus	3%	2.3%	2.5%	2.6%
Train	5.4%	8.6%	5.2%	6.8%
Other	1.5%	1.6%	1.1%	1.5%

Source: Census 2001. Excludes people working at home

Like the remainder of Central Bedfordshire, the car is the dominant mode of transport for journeys to and from work in the Plan area, with the Heath and Reach, Hockliffe, and Stanbridge areas being particularly dominated by this mode. The use of the train is also comparatively high compared to Central Bedfordshire, particularly in Harlington owing to the close proximity of the railway station.



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

6.3 Access to Services

The Access to Services Strategy forms the evidence base to a number of the main journey purpose themes within the LTP, and focuses upon the ability of residents to access education, healthcare and retail provision. This section assesses the relative accessibility of these services in the LATP area in comparison to Central Bedfordshire as a whole.

Healthcare

Access to healthcare in the form of a local doctor is an important factor in residents' perceived quality of life. Owing to the largely rural nature of the LATP area, few medical facilities are provided locally, with the local NHS GP Practices comprising of:

- The Surgery (Barton-le-Clay)
- The Surgery (Harlington)
- Toddington Health Centre (Toddington)

A noticeable gap in local GP provision can be observed in the Heath and Reach, Hockliffe, and Stanbridge areas. However, these areas are largely served by local GP practices based in Leighton Buzzard.

The nearest hospital for most residents in the area is Luton and Dunstable Hospital. As with other areas of Central Bedfordshire, accessing the hospital by non-car modes of transport is difficult for many, with only the parishes of Hockliffe, Stanbridge, Tilsworth, and Toddington having a direct public transport access to the hospital.



Toddington Medical Centre

The modal split of access to healthcare provision across Central Bedfordshire as a whole is depicted in Figure 6.1. It demonstrates a significantly higher proportion of trips are made on foot to doctors surgeries than for other journey purposes which have been assessed, although still involves a significant reliance on the car for the bulk of journeys.

Education

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

There are 9 lower schools, 3 middle schools and one upper school either in or serving the Plan area and the break down in how pupils travel to these schools is set out in Figure 6.2, whilst the comparative figures for the authority as a whole are also highlighted.



Figure 6.1: Access to Healthcare Modal Split

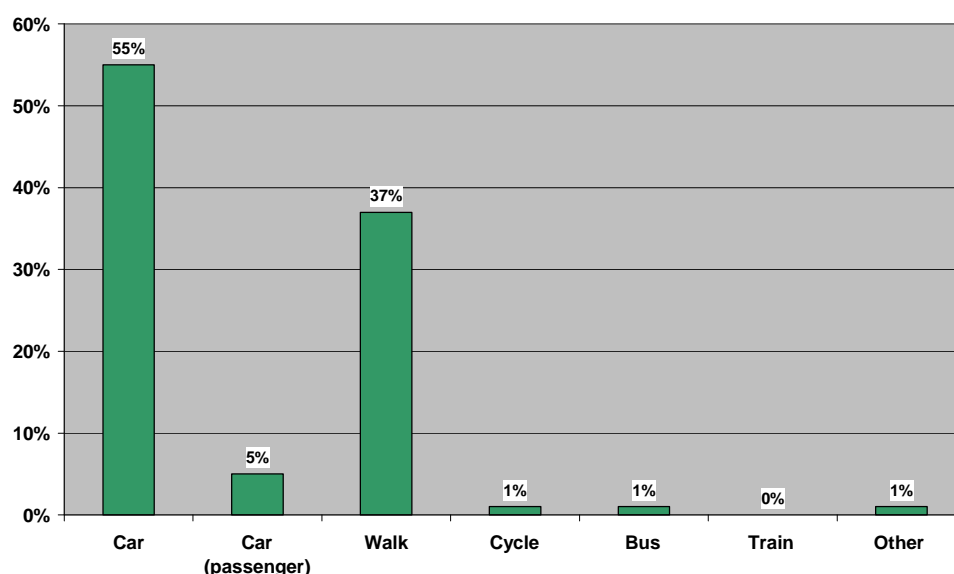
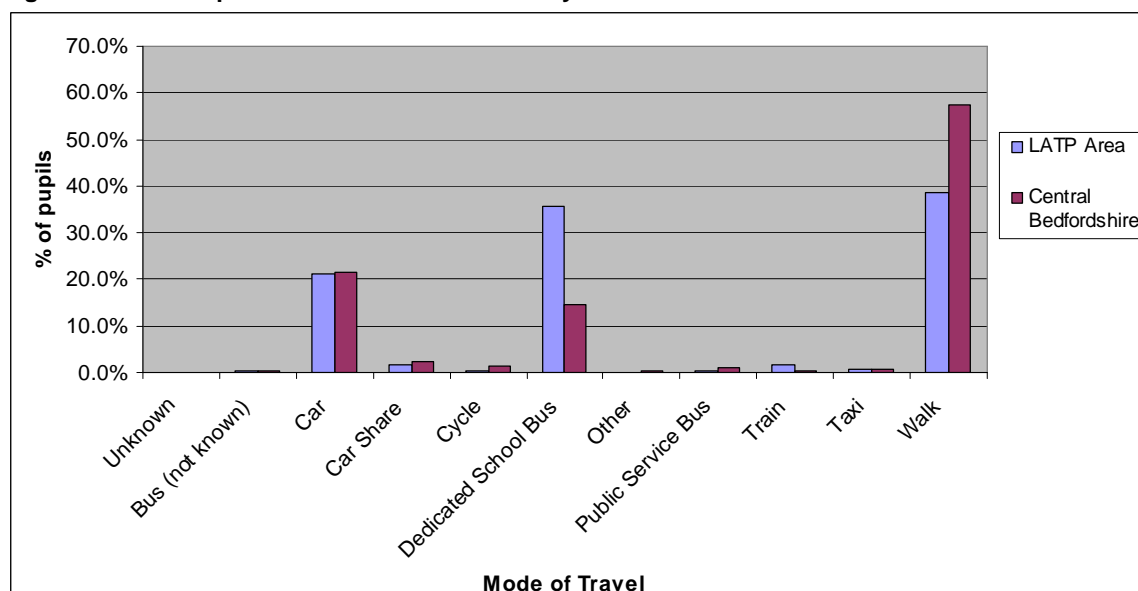


Figure 6.2: Mode Split of Travel to School Journeys



The rural nature of the area means that fewer children walk to school in the plan area compared to the rest of Central Bedfordshire. However, the percentage of children taking dedicated school bus services to school is over double that of the rest of Central Bedfordshire, showing the importance of this mode of transport in allowing school children to travel sustainably to school. Reliance on the car is similar to the rest of Central Bedfordshire, and the percentage of pupils taking the train to school is also slightly higher.

There are also a number of issues surrounding specific schools. Many of these issues are covered in the Priority Areas section of this LATP, but common issues include:

- Congestion outside school gates creating an uncomfortable and on some occasions unsafe environment for children to walk and cycle to school;
- School run traffic contributing to wider peak hour congestion issues, with an estimated 15% of trips during the morning peak hours travelling to and from schools;
- Negative perceptions of speed and traffic levels outside of schools creating a perceptual barrier to walking and cycling to school;



- Different school catchment sizes requiring different sustainable transport solutions, for example Upper Schools have a wider catchment area, placing greater necessity for school buses compared to Lower Schools.

Food Shopping

The food shopping offer in the Plan area generally consists of food shops and convenience stores located in the larger villages, most notably Toddington, Heath and Reach, Harlington, and Barton-le-Clay. These stores are typically local in nature, serving a localised catchment area for everyday food, drink, and other convenience purchases such as newspapers. These stores are typically located central to their respective villages, are well-served by local walking and cycling links, and with the exception of Harlington by local bus services. Parking at these stores is generally limited.

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

- Flitwick (Tesco);
- Dunstable (Tesco, ASDA);
- Houghton Regis (Netto);
- Leighton Buzzard (Tesco, Morrisons);
- Luton (Sainsburys).

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

Table 6.5 shows that across Central Bedfordshire, access to larger food stores is generally undertaken by private car, reflecting the role of these stores for weekly large shopping trips, and increasingly for purchasing comparison goods. Residents who responded to a Householder Travel Survey indicated that access to such provision was seen as easy or very easy across Central Bedfordshire as a whole.

Table 6.5: Access to Main Food Shopping Modal Split

Mode	Central Bedfordshire	Nationwide (all trip types) ⁷
Car	75%	40%
Car (passenger)	10%	23%
Walk	12%	22%
Cycle	1%	2%
Bus	2%	7%
Train	0%	3%
Other	1%	3%

(Source: Householder Travel Survey 2010)

6.4 Access to Leisure, Culture, and Tourism

Access to Leisure, Culture and Tourism forms one of the six journey purpose themes on which LTP3 is structured. Being able to access leisure, culture and tourism facilities is important to the

⁷ Transport Statistics Bulletin; National Travel Survey 2008, Department for Transport.



quality of life of local people, and has significant well-being benefits. These facilities also have a local economic benefit, providing jobs and income for the local area.

Access to the Countryside and Open Spaces

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

The area is also served by more strategic rights of way, which cater for long distance walking as well as more local routes. The Icknield Way is the longest, running from Ivinghoe Beacon in Buckinghamshire to Norfolk, passing through the area through Stanbridge, Tilsworth, Tebworth, Toddington, Sundon, and Streatley. The Greensand Ridge Walk, a 40 mile long distance path passing through Bedfordshire from East to West along the Greensand Ridge, passes through the area at Rushmere Country Park. The John Bunyan Trail starts at Sundon Hills, and heads towards Bedford via Streatley, Sharpenhoe and Harlington. All routes are well-signposted throughout, and the Greensand Ridge Walk is a central element to the Greensand Ridge Local Development Strategy (see Section 3.1).



Kissing gate on a Right of Way

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

As well as the rights of way network, the area has a number of Countryside Sites. These sites are managed for public access and conservation by a number of different organisations, including Central Bedfordshire Council, and are crossed by a range of footpaths, cycleways, and trails. These sites range in size from large sites with dedicated facilities such as car parks, refreshment areas, and toilets, to smaller sites with fewer facilities:

- **Rushmere Country Park:** Managed by Central Bedfordshire Council in partnership with the Greensand Trust. Situated just to the north of Heath and Reach, this 210 hectare site is the busiest countryside site in the area with over 300000 trips per year. Facilities include a visitor centre, toilets, a car park, and refreshment facilities.



Footpaths and signs at Sundon Hills



- **Sundon Hills Country Park:** Managed by Central Bedfordshire Council. This is a 50 hectare Site of Special Scientific Interest situated to the north of Upper Sundon. The site has a car park and a picnic area, accessed from Sundon Road.
- **Sharpenhoe Clappers and Smithcombe Hills:** This site of natural interest is located to the North of Streatley, between Sharpenhoe Road and the A6. This site has a car park and a picnic area, accessed from Sharpenhoe Road.
- **Moleskin and Markham Hills:** This site is located to the West of Sharpenhoe Clappers. Access to the site is via foot from Sharpenhoe Road.

Access to the above sites is typically either by foot, usually through the rights of way network, or by private car. All sites are generally inaccessible by good quality public transport links, although an hourly bus service does pass within 800 metres of an entrance to Rushmere Country Park.

Leisure Centres and Cultural facilities

The LATP area contains two libraries, in Toddington and in Barton-le-Clay. Both libraries are located in the heart of the village, meaning that they are very accessible to all parts of the respective villages. They are also located close to the main public transport routes serving these villages, extending the catchment area of both libraries. The majority of local residents in the area can also access nearby libraries at Flitwick, Dunstable, Houghton Regis, Leighton Buzzard via public transport.



Barton Rovers Football Club

These libraries also act as a local cultural resource, where people can find out about local history and about the area. Outside of the libraries, there are few local cultural facilities such as museums and art galleries in the area. Local people are therefore required to access such facilities in nearby towns.

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

- Dunstable Leisure Centre, Dunstable
- Flitwick Leisure Centre, Flitwick
- Houghton Regis Leisure Centre, Houghton Regis
- Lea Manor Recreation Centre, Luton
- Lewsey Sports Park, Luton
- Tiddenfoot Leisure Centre, Leighton Buzzard
- Wardown Leisure Centre, Luton

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



Retail Shopping and Town Centres

Much like food shopping (see Section 6.3), there is relatively limited retail shopping in the LAMP area. In the larger village centres, notably Toddington, Heath and Reach, and Barton-le-Clay, some limited retailing is provided. These are primarily local independent stores offering a range of services to a local catchment area, including pet stores, hair-dressers, estate agents, and hardware stores.

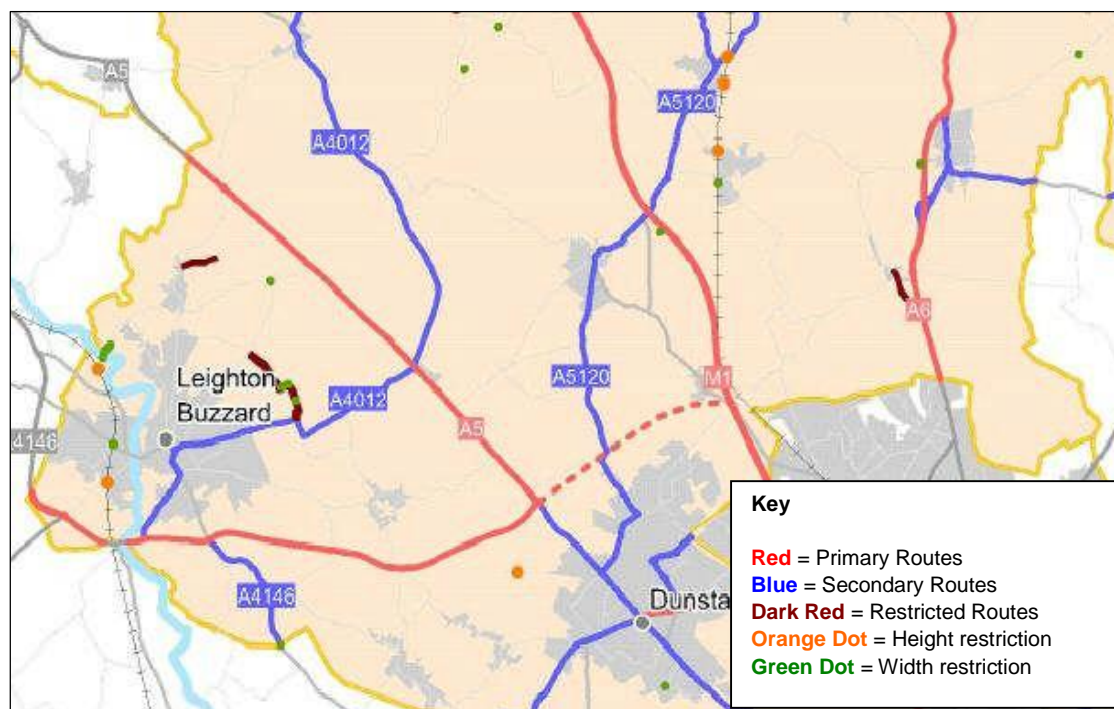
For much larger retail shops, local people are required to access retail centres in nearby towns. Dunstable, Luton, and Milton Keynes were identified through public consultation as key local shopping destinations, that provide a wide range of shops and services that local people wish to access. Access to a town centre during key shopping hours is relatively good across the LAMP area, with public transport routes running from the main villages to these town centres.

An issue raised in public consultation is that while many areas have access to a town centre via non-car modes of transport, these are not necessarily the retail destinations of choice. Milton Keynes was a destination often stated by respondents, with only Heath and Reach, Stanbridge, Tilsworth, and Hockliffe having a direct public transport connection to it.

6.5 Freight

Freight forms the focus of one of the six journey purpose themes upon which the LTP is structured. The signing and enforcement of a Designated Road Freight Network (DRFN) has been identified as one of the main areas through which to manage road based freight on the highway network based upon the rationale to focus freight trips on specific routes through the authority so as to minimise the impact on local communities and town centres. The section in the Plan area is shown in Figure 6.3.

Figure 6.3: Designated Road Freight Network in Heath and Reach, Toddington, and Barton-le-Clay



There are a number of restrictions limiting freight movements across the Plan area. Restrictions are in place on the following roads:

- Allowable weight limit between Harlington, Barton-le-Clay and Streatley incorporating Harlington Road, Barton Road, and Sharpenhoe Road;
- Width restriction on Sharpenhoe Road in Streatley between the A6 and junction with Church Road;
- Allowable weight limit and width restriction in Clipstone, between Vandyke Road and A4012;
- Height restriction on Westoning Road, Harlington, at the railway bridge;
- Width restriction on Eastern Way, Heath and Reach, between Leighton Road and Overend Green Lane;
- Allowable weight limit on Old Linslade Road, Heath and Reach, on the bridge over the Grand Union Canal.

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

- **Chalton** – With freight passing through the village on the B579 to access employment areas in Northern Luton;
- **Streatley** – With freight passing through Streatley village to access employment areas in northern Luton and the M1 at Junction 12 via Streatley Road / Sundon Road / B579. Some freight traffic also operates between Barton-le-Clay and Harlington;
- **Sundon** – With freight passing through Lower Sundon along Church Road to access employment areas in northern Luton, the M1 at Junction 12, and the A6 near Streatley;
- **Tebworth** – With some freight passing through the village to access the A5 and Toddington.



HGV in Streatley



7. Consultation and Engagement

6.1 Overview of Process

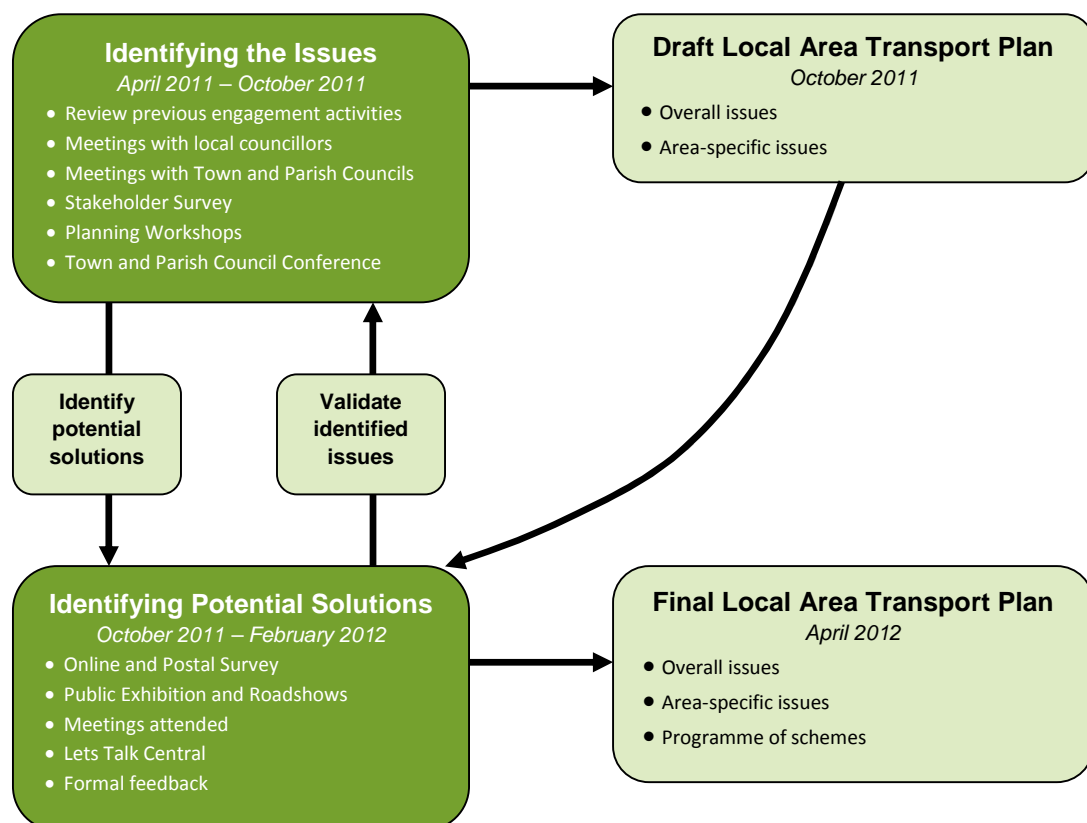
As part of the development of the Heath and Reach, Toddington, and Barton-le-Clay Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public was undertaken by Central Bedfordshire Council.

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

Engagement on the LATP was split into two key phases: 'Identifying the Issues' and 'Identifying Potential Solutions'. As Figure 7.1 shows, Identifying the Issues influenced the development of the Draft Local Area Transport Plan, and Identifying Potential Solutions influenced the development of the Final Local Area Transport Plan.

In practice, issues and solutions were identified at both stages by many stakeholders and members of the public, all of which have informed the development of the document.

Figure 7.1: Process of engagement in the Local Area Transport Plan



6.2 Identifying the Issues

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

- **Review of Previous Engagement Activities:** A review was undertaken of responses to previous engagement activities to identify the local transport issues that had been raised historically in each LATP area. This included reviewing responses to the consultation on the Local Transport Plan, and reviewing Town and Parish Plans where they had been developed.
- **Meeting with Local Councillors:** A meeting with local Central Bedfordshire Councillors was held on Monday 5th September 2011 to brief them on the LATP and identify their key issues relating to all transport modes and journey purposes.
- **Meeting Town and Parish Councils:** A meeting was held with Town and Parish Councils on Tuesday 27th September 2011 to brief them on the Plan, and provide an opportunity to discuss issues relating to all transport modes and journey purposes. Individual meetings were held with specific Town and Parish Councils upon request.
- **Stakeholder Survey:** The authority sent out a survey form to key local stakeholders requesting their input on identifying local issues in the area.
- **Planning Workshops:** The Central Bedfordshire Transport Strategy Team attended two planning workshops held for the local community at Priory House, Chicksands on Wednesday 14th September 2011 and Wednesday 21st September 2011. This gave the team the opportunity to discuss issues related to planning and transport with local stakeholders.
- **Town and Parish Council Conference:** An LATP stand was manned at the Town and Parish Council Conference at Priory House, Chicksands on Wednesday 5th October 2011. This gave the team the chance to discuss transport issues with representatives of Town and Parish Councils from across Central Bedfordshire.
- **Other correspondence:** The Transport Strategy Team also received correspondence from local stakeholders and local people on transport issues in their area.
- **Identifying Potential Solutions Stage:** Comments were also received on local transport issues as part of the identifying potential solutions stage. These comments were used to validate issues identified in the Draft Local Area Transport Plan, as well as identifying new issues to be included.



Poor quality bus stop in Barton-le-Clay



Overall Priorities

An analysis of these results revealed a number of key issues that were repeatedly identified. These are detailed below and reflected in the LATP itself:

- **Tackle the poor public transport provision**

Highlighted as a concern across the Plan area, focusing on the level of service provision, and the availability of information about what services operate. At Harlington station, poor integration with buses, insufficient parking, and a lack of disabled access were identified as issues.

- **Improve conditions for pedestrians**

The quality and maintenance of footpaths in the villages, and the lack of footpaths in the more rural areas were cited as a key concern of elected members at both Central Bedfordshire Council and Town and Parish Council level.

- **Reduce the speed of traffic**

Traffic speeds in villages, and on many rural routes, were consistently identified as a concern by local people and Parish Councils. There is a particular desire to reduce the speed of traffic outside village facilities, such as shops and schools.

- **Volume and routing of Heavy Goods Vehicles**

The volume and routing of freight passing through local areas were consistently highlighted as historical concern locally. Relieving pressure on local roads, and re-routing freight traffic onto more suitable routes is within the remit of the LATP. This needs to be balanced against ensuring access for freight traffic to local businesses.



Speed reduction measures outside Harlington Lower School

6.3 Identifying Potential Solutions

The methods used to identify the potential solutions to the issues identified in the LATP are detailed below:

Online and Postal Survey: An online and postal survey was undertaken to give further opportunities to identify local transport issues, and also to identify what solutions would enable these issues to be resolved. These included general improvements, as well as more specific schemes the respondents would like to see delivered.

The online survey was available during the formal consultation period on the Draft LATP between 24 October 2011 and 3 February 2012. Postal surveys were made available at local libraries and Town and Parish Council offices.

Public Exhibitions and Roadshows: A series of public exhibitions and roadshows were held throughout the plan area, so that members of the public could come and talk to members of the Transport Strategy Team about the LATP, and identify the improvements that they would like to



see. Exhibitions took place in this area at Toddington Library (10-14 January 2012), Leighton Buzzard Library (16-21 January 2012), and Barton-le-Clay Library (24-28 January 2012). Roadshows took place in Heath and Reach (14 October 2011), Tilsworth (16 October 2011), Harlington (17 October 2011), and Chalton (2 December 2011).

Lets Talk Together Meeting: Members of the public were invited to provide comments on the transport issues locally at the Lets Talk Together meeting held at Eaton Bray Village Hall on 6 December 2011.



Lets Talk Together Meeting

Let's Talk Central: Central Bedfordshire Council's discussion website, Let's Talk Central, was available for people to leave their comments on transport improvements that they would like to see in their area. This was available during the formal consultation period on the Draft LATP between 24 October 2011 and 3 February 2012.

Formal Feedback: Members of the public and stakeholders also had the opportunity to email, write, and telephone their comments on the Draft LATP, and what transport improvements they would like to see, as part of the consultation into the Draft LATP. This was available during the formal consultation period on the Draft LATP between 24 October 2011 and 3 February 2012.

Identifying the Issues Stage: Some comments were also received on local transport issues as part of the Identifying the Issues stage. These comments were used to inform the development of the Final Local Area Transport Plan, including the programme.

Overall Priorities

An analysis of the results revealed a number of potential solutions to issues across the LATP area. The schemes suggested for delivery were subsequently considered through the Scheme Prioritisation Framework and included within the Programme or Long List of measures to be funded as appropriate. Those which received the greatest level of local representation consisted of:

- **Better integration of transport modes:** Integrating local transport modes, particularly public transport, was seen as key to getting people to travel more sustainably. For public transport, there was a desire to provide services based on demand as opposed to running routes as they always have done.
- **Make walking and cycling more attractive:** A more comprehensive development and improvement of local



Recently improved footpath in Toddington



walking and cycling links. This was particularly within villages, to schools, and to Harlington railway station.

- **Reduce traffic speeds:** 20mph zones in villages, with associated calming measures where possible, as well as reducing speeds on rural roads. This not only reduces fears associated with speeding traffic, but can help to make walking and cycling more attractive.
- **Restrictions on freight movements:** Explanation of improvements, including particular areas where people would like this to be done.

6.4 Informing the Local Area Transport Plan

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

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

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

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



8. Priority Action Areas

8.1 Identifying Priorities

A number of priority areas that the LATP shall seek to address have been identified through:

- Considering the social and economic context of the area, as well as future developments and locations for growth (Chapter 2);
- Reviewing adopted plans currently in place, including Town and Parish Plans (Chapter 3);
- Considering the impacts of numerous Major Transport Schemes being constructed and developed in the area (Chapter 4);
- A comprehensive analysis of key modes of travel in each area, including the current situation and issues (Chapter 5);
- Assessing the current situation of different journey purposes in the area (Chapter 6);
- Feedback from the public and stakeholders on local issues and concerns (Chapter 7).



Traffic passing through Streatley

From this evidence base, the main issues facing each area can be summarised, and the key locations for priority intervention have been identified.

8.2 Priorities in Barton-le-Clay and Streatley

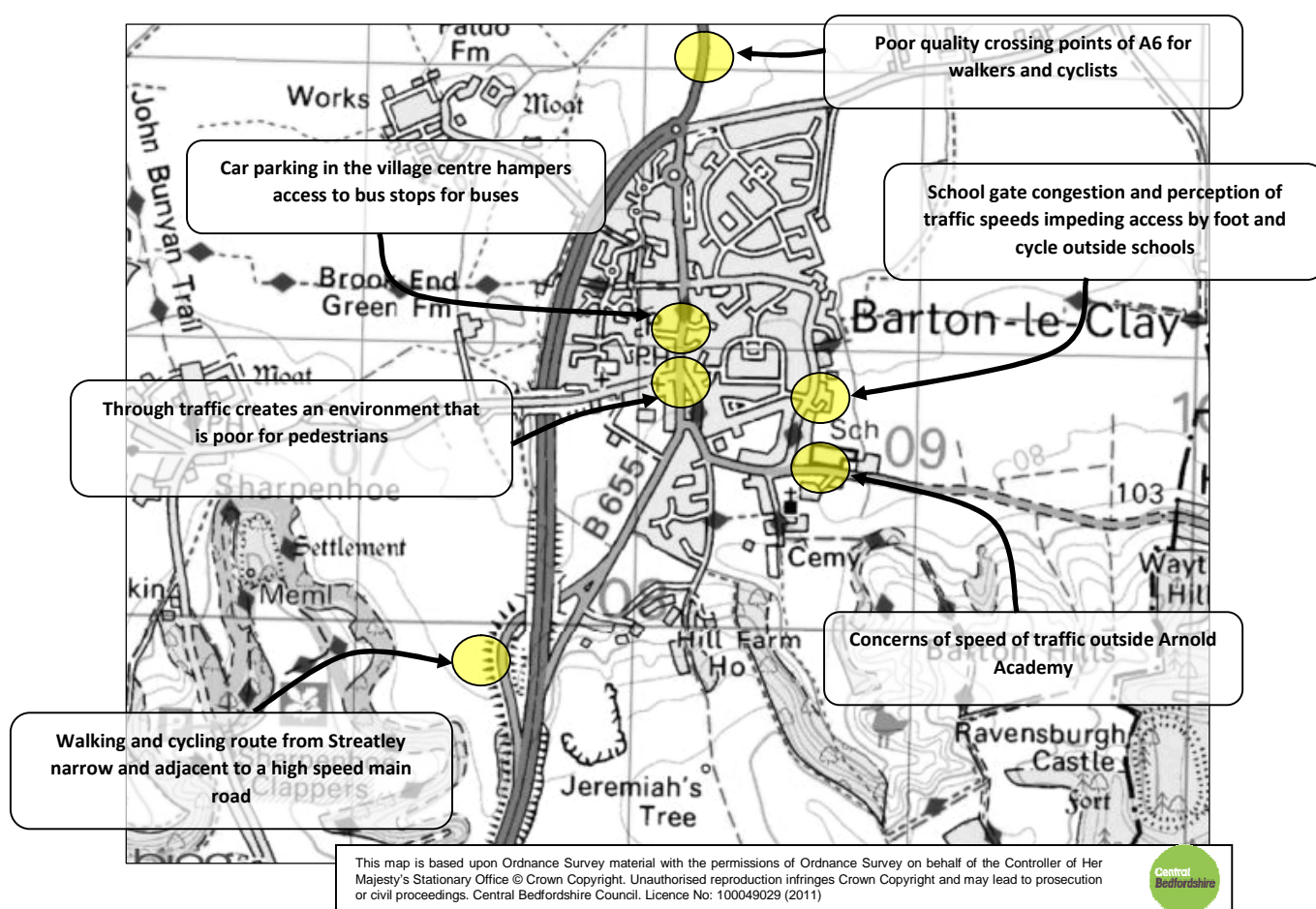
Barton-le-Clay's sustainable transport links to other areas are areas that require improvements. The walking and cycling routes to nearby villages, particularly the A6 and Sharpenhoe Road are felt to be particularly poor, with routes often lacking, and of poor quality where they are provided. The village benefits from an hourly commercial bus service, but the poor quality of stops, lack of timetable information, and poor service reliability means the service does not reach its potential.

Within Barton-le-Clay, the good permeability of walking routes means that walking is an attractive option for local trips. Frequent vehicle conflicts and historic vehicle-centred design on busy routes, particularly Bedford Road, means that cycling is not currently an attractive option. Conflicts with through-traffic in the centre of the village make for an intimidating cycling environment in particular. But the development of off-road routes and the compact nature of the village also mean that cycling has real potential as a mode of local transport.

Some concerns were raised about the safety and speed of traffic outside both schools in Barton-le-Clay. Whilst speed reduction measures have recently been made outside Arnold Academy, and the traffic speeds outside Ramsey Manor Lower School are generally low, conflicts between vehicles and children walking to school creates a perceptual safety issue.



Figure 8.1: Priority Locations in Barton-le-Clay

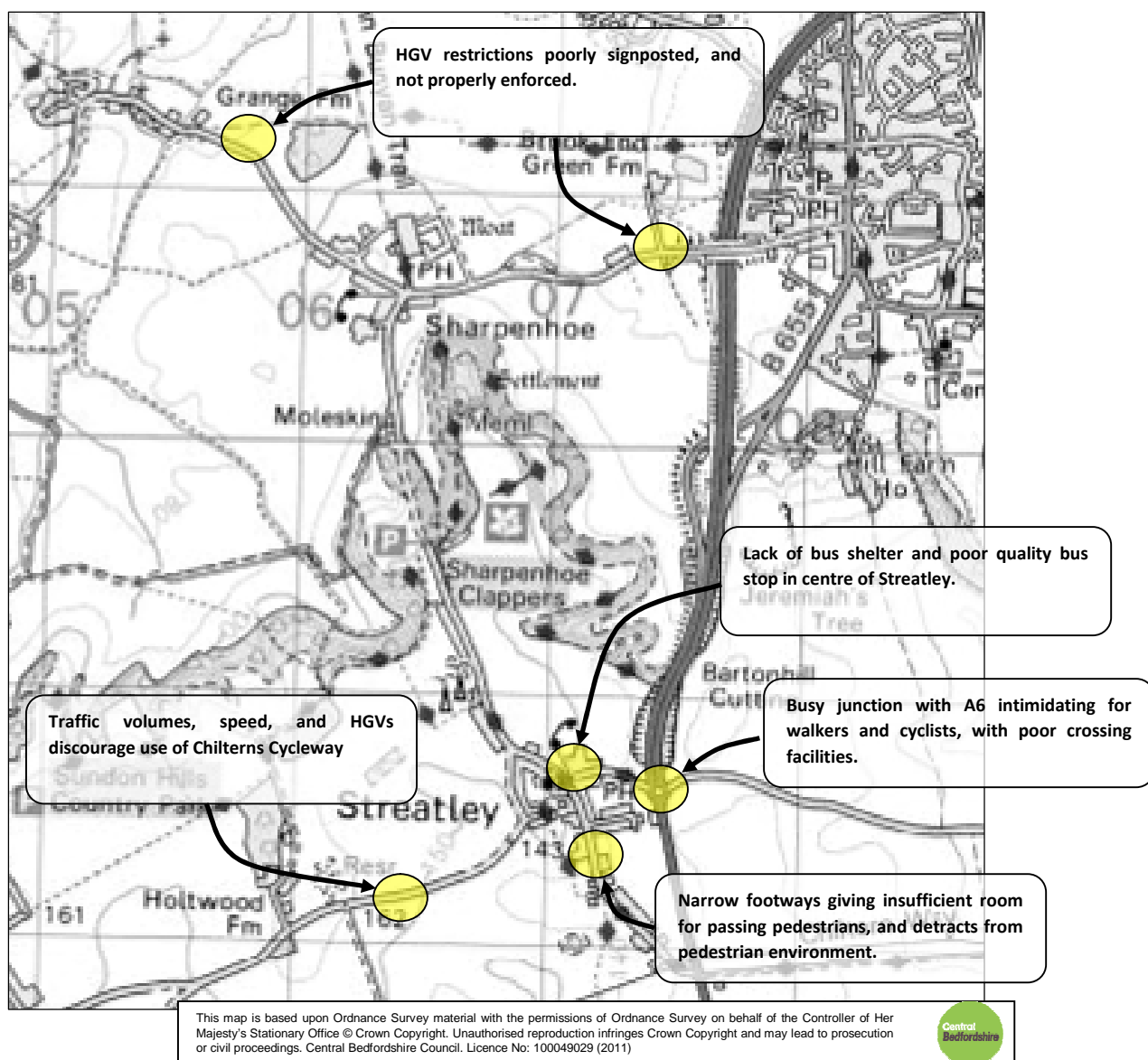


In Streatley and Sharpenhoe, the major issue is that of through traffic in both villages, with a significant number of vehicles passing through both villages between the A6 and Barton-le-Clay, and Harlington, Luton, and the M1. A particular issue is that of freight vehicles using narrow village roads, particularly in Streatley, and ignoring HGV restrictions. This, combined with narrow footways, creates an intimidating environment for walkers and cyclists, and significantly affects the quality of life of residents.

Poor strategic sustainable transport links, combined with a lack of local services and employment, means that the use of the private car is considered essential in both villages. A particular concern was the quality of the A6 cycle route, with the crossing of the A6 roundabout being wholly unsuitable for cyclists and pedestrians. Streatley is served by an infrequent bus service, and it is difficult for residents to access the more frequent bus services at stops on the A6.



Figure 8.2: Priority Locations in Streatley and Sharpenhoe



8.3 Harlington, Toddington, and surrounding areas

In Harlington, an issue that was consistently raised by local people and stakeholders was that of all-day on street parking close to the train station, owing to high parking prices at the station and an often-full car park. As well as causing inconvenience, inconsiderate parking also acts as a barrier for pedestrians and cyclists.

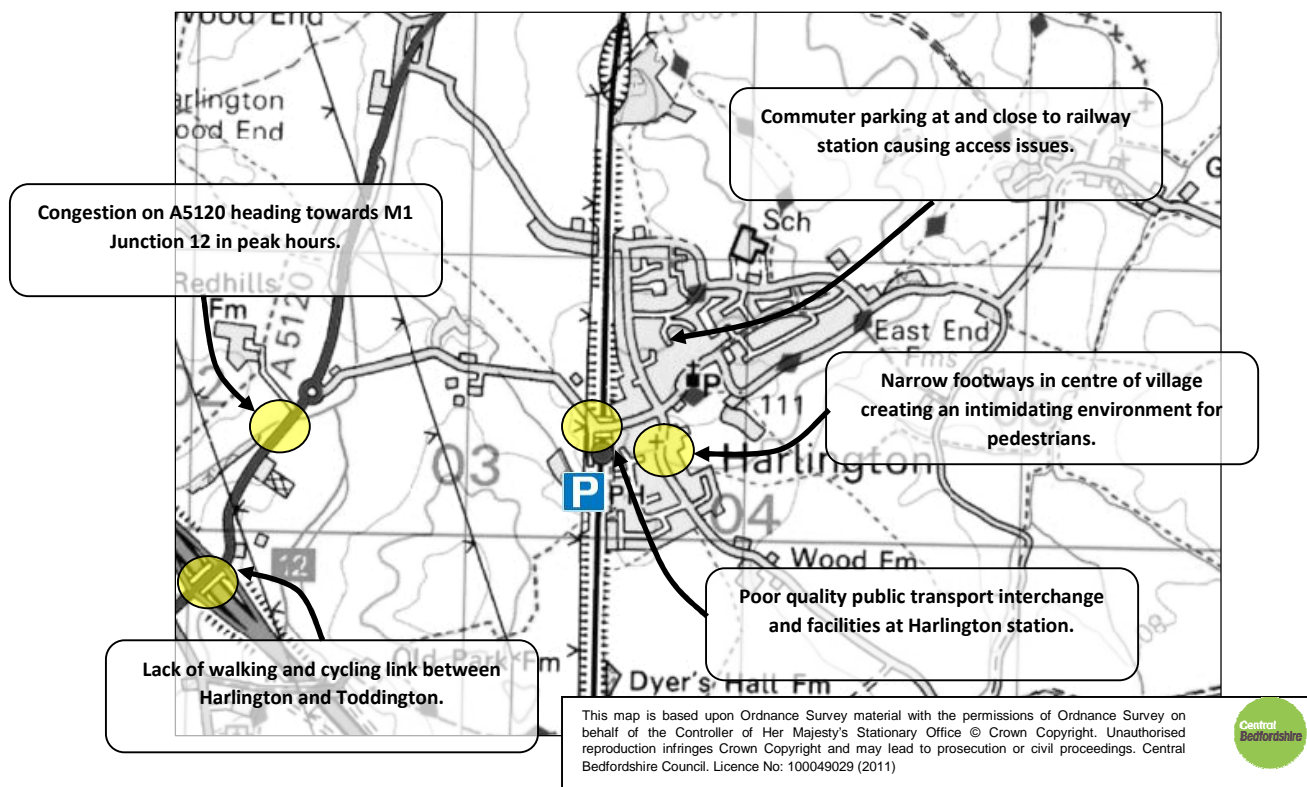
The station parking issue is linked to a much bigger issue at the station. Local people and stakeholders highly value their local station and see it as a significant community asset, with a number of local people using it to commute to work, but it does not live up to its potential as an effective transport interchange. A lack of local buses serving the station, combined with poor stop quality, is a particular issue. There are concerns that station-related issues will worsen with extra capacity being delivered as part of the Thameslink Programme.

Harlington itself has significant potential for the development of walking and cycling as the main choice for local trips. The village is compact, with some local services, and off-road routes provide



the potential for quick, direct access through most of the village. There are narrow footways in places, particularly in the centre of the village.

Figure 8.3: Priority Locations in Harlington



Many of the transport issues facing Toddington relate to the often-cited concern of traffic passing through the village, particularly traffic accessing the M1, Dunstable, and the A5 via Tebworth. This makes for an intimidating environment in the village centre for pedestrians and cyclists. Enthusiasm has been shown for tackling this issue, notably through the construction of the A5 to M1 Link to the south, HGV restrictions, and 20mph zones and traffic calming.

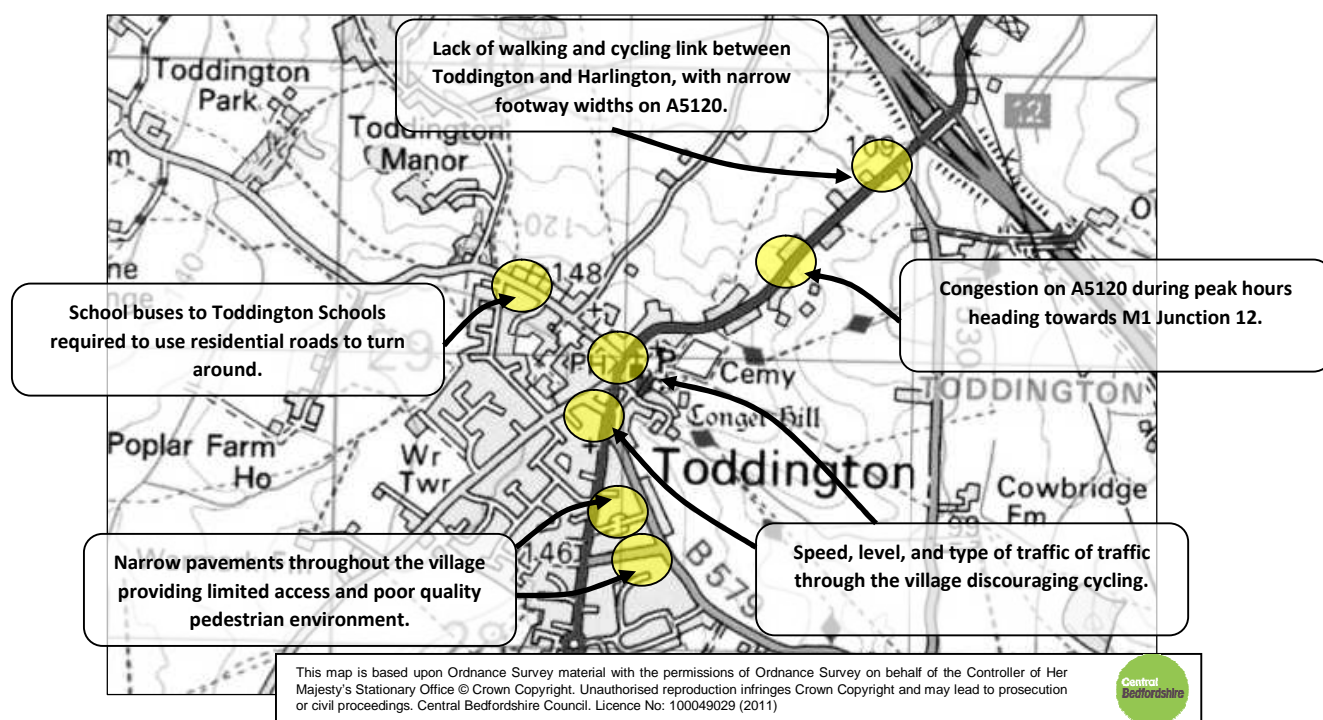
Despite the current issues in the village centre, there is significant potential in Toddington for walking and cycling for local trips. Two Lower Schools, a concentration of shops and services in the village centre, numerous off-road links, and being able to cycle from one side of the village to the other in less than 10 minutes show this potential. Improving walking and cycle links were identified as a priority for the area.

A big issue in Toddington was that of access to Harlington station. Local people bemoaned the lack of bus links during the morning and evening peak hours, and a need to provide a segregated walking and cycling link across the M1 to Harlington for both station users, and students wishing to access Harlington Upper School.

Despite being a key destination for local public transport services, the use of public transport in Toddington is low. There is a poor perception locally of bus services, with many local people stating they do not operate at the right times, go to key destinations such as Milton Keynes, and the stops are of a poor quality.



Figure 8.4: Priority Locations in Toddington



The issues in Sundon reflect the rurality of the area, with a high degree of car dependence to undertake local trips and to access services and employment. Within both Upper and Lower Sundon, local access is impeded by poor quality local walking and cycling links, with narrow pavements outside the Lower School, and limited access to Sundon Hills Country Parks being major issues.

In Lower Sundon, a major issue is the level of through-traffic in the village. Traffic uses this route to travel to northern Luton, the A6, and Houghton Regis, with freight traffic being a particular problem. A lack of segregated facilities makes this area particularly unpleasant for walkers and cyclists, which is a particular issue given the area's location on the Chilterns Cycleway.

The primary issue identified in Chalton was the level of traffic passing through the village. Local people and stakeholders noted that Chalton was often used as a route for cars and HGVs to access the M1 from the North of Luton. A particular worry was the Lower Schools' position on the main street through the village, which means parents and children are discouraged from walking and cycling to school. The lack of local buses was also noted as a concern.



Figure 8.5: Priority Locations in Upper and Lower Sundon

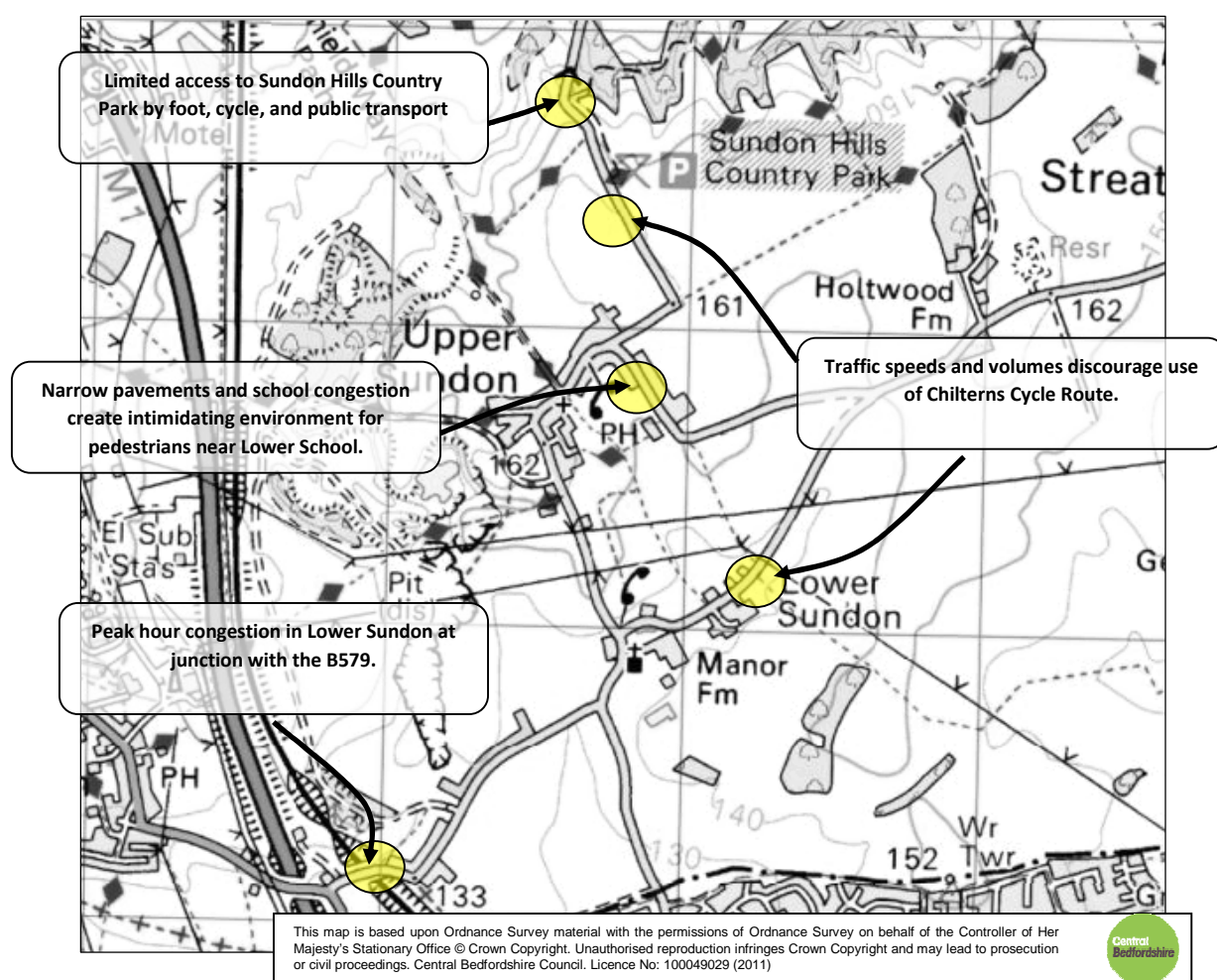
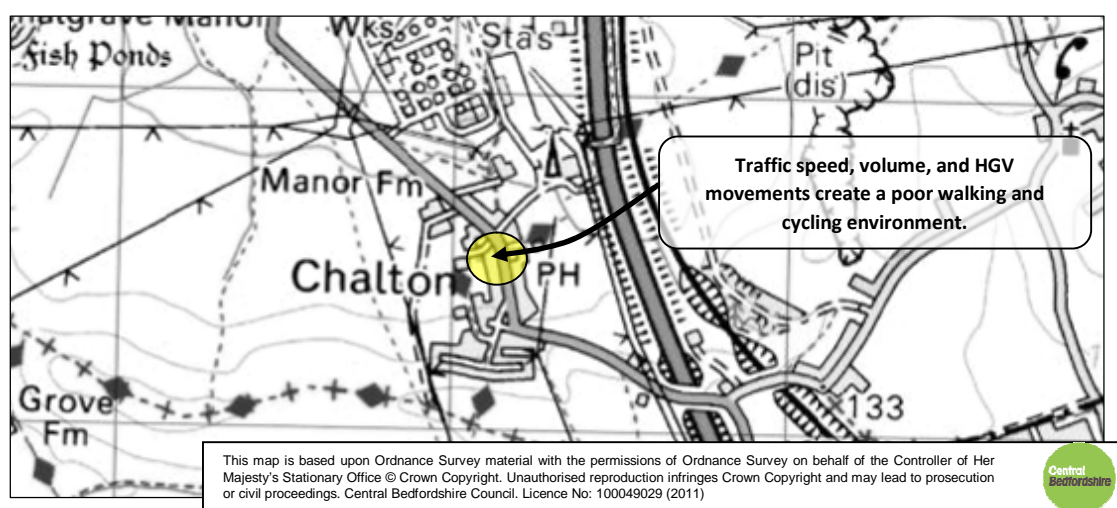


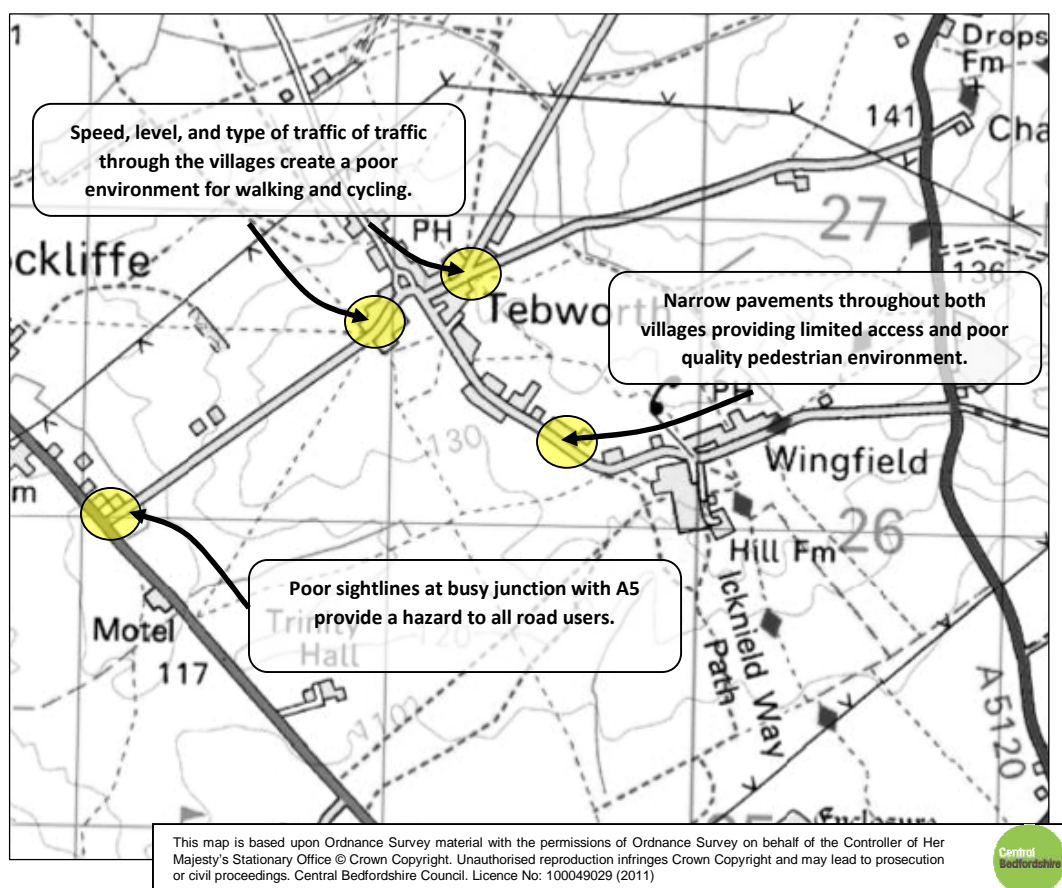
Figure 8.6: Priority Locations in Chalton



In the village of Tebworth, levels of through traffic in the village were highlighted as the major local transport priority. Local stakeholders are particularly keen to reduce speeds through the village, and deliver measures that discourage traffic from passing through. Narrow pavements, and a lack of footpaths in some areas, further discourage local walking.

Whilst maintaining a strong village identity, both Tebworth and Wingfield value their connections to nearby villages like Toddington as a means of accessing local services. Local people are keen to improve local buses and local bus stops, particularly to Harlington station.

Figure 8.7: Priority Locations in Tebworth and Wingrave



8.4 Heath and Reach, Hockliffe, and Stanbridge

The level and speed of through traffic passing through Heath and Reach is a key local transport concern. Local stakeholders are very keen to improve the environment of Heath and Reach, and see reducing traffic speeds and levels in the village centre as a key way of achieving this. Woburn Road towards the A5 was also highlighted as having major safety concerns.

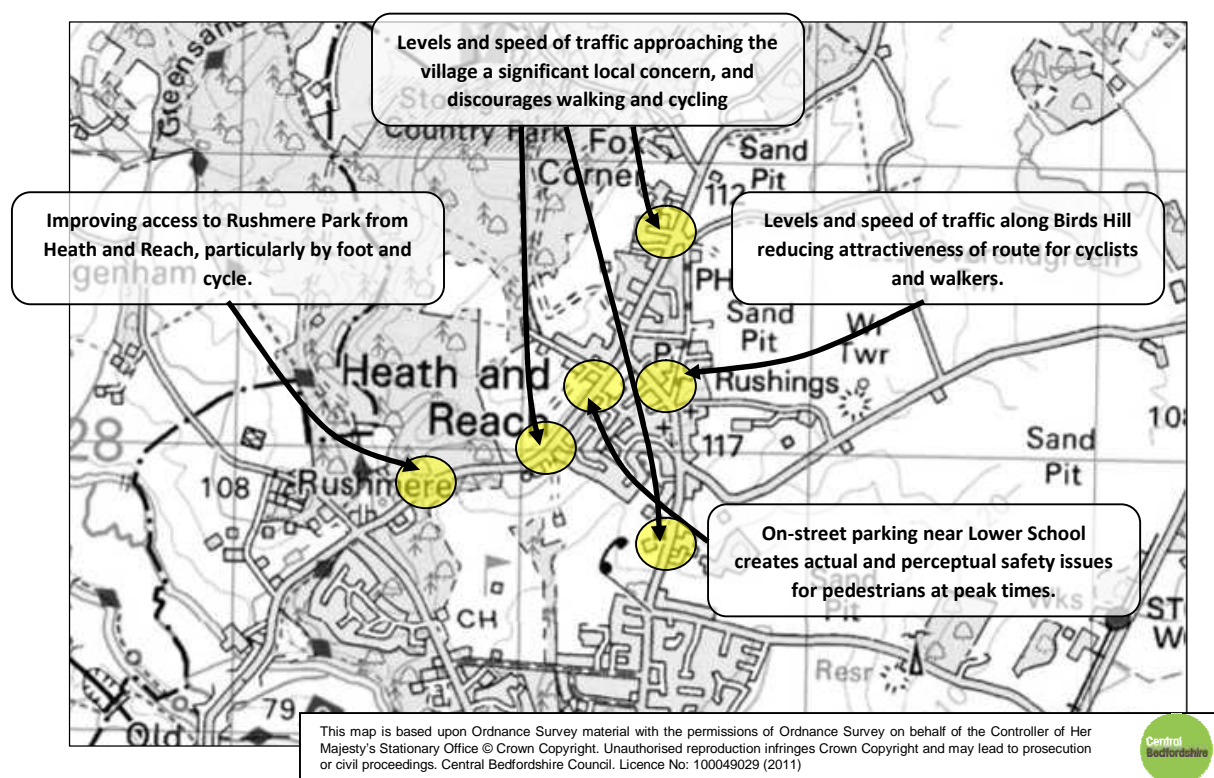
Despite the issue of through traffic, Heath and Reach has great potential to increase levels of cycling for local trips. Much of the activity of the village is in the centre of the village, or is accessed through it, such as local shopping, the local school, and Rushmere Country Park. A number of off-road routes and quieter roads provide potential for convenient, segregated cycle links. Heath and Reach also benefits from close links to nearby Leighton Buzzard, that has developed its cycle networks over recent years.



The nearby Rushmere Park is valued by the local community as a quality open space and countryside site very close to the village. Local people are keen to improve walking and cycling links into Rushmere, but are concerned that such improvements may also lead to more parking from visitors on local streets.

Despite having an hourly commercial bus service operating through the village, the use of buses is generally low amongst village residents. Local people are keen to see their local buses improve, and see better access to Milton Keynes Hospital and Leighton Buzzard railway station as key improvements to be made. Local people are also generally satisfied with the quality of local bus stops, although some bus timetables shown are out of date.

Figure 8.8: Priority Locations in Heath and Reach

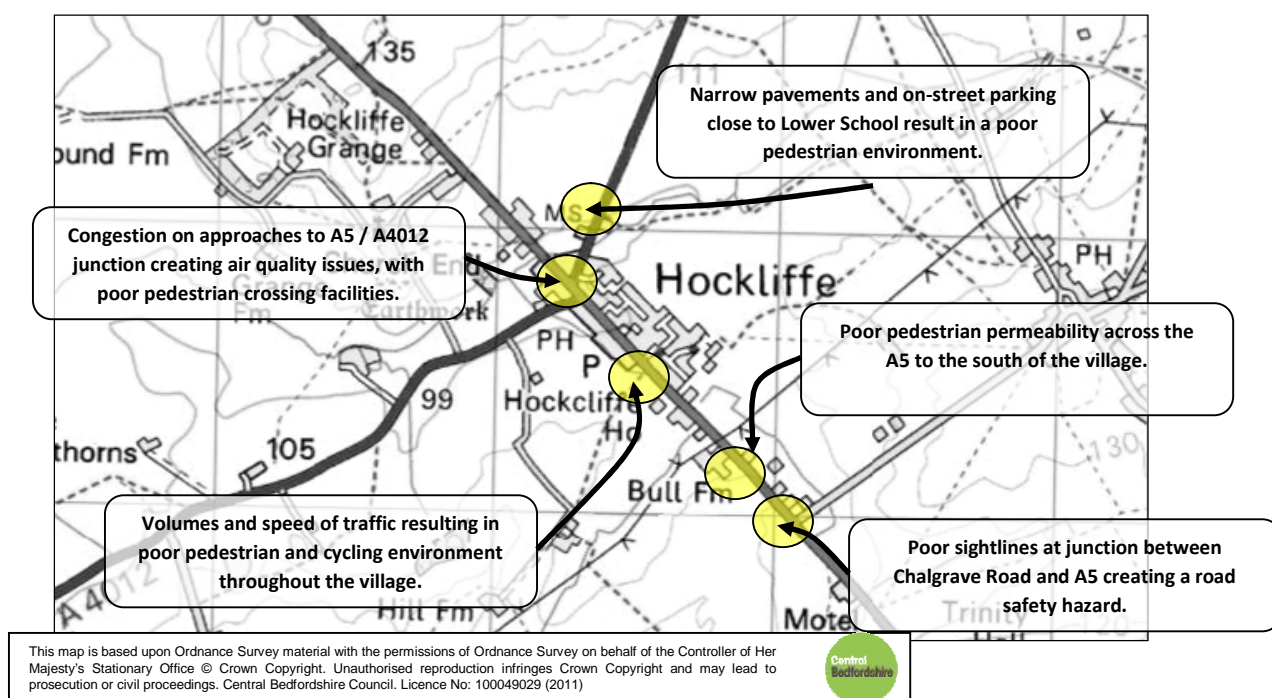


Congestion and traffic levels on the A5 are the dominant transport issue in Hockliffe. Significant levels of traffic passing through the village, and the priority given to this traffic at key junctions act as a major deterrent to walking and cycling in the village. Walking and cycling to local services is also not assisted by the poor quality of footways on more local roads.

Whilst the village is located on an hourly bus service between Luton and Milton Keynes, public transport is poorly used in the area. A lack of services to Leighton Buzzard, and poor quality stops and timetable information are highlighted as key reasons for this.



Figure 8.9: Priority Locations in Hockliffe



In contrast to other areas in the LATP, the levels of traffic through Eggington are relatively low. However, pedestrian footways are often narrow, and local concerns about speeding traffic reduce the attractiveness of local walking trips.

A key issue raised by local people is the level and quality of buses serving Eggington. The village is served by an irregular bus service, and local stops are of poor quality. Local aspirations are to improve the levels of service, particularly to Leighton Buzzard station.

Eggington benefits from being on the National Cycle Network Route 6, and the route through the village is lightly trafficked making it more attractive for local journeys. But its benefits as a commuting route to Leighton Buzzard are not realised owing to its routeing along Hockliffe Road once it exits the village to the north. Future development in the area provides potential to re-route NCN Route 6, and upgrade local rights of way.

The linear nature of both Stanbridge and Tilsworth means there is good potential to cycle through both villages. However, this is often discouraged by the main issue affecting both villages – the speed of through traffic. Particular areas where this was noted as a concern were outside Stanbridge Lower School, and on National Cycle Route 6. There is a general desire to reduce traffic speeds in both villages.

Despite having a high level of car dependency, both Stanbridge and Tilsworth enjoy a regular strategic bus service to Luton, Dunstable, Leighton Buzzard, and Milton Keynes. Local people value this service as an alternative way of accessing key employment areas and services not provided in either village. The quality of local stops, however, is generally poor.



Figure 8.10: Priority Locations in Eggington

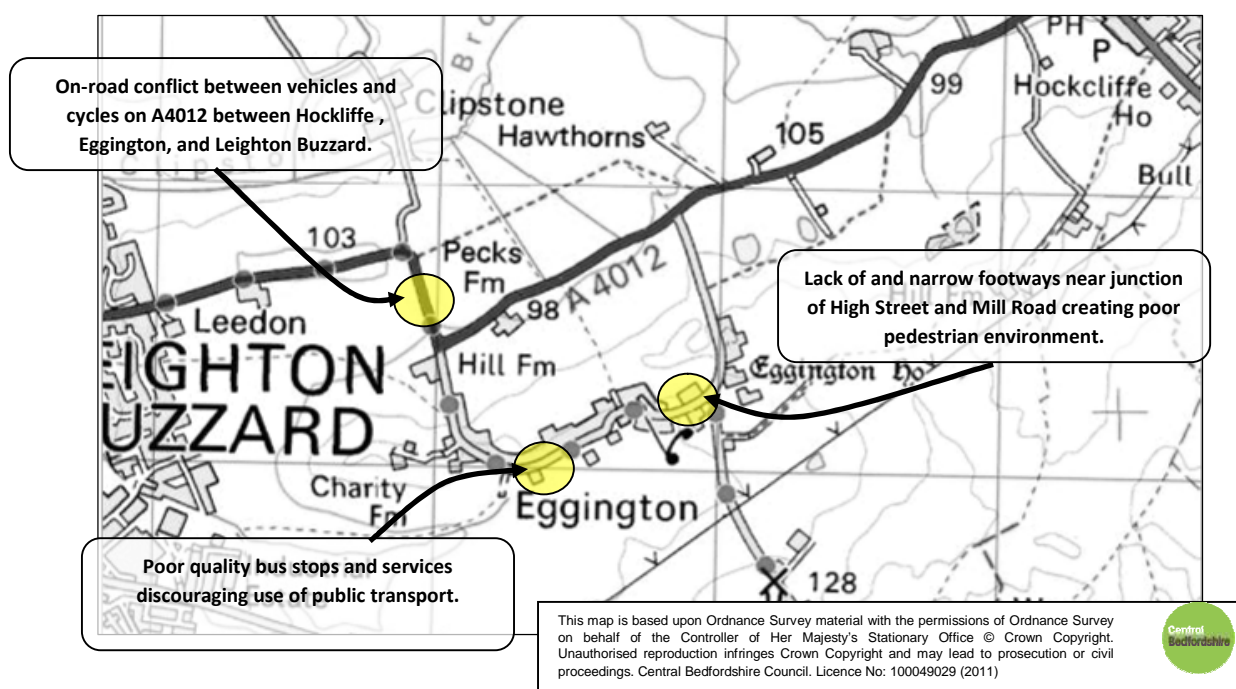
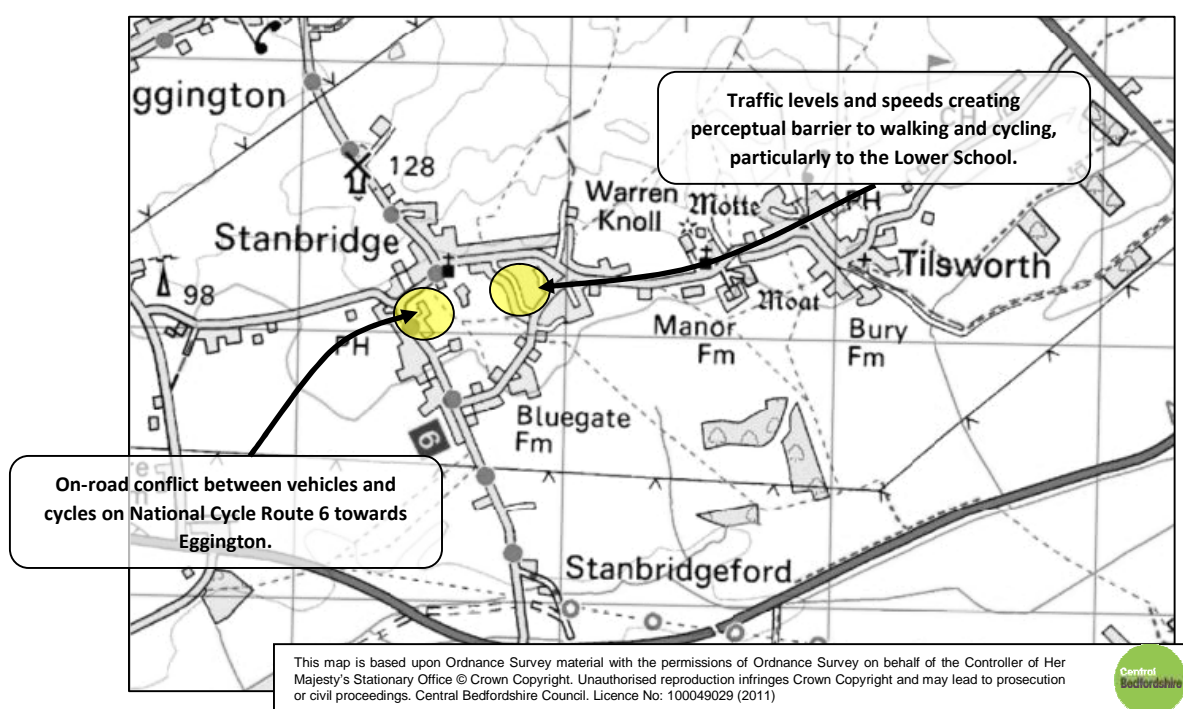


Figure 8.11: Priority Locations in Stanbridge and Tilsworth



8.5 Strategic access issues

The evidence base has also highlighted more strategic access issues that take place across all areas of the LATP (Figure 8.12). In particular links between the villages and to nearby urban areas are highlighted as a key local concern. The larger villages in the plan area, notably Heath and Reach, Toddington, Harlington, and Barton-le-Clay contain many local services that are used

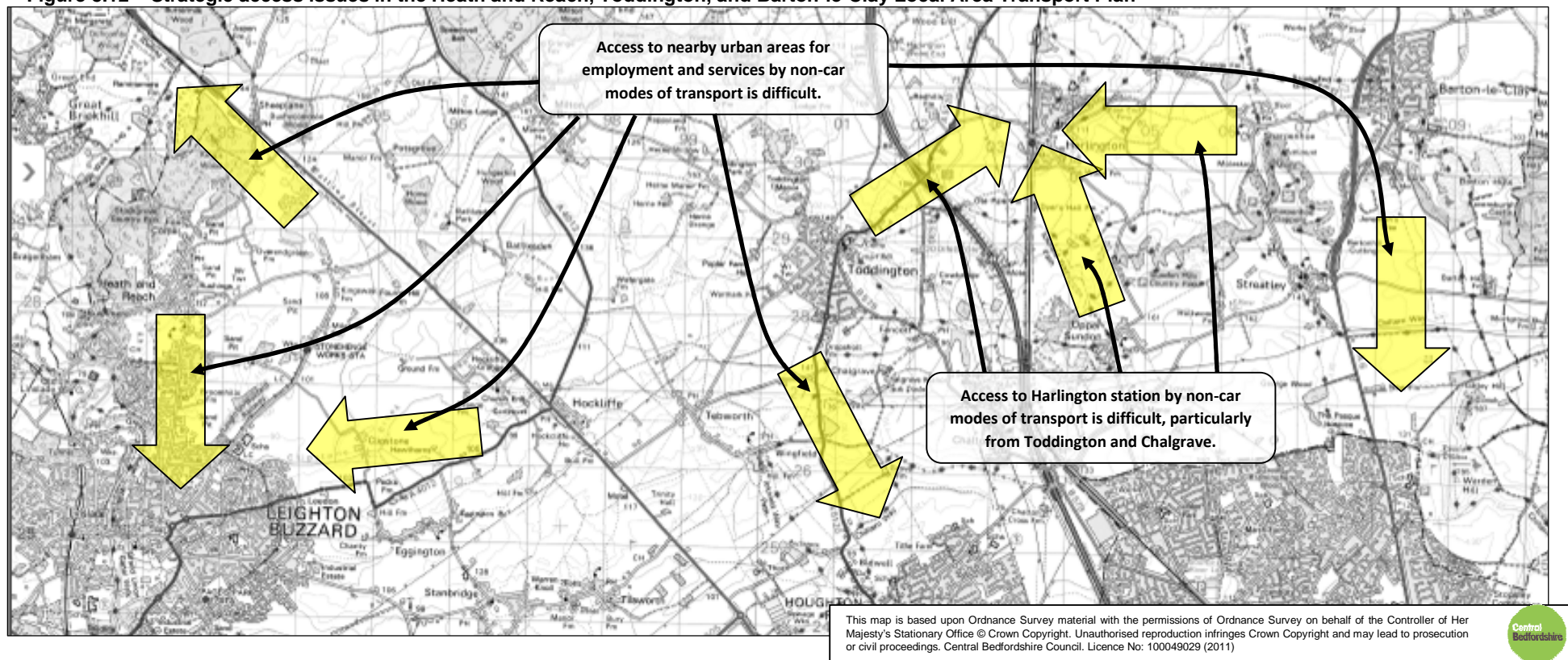


by local residents. Local people also access employment and services such as hospitals in nearby towns. Access to these services is particularly difficult for people without access to a car.

Harlington station is a key asset to the area, providing the area with a link to the strategic rail network. However, accessing the station by means other than the private car is often difficult, with few public transport links to the station (particularly during peak hours) and poor cycle links to the station. This is particularly the case from Toddington and Chalgrave. In Heath and Reach, access to Leighton Buzzard station was a particular issue.



Figure 8.12 – Strategic access issues in the Heath and Reach, Toddington, and Barton-le-Clay Local Area Transport Plan



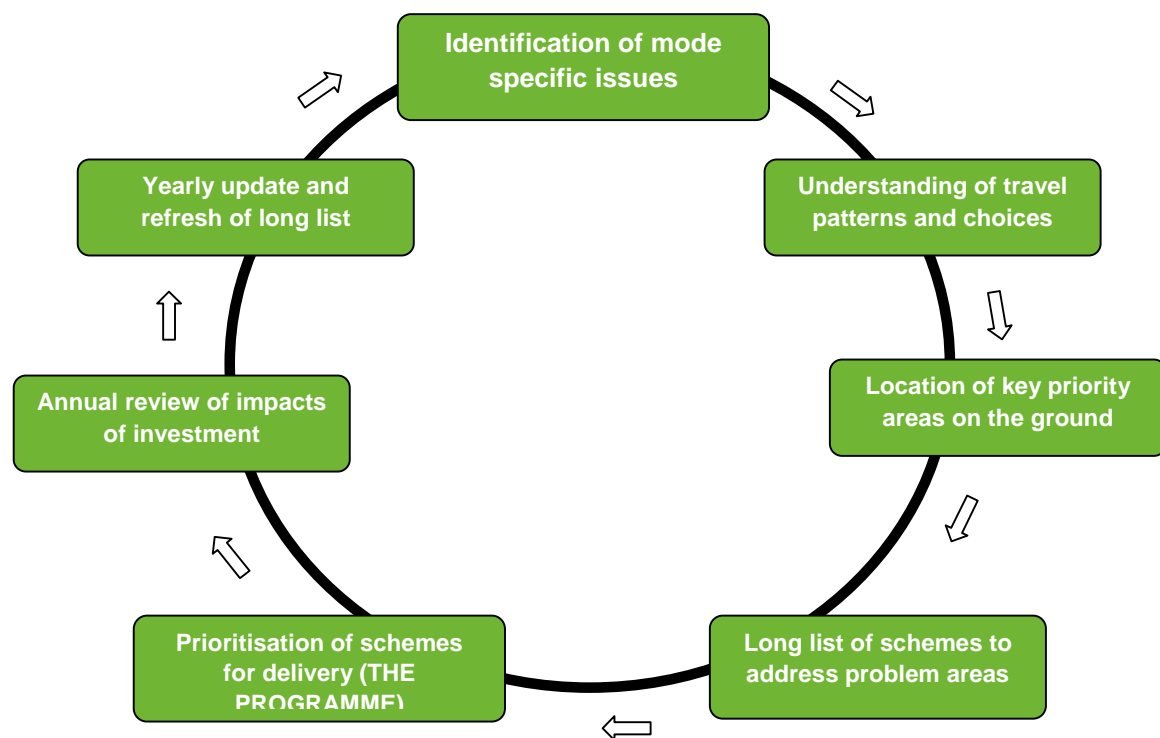
9. Programme

9.1 What is the programme?

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

Figure 9.1 shows how the programme has been developed based upon the problems and issues associated with different types of travel in the LATP. Together with the assessment of the modes of travel used for different journey purposes in the area, the Plan provides a sound evidence base upon which to consider the interventions necessary to address these priority action areas.

Figure 9.1: Programme Development Process



9.2 How have the schemes been prioritised?

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



and members of the public drawn out in consultation on the Plan, and through the assessment of best practice from elsewhere.

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

The criteria contained within the Scheme Prioritisation Framework are set out in Table 9.1. Each scheme in the “long list” has been scored against these criteria, and those which have scored highest have been included within the programme for the Plan area.

Table 9.1: Scheme Prioritisation Criteria

Area of Assessment	Sub-Area of Assessment	Criteria
Policy Compliance	Local Transport Plan Objectives	Increase the ease of access to employment by sustainable modes
		Reduce the impact of commuting trips on local communities
		Increase the number of children travelling to school by sustainable modes of transport
		Improve access to healthcare provision by the core health service
		Ensure access to food stores and other local services particularly in local and district centres
		Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport
		Minimise the negative impact of freight trips on local communities
		Reduce the risk of people being killed or seriously injured
Deliverability	Adopted Plans	Is the scheme included within any adopted plans, including the Town or Parish Plans?
	Affordability	Can the scheme be delivered within the LATP budget?
		Can other sources of funding be levered in as contributions?
	Risk	What is the level of risk associated with delivery?
	Support	Is there public support for the scheme?



Area of Assessment	Sub-Area of Assessment	Criteria
Deliverability	Support	Does the scheme have Member backing?
		Do stakeholders support the scheme?
		Are there partners on board who support the scheme financially?
Value for Money	Integration	Does the scheme contribute towards improving the integration of different modes of transport?
		Will the scheme help to maximise the benefit of other schemes in the local area?
	Coverage	What size of area would benefit from the scheme?
	Revenue	Would the scheme generate new funds or result in increased revenue costs for the authority?

In the cases where schemes have not scored highly enough to warrant being funded directly through the LAMP, the “long list” provides a basis upon which to identify future priorities to be delivered when additional funding becomes available through some of the other funding channels detailed in Section 9.3.

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

9.3 How much funding is available?

The allocation of integrated transport funding for the authority as a whole is set out in Table 9.2. Heath and Reach, Toddington, and Barton-le-Clay forms part of the second tranche of Plans which have been allocated £304,000 in 2012/13 and a share of a further £304,000 in 2013/14 (when the Tranche 3 LAMPs will also begin to be funded).

The breakdown of this funding among the second tranche of LAMPs is highlighted in Table 9.3. The basis for this funding split is the relative population size of each area.

It can be seen from Table 9.3 that the funding available for Heath and Reach, Toddington, and Barton-le-Clay is very limited and so we have to investigate a number of additional sources of funding which may also be available:

Developer Contributions: These are funds secured by the authority from developers, to be used to mitigate the direct impact of any specific development.

Community Infrastructure Levy: The application of a levy on new development will help to support the funding of new transport infrastructure across the authority where it is required to facilitate growth, and the increase in demand to travel generated.



Table 9.2: Integrated Transport Funding Allocation

Area	2012/13	2013/14	Total
Growth Areas (Tranche 1)	£913,500	£913,500	£1,827,000
Rest of Central Bedfordshire (Tranche 2 – 2012/13 and 2013/14) and tranche 3 (2013/14)	£304,500	£304,500	£609,000
Local Safety Schemes (authority wide)	£120,000	£120,000	£240,000
Total	£1,338,000	£1,338,000	£2,676,000

Table 9.3: Second Tranche of LATP Areas Funding Split

Area	2012/13	2013/14	Total
Amphill and Flitwick	£115,779	£85,293	£201,072
Heath and Reach, Toddington, Barton-le-Clay	£70,986	£52,294	£123,280
Marston Vale	£64,045	£47,181	£111,226
Shefford and Silsoe	£53,690	£39,553	£93,243
Total for Tranche 2	£304,500	£224,321	£528,821
Tranche 3 Areas		£80,179	£80,179
Total	£304,500	£304,500	£609,000

Outdoor Access Improvement Plan: Improvements to rights of way could be funded through Central Bedfordshire Council's forthcoming Outdoor Access Improvement Plan.

National, Sub-National and European Funding: The authority will seek to apply for further funding from capital and revenue streams which become available at European, national and sub-national levels.

9.4 What schemes are in the programme?

The schemes included in the Heath and Reach, Toddington, and Barton-le-Clay programme for 2012/13 and 2013/14 are set out in Table 9.4. The programme consists of only those schemes which can be funded through the integrated transport budget.

This means that they must be capital schemes relating to the provision of actual infrastructure, as opposed to revenue schemes which involve ongoing costs and relate to maintenance and the operation of services for example. Specific road safety improvements are also omitted as these are funded separately.

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



Table 9.4: Heath and Reach, Toddington, and Barton-le-Clay Programme of Integrated Transport Schemes

Reference	Scheme	Location	Parish	Funding Profile			Notes
				2011/12	2012/13	2013/14	
Pedestrian Improvements							
T/WK/01 T/WK/02	Pedestrian build-outs in key locations	Princes Street Luton Road	Toddington	-		£17,000	
Cycle Improvements							
H/CY/02 T/CY/04 B/CY/02	Development of village cycle networks	Heath and Reach Toddington Barton-le-Clay	Heath and Reach Toddington Barton-le-Clay	-	£20,000	-	Upgrade selected footpaths to permissive cycle access
H/CY/01 T/CY/03 B/CY/01	Signage of village cycle routes	Heath and Reach Toddington Barton-le-Clay	Heath and Reach Toddington Barton-le-Clay	-	-	£10,000	
Public Transport Improvements							
H/PT/06 T/PT/07 B/PT/02	Provision of replacement flags, timetable cases, and bespoke timetables at bus stops	Across the LATP area	Across the LATP area	-	£10,000	-	Timetables and maps to be provided at each location.
H/PT/01	New flags, poles, timetable cases, replacement shelters and raised kerbs – 70 bus route	Stanbridge Tilsworth	Stanbridge Tilsworth	-	-	TBC	Funded through a successful Local Sustainable Transport Fund Bid
Multi-Modal Improvements							
H/MM/01	20mph zone	Birds Hill Part of Linslade Road Part of Woburn Road	Heath and Reach	-	£35,000	£25,000	To include associated measures.
School Safety Zones							
B/SRS/03	Build out of pedestrian footway	Ramsey Manor Lower School	Barton-le-Clay	-	£6,000	-	



9.5 What schemes are in the long list?

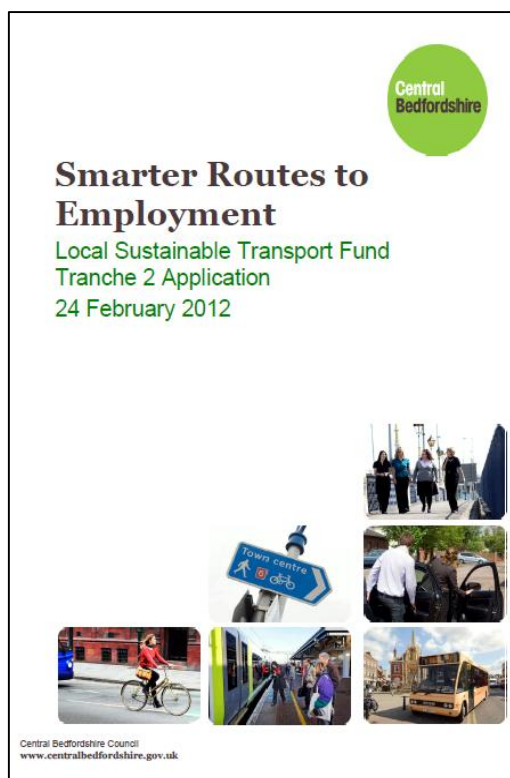
The schemes included in the Heath and Reach, Toddington, and Barton-le-Clay “long list” and their relative priority rankings are set out in Appendix E. Where additional schemes come to light in future years, they will be assessed against the same criteria as these schemes, and the list reviewed on an annual basis to reflect the revised list of priorities for future funding.

9.6 Smarter Routes to Employment

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

In February 2012 Central Bedfordshire Council submitted a bid to Government for the Local Sustainable Transport Fund entitled Smarter Routes to Employment. This is a 3 year targeted package of sustainable transport measures, including promotions and infrastructure improvements, to facilitate the delivery of jobs and homes in the south of Central Bedfordshire. The bid consists of the following elements:

- Facilitating growth and relieving congestion.
- Working with employers and job centres to support sustainable travel.
- Active travel promotions and partnerships
- Community engagement



Central Bedfordshire's Bid for the Local Sustainable Transport Fund

The focus of this bid is the urban areas of Dunstable, Houghton Regis, and Leighton-Linslade. These are major areas of employment and service centres for areas of this LATP such as Heath and Reach, Stanbridge, Tilsworth, Hockliffe, and Toddington. Therefore, this LATP will directly benefit from many planned schemes and programmes, including:

Facilitating growth and relieving congestion:

- Signing, traffic calming, path widening, and crossing improvements to create six spurs from National Cycle Route 6 to key employment sites in Leighton Buzzard, Houghton Regis, and Dunstable, making cycling to these employment areas more attractive
- Improvements to bus stops between Dunstable and Leighton Buzzard to enable this route to be directly served by buses from the Luton and Dunstable Guided Busway
- ‘Employers Travel Club’ where employees from participating employers can benefit from discounted travel on local buses.



Working with employers and job centres to support sustainable travel

- Travel choice website for key employers in Dunstable and Houghton Regis.
- Promotion of local car share, cycle courier, and pool bike schemes at employers to encourage uptake of these modes of travel to and from work.
- Capital grant schemes that part funds costs of installing infrastructure such as electric car charging points and cycle parking at key employers, provide quality destination facilities for this modes of transport.
- Promote an enhanced 'Wheels to Work' scheme, providing loan motorcycles and bikes to people unable to access work by other means.
- Extending the Central Bedfordshire Travel Aid Scheme to provide help with travel costs to those on Job Seekers Allowance and unemployed school leavers.
- Provision of independent travel training and Bikeability Cycle Training.



A Local Travel Information Hub

Active Travel promotions and partnerships

- Running regular route specific promotions for bus services

Community Engagement

- Local marketing and promotion in conjunction with community events and coincident with the opening of new infrastructure links such as the Guided Busway.

The outcomes of this bid should be known by later in 2012.

Other areas

In addition to the Smarter Routes to Employment bid, Central Bedfordshire Council will also look to deliver other Smarter Choices measures as part of a package based approach across the LATP area. This will include:

Information provision:

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



Improved cycle routes form part of the Local Sustainable Transport Fund Bid



Ticketing:

- Develop integrated ticketing options to support the better interchange between buses and bus and rail services.
- Pre-paid ticketing would also enable a faster transfer from one service to another.
- Provide ticketing facilities for public transport in the community, including at local shops and services.

Travel Plans:

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

Car Sharing:

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

Promotion:

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

9.7 Outdoor Access Improvement Plan

A number of improvements to rights of way will be taken forward for consideration as part of the Outdoor Access Improvement Plan, and implemented where possible. The schemes of highest priority are shown in Appendix F. These works will be undertaken by the Central Bedfordshire Council Countryside Access Team.



Appendix A: Public Transport

Service Provision

Barton-le-Clay and Streatley

Type of transport	Number	Operator	Type of Service	Weekday Frequency	Days of Operation	Areas Served (Plan areas in bold)
Bus	74	Grant Palmer	Financially supported by CBC	Once a day	Wednesday	Barton-le-Clay, Streatley, Chalton, Dunstable
	77	Grant Palmer	Financially supported by CBC	Once a day	Tuesday	Toddington, Harlington, Flitwick, Maulden, Clophill, Silsoe, Barton-le-Clay, Hitchin
	79	Centrebus	Financially supported by CBC	Every 2 hours	Monday to Saturday	Meppershall, Shefford, Shillington, Barton-le-Clay, Luton
	81	Stagecoach	Commercial	Every hour	Monday to Sunday	Bedford, Clophill, Barton-le-Clay, Luton

Harlington, Toddington, and surrounding areas

Type of transport	Number	Operator	Type of Service	Weekday Frequency	Days of Operation	Areas Served (Plan areas in bold)
Bus	20	Centrebus	Financially supported by CBC	Every 2 hours	Monday to Saturday	Flitwick, Harlington, Toddington, Chalton, Sundon, Luton



Type of transport	Number	Operator	Type of Service	Weekday Frequency	Days of Operation	Areas Served (Plan areas in bold)
Bus	42	Grant Palmer and Stagecoach	Part commercial, part subsidised service	Every hour	Monday to Saturday	Bedford, Ampthill, Flitwick, Harlington, Toddington, Chalgrave, Dunstable
	74	Grant Palmer	Financially supported by CBC	Once a day	Wednesday	Barton-le-Clay, Streatley, Chalton, Dunstable
	77	Grant Palmer	Financially supported by CBC	Once a day	Tuesday	Toddington, Harlington, Flitwick, Maulden, Clophill, Silsoe, Barton-le-Clay, Hitchin
	138	Litchfield	Financially supported by CBC	Once a day	Tuesday	Toddington, Harlington, Eversholt, Woburn, Woburn Sands, Milton Keynes
	140	Flittabus	Financially supported by CBC	Twice a day	Wednesday	Toddington, Eversholt, Flitwick, Ampthill
	142	Shorey's Travel	Financially supported by CBC	Twice a day	School Days only	Harlington, Flitwick, Ampthill
	X31	Centrebus	Part commercial, part subsidised service	Every hour	Monday to Saturday	Milton Keynes, Hockliffe, Eggington, Leighton Buzzard, Flitwick, Harlington, Toddington, Chalgrave, Dunstable, Luton



Type of transport	Number	Operator	Type of Service	Weekday Frequency	Days of Operation	Areas Served (Plan areas in bold)
Rail	N/A	First Capital Connect	Franchise	Every 15 minutes	Monday to Sunday	Bedford, Flitwick, Harlington , Leagrave, Luton, St Albans, London, Gatwick Airport, Brighton

Heath and Reach, Hockliffe, and Stanbridge

Type of transport	Number	Operator	Type of Service	Weekday Frequency	Days of Operation	Areas Served (Plan areas in bold)
Bus	27	Buzzer Buses	Financially supported by CBC	6 per day	Monday to Friday	Heath and Reach , Leighton Buzzard
	49 Connect	South Midlands Connect	Financially supported by CBC	Every 2 hours	Monday to Friday	Woburn Sands, Woburn, Hockliffe , Eggington , Leighton Buzzard
	70	Arriva	Commercial	Every 30 minutes	Monday to Sunday	Luton, Dunstable, Stanbridge , Tilsworth , Leighton Buzzard, Milton Keynes
	139	Litchfield	Financially supported by CBC	Once a day	Tuesday	Woburn Sands, Eversholt, Hockliffe , Leighton Buzzard
	150	Arriva	Commercial	Every hour	Monday to Sunday	Milton Keynes, Heath and Reach , Leighton Buzzard, Aylesbury



Type of transport	Number	Operator	Type of Service	Weekday Frequency	Days of Operation	Areas Served (Plan areas in bold)
Bus	165	Centrebus	Financially supported by CBC	1 per day	Monday to Friday (School days only)	Brogborough, Ridgmont, Woburn, Heath and Reach , Leighton Buzzard
	X31	Centrebus	Part commercial, part subsidised service	Every hour	Monday to Saturday	Milton Keynes, Hockliffe, Eggington , Leighton Buzzard, Flitwick, Harlington, Toddington, Chalgrave , Dunstable, Luton



Appendix B: Heath and Reach, Toddington, and Barton-le-Clay Cycle Network

Barton-le-Clay and Streatley

Figure B.1 – Barton-le-Clay Cycle Network

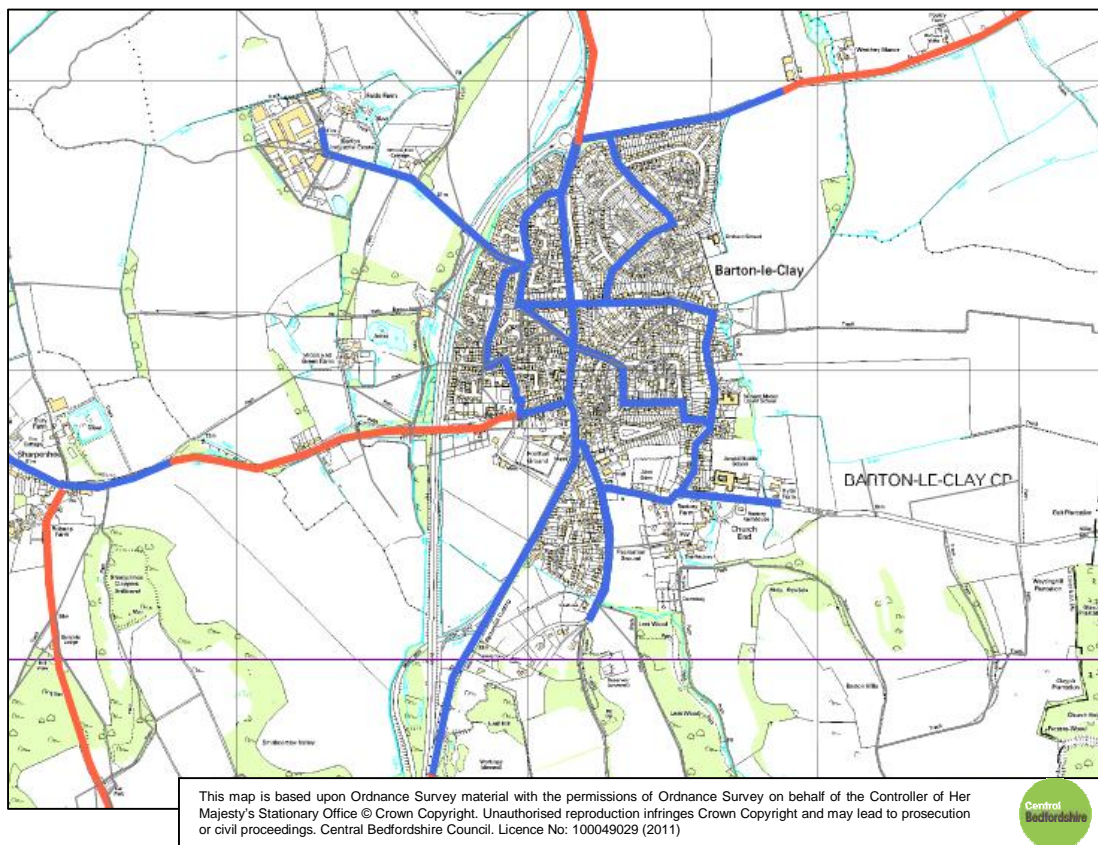


Figure B.2 – Sharpenhoe and Streatley Cycle Network

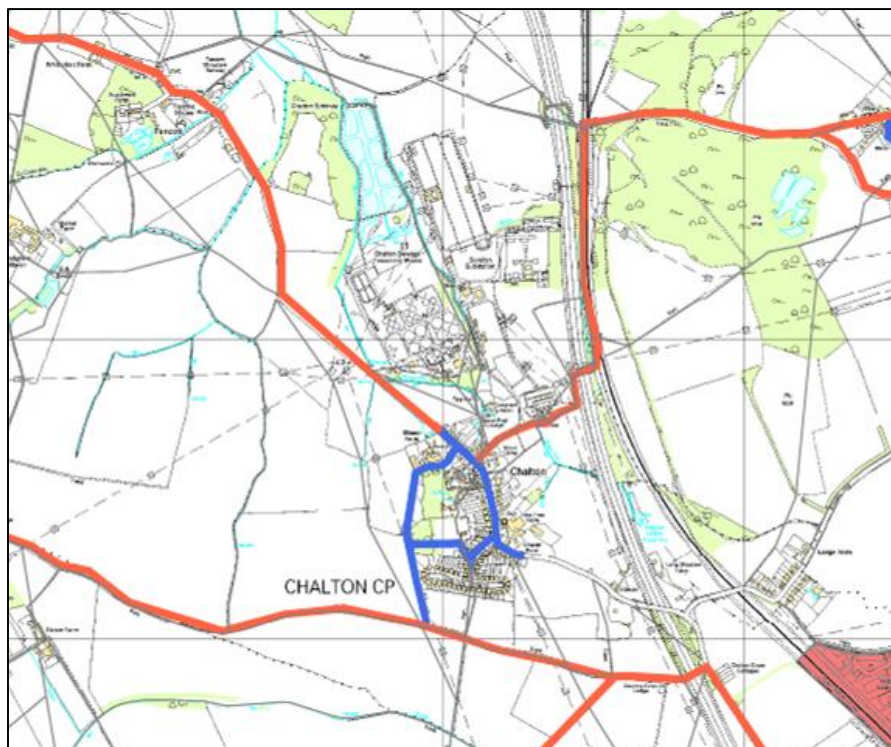


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Harlington, Toddington, and surrounding areas

Figure B.3 – Chalton Cycle Network



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Figure B.4 – Harlington Cycle Network

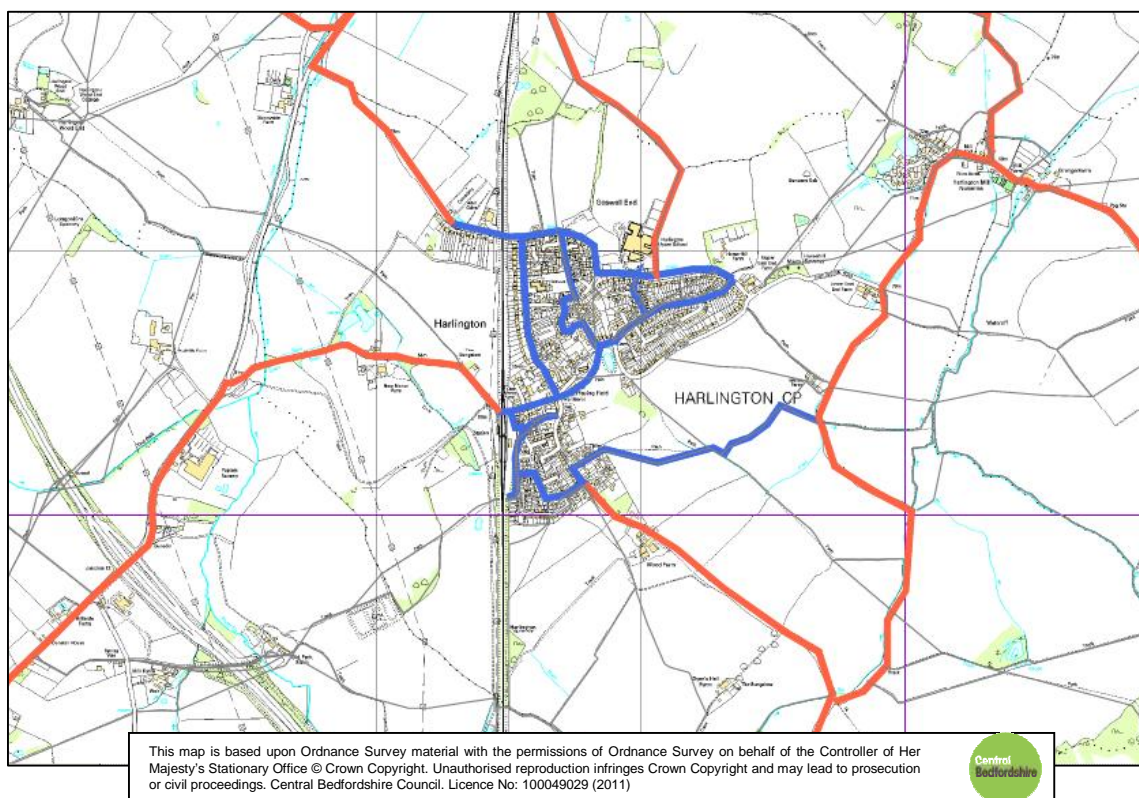


Figure B.5 – Sundon Cycle Network

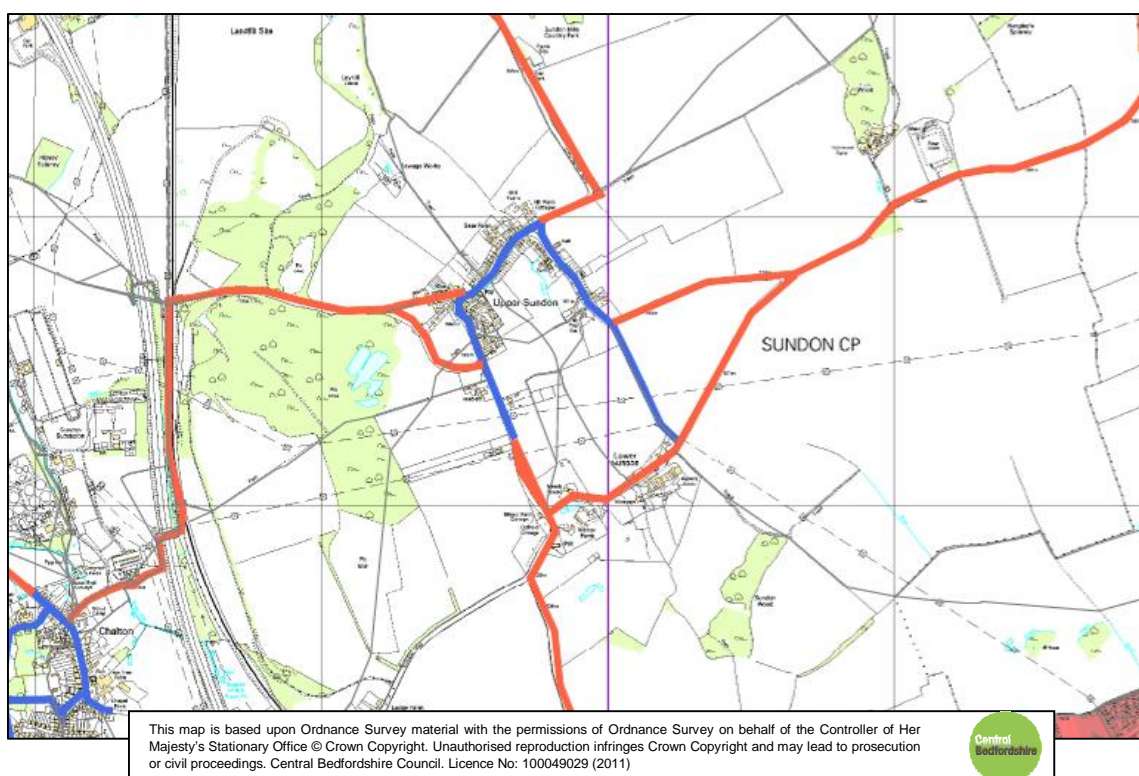


Figure B.4 – Tebworth and Wingfield Cycle Network

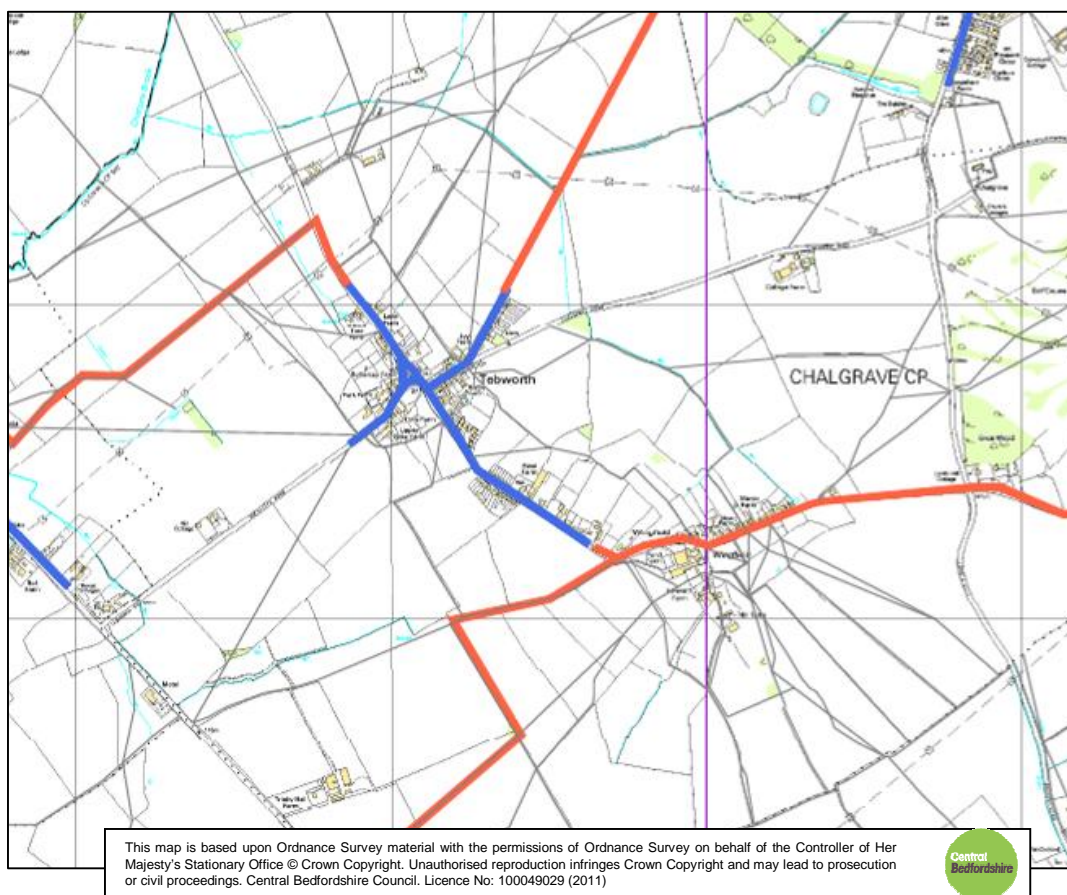
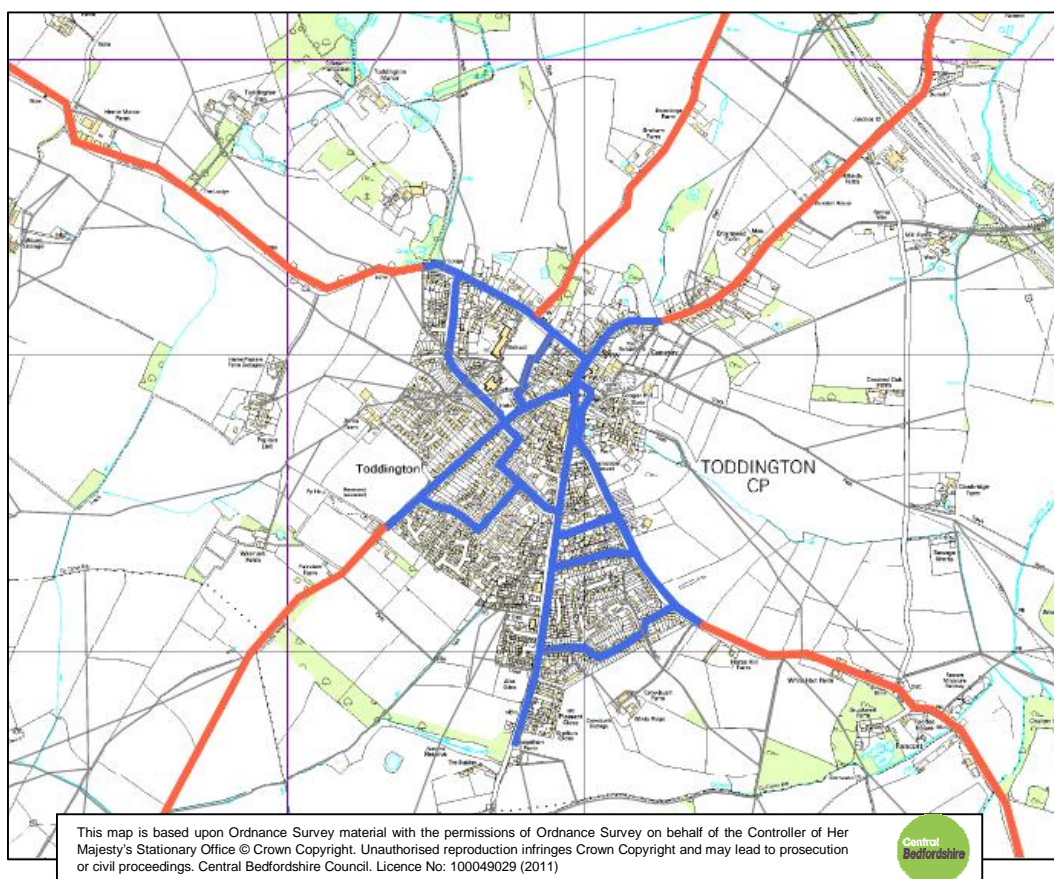


Figure B.5 – Toddington Cycle Network



Heath and Reach, Hockliffe, and Stanbridge

Figure B.6 – Heath and Reach Cycle Network

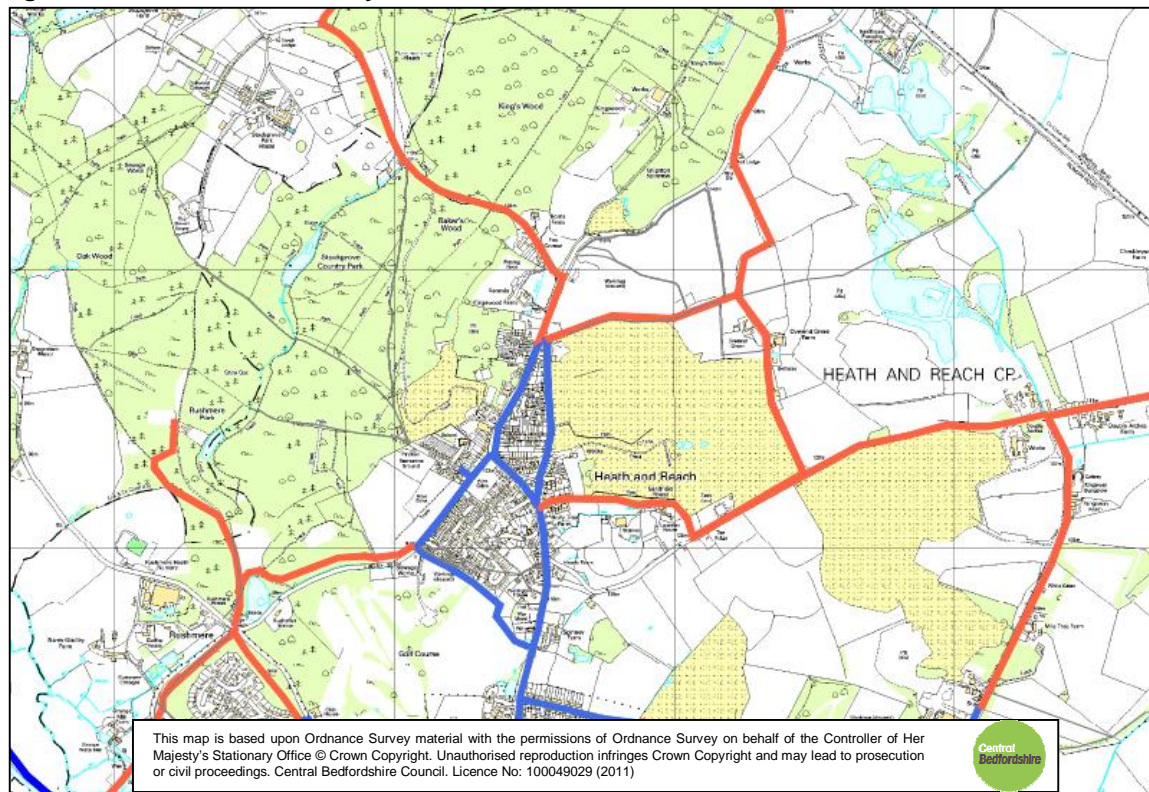


Figure B.7 – Hockliffe Cycle Network

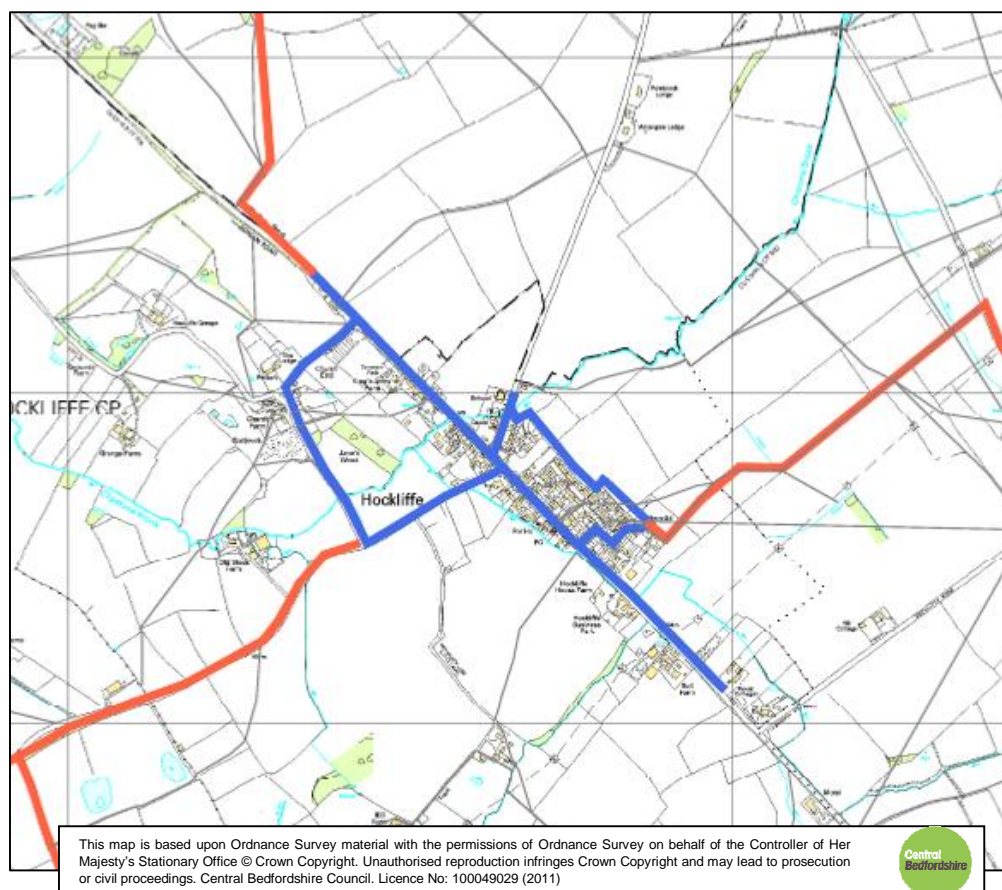
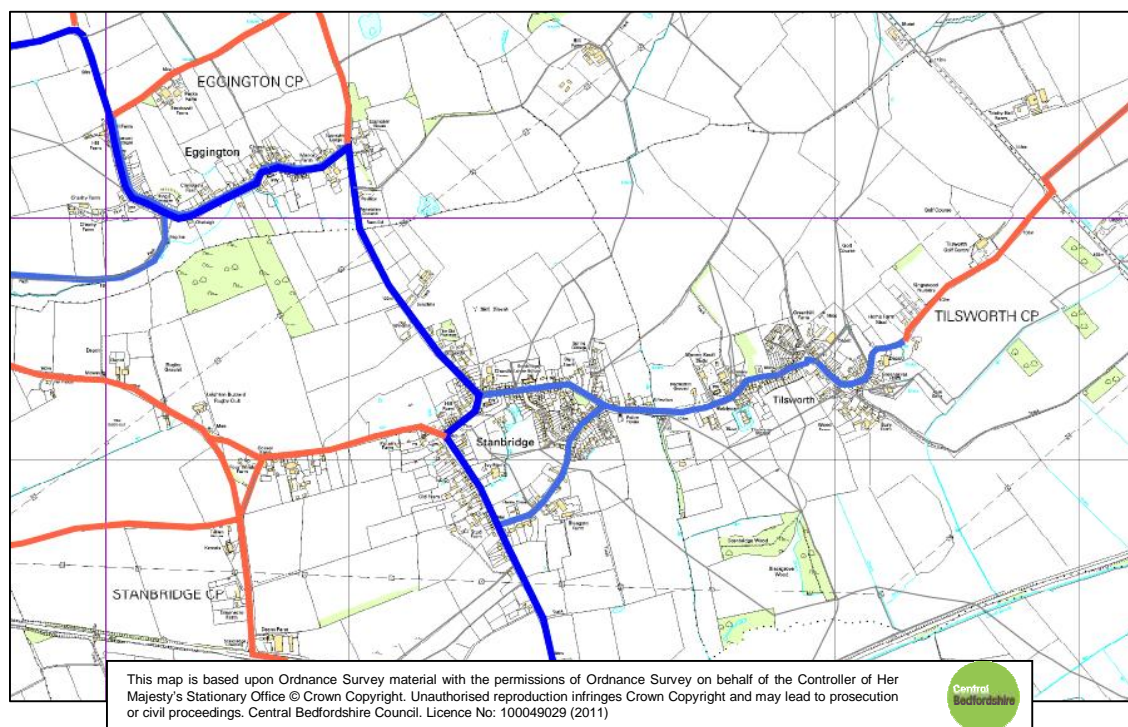
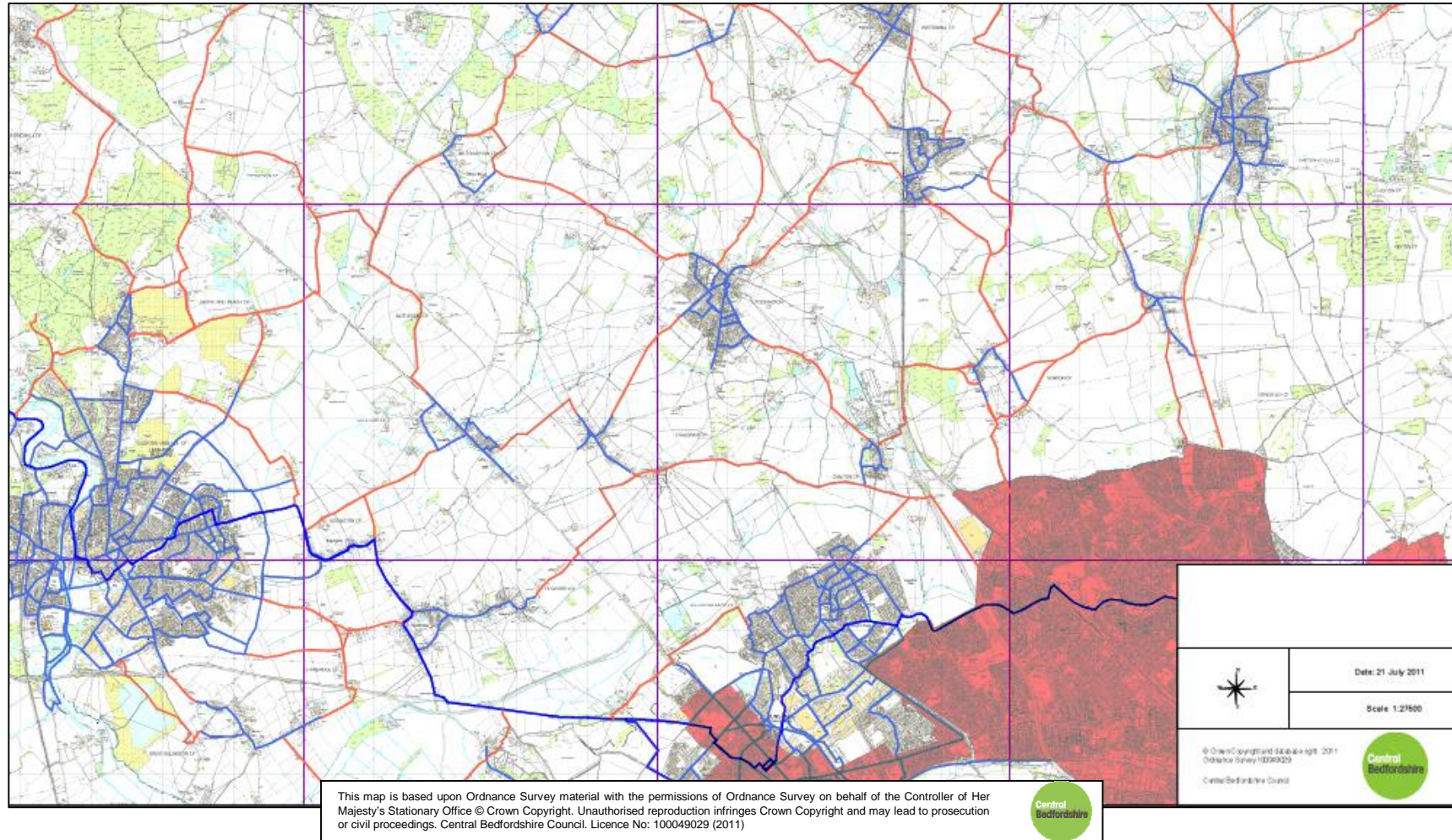


Figure B.8 – Stanbridge, Tilsworth, and Eggington Cycle Network



Strategic Cycle Links

Figure B.9 – Heath and Reach, Toddington, and Barton-le-Clay Local Area Transport Plan Cycle Routes



Appendix C: Functional Rights of Way Assessment

As part of the evidence base to inform the development of the Heath and Reach, Toddington, and Barton-le-Clay Local Area Transport Plan, a functional assessment of the local rights of way network was undertaken. A Functional Rights of Way Assessment aims to identify effective and important path connections in the LATP Year 2 area, Heath and Reach towards Barton. An effective connection will be highlighted in relation to the links it has with facilities, main transport corridors, services and important landscape or heritage sites.

This LATP was viewed as a trial case for this approach. If successful, it will be rolled out to other LATPs.

The Function Assessment was achieved by carrying out the following steps:

- 1. Recognise the Rights of Way Access Officers in charge of the parishes within the study area.**
Arrange meetings with Michelle Flynn, Gemma Harrison and Rick Thompson.
- 2. Using Central Bedfordshire's GIS mapping programme become familiar with parishes and their Rights of Way.**
Gain an idea of parishes that may be lacking functional connections and those that have well-used pathways as a part of a wider network.
- 3. Identify important connections and major footpaths from technical data.**
Take note of services and landscape features within the area that could provide for the local community. Look for breaks in Rights of Way. Information was presented in a preliminary table that included details of the major paths and the opportunities that could come from improving or maintaining them. Anomalies were highlighted and any additional information that could not be surmised from the mapping tool was presented to the Rights of Way officers.
- 4. Use the information collected to facilitate discussions with Rights of Way officers during informal sessions.**
Using large A2 maps of each parish, functional footpaths were highlighted and details annotated on the maps themselves. Other network routes in the parish were recognised.
- 5. Enhanced maps were passed over to the GIS and Web Officer to be collated. A table was produced to support the final map – includes details of functional Rights of Way, location and the opportunities they could provide to a community.**

Review of technical methods and tools.

- Data gathering.



Collecting the Rights of Way information was relatively straightforward. By looking at parish plans individually before meeting with Access Officers, key footpaths could be identified between communities and facilities.

A wider analysis of the area could show nearby towns and links to the transport network. With this data the meetings with Access Officers could remain brief and informal.

Annotations were added to the maps of the parishes to provide more detailed descriptions of the Rights of Ways that could not be collected electronically. The maps were an effective tool to visually show the location of the footpaths and allow Access Officers to quickly recall local issues.

The risks identified in the PID were not apparent once the study had been carried out. However, a limited understanding of the parishes may have restricted the scope of the information collection from Access Officers.

The methods of communication were sufficient for this study. To complete the learning loop of this project, results need to be presented back to Access Officers. Any anomalies can be identified and feedback used to generate the next stage of assessment.

- GIS and mapping.

GIS work and mapping of the parish-level Rights of Way was carried out by Chris Wilson, Web Officer. An original map of the Local Area Transport Plan was produced first to show the site within the Year 2 phase area. Further A2 sized maps of each parish with the pathways shown were created. This large size was useful for further annotating.

Not all the information was collected in this way as some of the A2 maps were not prepared in time for the Rights of Way officers meetings. In these instances, individual parishes were brought up on the screen using the GIS programme and officers could also use the preliminary table of detailed Rights of Way examples.

The information from the 12 parishes was consolidated into a final map which shows the most functional pathways within the study site. This information was required by the Local Transport Team. Additional linking pathways within and between the 12 parishes were inserted for use by the Countryside Access Team.

- Recognising opportunities.

Fragmentation within the site's network caused by major roads, missing links and obstructions prevent routes being used as much as they could be. This was important to understand when assessing where improvements could increase the functionality of a Rights of Way.

Paths with obvious links between a community and facility were acknowledged. Access Officers verified the condition of the paths and how often the local people made use of them.

Much of the information relating to the future opportunities created by maintenance or improvement of the selected footpaths is subjective. Further research will have to be implemented to discover the possible pedestrian flow and what factors adversely affect the likelihood of people using a pathway. This could be used to create a matrix that would be applicable to any parish in the LATP area.



The project was carried out by Olivia Regan as a part of the Local Area Transport Plan with support from members of the Council's Countryside Access Team.

Results

Key to Functionality Level Rating

T	Transport links	1	Poor
S	Services	2	Medium
L	Landscape & Long distance route	3	Good

Table C.1 – Results of Functional Rights of Way Assessment

Parish	Local Services and Access	Key Rights of Way	Level of Functionality Rating
Barton	Good access from centre of Barton and surrounding parishes to Barton Hills landscape. Easy enough for west of the parish to access the town. Good access within town to schools, library, football ground and post office. High number of complaints when paths in need of maintenance.	FP1 and FP15	L3 Very well used by dog walkers and recreational users. Large amount of foot traffic to Barton Hills Nature Reserve and surrounding open areas.
		FP12-FP8- FP7	L2 Important to dog walkers and visitors to Barton Mill. Able to park on site. Good circular route.
		FP2-FP6	S3 Well used by prams and access to schools without going on busy roads. Good all weather surface.
		FP4	S2 Link Between Old Road and Church End over Recreation Ground
Toddington	Footpaths lead to church and post office. Farms to the west of the village are well connected to facilities. Access to woods and Icknield Way Path. Main Rights of Way have safe access past the M1.	FP1-FP2- FP6- FP7	S3 Tarmac routes. Good access to schools. Well used.
		FP42-FP54	T3 Connection to Harlington. Well used in the summer but poor conditions when wet. Important link to station.



Parish	Local Services and Access	Key Rights of Way	Level of Functionality Rating
Toddington	Footpaths lead to church and post office. Farms to the west of the village are well connected to facilities. Access to woods and Icknield Way Path. Main Rights of Way have safe access past the M1.	FP60-BW97	L3 Very popular area with dog walkers from Toddington.
		FP94	S1 Well used route which connects the High Street with B579.
		BW38	T3 Connection to Harlington. Well used in the summer but poor conditions when wet. Important link to station.
Chalgrave	Limited access to schools by path. Icknield Way Path passes through parish, connections to scenic Chiltern Way in south.	FP2	S2 Very well used in the summer, easy walk into Hockliffe. Good signpost directions.
		FP12- FP11	L2 Circular route used by dog walkers from Tebworth.
		FP7-FP31-FP9-FP62 (Toddington)	S1 Route into Toddington passing through council-owned open area, The Glebe. Have to cross busy Toddington Road for connection.
Chalton	Good access to Sundon and the Icknield Way Path. Safe passage over the M1.	FP5-FP23	S3 Access to several schools, including Middle and Upper and leisure centre with children's play area. Very well used.
		FP5-FP15	T3 Well used. Link to motorway bridge.



Parish	Local Services and Access	Key Rights of Way	Level of Functionality Rating
Chalton	Good access to Sundon and the Icknield Way Path. Safe passage over the M1.	FP46	S/L2 Leads to Anglian Water site. Direct route, well used by dog walkers.
		BOAT10	S2 A Byway well used by workers from nearby industrial estate that use bicycles to reach it.
Sundon	Accessible facilities include pubs, churches and phoneboxes. Sundon Hills Country Park has picnic sites along the main footpath.	FP4-FP20	L3 Important connection to Sundon Hills Country Park. Linking locals to their landscape. Possible extension for a loop walk.
		FP5-FP11	S3 Access to Lower school in Upper Sundon. Important to community in Lower Sundon.
		FP12-FP5	T2 Access to Streatley and Luton. Important connection to wider transport network.
		FP1-FP6	L1 Open Access area. Good circular route. Possibly daunting space for solo walkers.
Streatley	Connections to John Bunyan Trail and Sharpenhoe Clappers – National Trust site. Nature Reserve in south connected to rest of parish through Icknield Way Path.	FP11-FP4	S/L3 Very well used. Good surface. Access to Luton Town from Streatley village. Access to Bramingham Park.



Parish	Local Services and Access	Key Rights of Way	Level of Functionality Rating
Harlington	Asides from Harlington village, the parish is sparse and so limited Rights of Way leading to the train station. Church and schools- including Upper- facilities accessible. Good access to Sharpenhoe Clappers site.	FP1-FP2	S2 Well used school route for children in Westoning and Harlington. FP2 recently ploughed from meadow now difficult to cross and uneven surface. FP1 well surfaced.
		BW3(Sundon)-BW21	L2 Well used Rights of Way from Upper Sundon to Harlington and also popular recreational bridleway. Potential for loop route.
		FP54-FP3	T2 Very well used footpath across arable fields. Has underpass for safe passage across railway line. Good surface in fair weather conditions. Not a popular commuter route to station.
		FP24	T/S 1 Link between Oak Close and Sundon Road
		FP8	T 1 Footway alongside Lincoln Way
		FP23	L2 Well used Rights of Way from Upper Sundon to Harlington and also popular recreational bridleway. Potential for loop route.



Parish	Local Services and Access	Key Rights of Way	Level of Functionality Rating
Heath and Reach	Better linkages from upper end of village into Leighton Buzzard – access to facilities and railway network. Bus links into Leighton Buzzard. Good access across village to church. Public access between church and other facilities. Proposed improvements to bridleway network in the south.	FP5	S/L2 Access to Rushmere Park. Well used by people in Heath and Reach. Possibly increased usage when visitor centre and facilities developed.
		FP7	S/L3 Access to Stockgrove Country Park. Well used. Easy to get to along footpath in village.
		FP8 and FP11	S2 Shortcuts through the village. Good surface, well used.
		FP1 and FP10 (Temp).	L2 Well used by local community for a circular walk.
		FP4	S/T/L2 Link from Plantation Road and National Cycle Route 6 to Rushmere Park
Eggington	Good link to schools but maybe not for the town centre facilities No safe crossing across the Leighton Road.	FP6	L1 Well used but access limited by stiles. Might provide more function if upgraded. Not a pleasant landscape towards Leighton Buzzard.
		FP3-FP2 (Hockliffe).	S2 Footpath into Hockliffe well used by Eggington locals. More services available.



Parish	Local Services and Access	Key Rights of Way	Level of Functionality Rating
Hockliffe	Has a Lower School, post office and pub. Main road through the village, A5, is easy to cross- traffic lights and zebra crossings. Overall good connections- breaks easy to navigate around Church Lane and Goose Green. Bus service for commuters into London.	FP1-FP3	S2 Well used and A5 running through the village is easy to cross with traffic lights and zebra crossings.
Tilsworth	Good access to facilities in the parish. Well connected to church, phone box, golf course, pub and clubhouse. Nearby Houghton Regis and Dunstable have further facilities of schools and leisure centres. Good loop walk around Stanbridge Woods – connect people to landscape. Bus route into Dunstable and Luton.	FP6	S/L2 Well used by the community to reach allotments. Good access and clear crossing with wide verges when path meets the A5 further along.
		FP1-FP4	L2 Arable fields but dirt track is well maintained. Popular with dog walkers.
Stanbridge	Has a Lower School that is accessible and nearby Leighton Buzzard has Middle and Upper schools but no Rights of Way routes are available to the town. No footpath access to Mead Open Farm attraction. Windmill, church and pub facilities. Bus services to Luton (AV 70) and Milton Keynes.	FP6-FP2	T3 Provides a good connection to cycleway network.
		FP4	L2 Well used by Stanbridge community. Circular route.
		FP2-BW1-FP12-FP1 (Hockliffe).	L2 Walkable distance to Hockliffe. Popular with locals in the summer.



Appendix D: Consultation Summary

Table D.1 – Written responses to LATP Consultation

CONSULTEE	COMMENTS	RESPONSE
Leighton Buzzcycles	In general I feel that the plans and in particular the Priority Action Areas, focus only on travel within the settlements and do not look enough at journeys between settlements. Many of the places are only a few miles apart - ideal distances for cycling whether by commuters, people accessing services, or for leisure. There are also often no or few buses serving these places. More needs to be done to enable people to opt for modes of transport other than the car when making these short journeys on our rural roads. When I say 'short' I mean under 10 miles, a distance that would take the average cyclist about 1 hour to cover; according to the analysis on Pg 43, 56% of journeys made in the area are under 10 miles. Serious consideration needs to be made for reducing speed limits on our rural road network to make them safer and more attractive routes for cyclists.	The Priority areas in the Local Area Transport Plan focus on more locational-specific issues where they have been identified, typically within the larger villages in the Local Area Transport Plan. An additional section has been added to Chapter 8 – Priority Action Areas, to highlight more strategic issues that require action.
	As an example: On Pg 45 it is noted that in the Heath and Reach, Hockliffe and Stanbridge area there is no provision for GP services but that these areas are served by Leighton Buzzard practices. These villages are all within 5 miles (half an hour's bike ride) of Leighton Buzzard but, with the exception of Heath and Reach, the roads between them and LB are all 60mph roads with no facilities for cyclists, and buses are infrequent. Hence the majority of people opt for the car, if they have that choice. The story is similar for journeys to school, shopping and the workplace	This comment is noted, and has been considered in the addition to Chapter 8 – Priority Action Areas. Schemes to improve off-road cycle links into Leighton Buzzard have been considered as part of the mechanism for prioritising schemes.
	The whole area of Heath and Reach, Hockliffe and Stanbridge suffers, from a cyclist's point of view, from a lack of crossings of the A5. This major trunk route acts as a physical and psychological barrier for cyclists (and walkers) who need/want to travel east into the rest of Bedfordshire. But this issue is not addressed in the plan	This issue has been identified in the plan, and potential crossings of the A5 have been considered as part of the mechanism for prioritising schemes.

CONSULTEE	COMMENTS	RESPONSE
Leighton Buzzcycles	Included in Appendix C is an assessment of Rights of Way but there is no reference to this network in the main plan as far as I can see. A comprehensive, well maintained and suitable rights of way network, including public bridleways and byways for cyclists could form a key component of an inter-settlement cycling network within Central Bedfordshire. Currently many of the rights of way are not contiguous, with bridleways turning into footpaths or disappearing altogether when they reach a parish boundary or main road, and many of the bridleways are not actually fit for cycling on, even with a mountain bike. It would be good to see a Rights of Way Improvement Plan properly integrated with the LATP	A new Outdoor Access Improvement Plan is currently in development, and is due for completion in late 2012. Once this work is completed, the outcomes will be incorporated into the Local Area Transport Plan when it is reviewed.
	I am very concerned and surprised that there is no mention of any need for action on Woburn Road in Heath and Reach. Pg 41 identifies it as a 'notable road for people killed in accidents' and it is the only realistic way for cyclists to get out of the village to the east and to cross the A5, but there appear to be no plans to make this route safer for users of all types. A 40mph speed limit is vital on this stretch of road from the village out to the A5.	A 40mph speed limit for Woburn Road in Heath and Reach has been considered as part of the mechanism for prioritising schemes.
	I am similarly concerned that there are no issues cited on the A4012 between Hockliffe and Leighton Buzzard (apart from in relation to the section between Leighton and Eggington where NCR6 uses the road) or on the Stanbridge/Leighton Buzzard Road between Stanbridge and Leighton Buzzard. Again, these are the only routes for cyclists between each village and Leighton, and they are very fast, windy and busy roads, not at all suitable currently for cyclists.	These issues have been noted, and amendments to the Priority Action Areas in the Local Area Transport Plan have been made.
	Could the maps in Appendix B have a key so we know what the red and blue routes are?	Changes have been made to the maps in Appendix B
	On Pg 34, the heading 'Heath and Reach, Toddington and Barton-le-Clay' should I presume read 'Heath and Reach, Hockliffe and Stanbridge'?	Changes have been made to the title of this section.
Natural England	Natural England does not have any comments to make.	We thank you very much for your comments.



CONSULTEE	COMMENTS	RESPONSE
Toddington Parish Council	The Parish Council agree with all your recommendations of priorities for Toddington but would also like you to take these priority recommendations into consideration;	A review of bus services is currently being undertaken as part of development work on the Passenger Transport Strategy. These comments have been fed into this process.
	Consider bus links to Harlington Station and School. Bus to L&D – currently too infrequent for most requirements	
	Insufficient off street car parking at the schools and congestion at start and finish times	Schemes to improve safety around the schools in Toddington have been considered as part of the mechanism for prioritising schemes.
	Many houses and businesses have no off street parking and on street parking is becoming more difficult. Consideration to be given to solve this problem taking into account the growing trend of commuters parking all day in the village the sharing a car to the station or M1. Additional car parking required to maintain the viability of business in the High Street and Market Square.	A scheme to improve car parking in the high street has been considered as part of the mechanism for prioritising schemes.
	Pedestrians required walking on road to reach country footpaths. Extend footpaths from village to enable safer routes to countryside footpaths.	Many schemes to improve local footpaths and bridleways have been considered as part of the mechanism for prioritising schemes.
	Introduce 20mph speed limits outside St Georges School, Luton Road Recreation Ground, Leighton Road and the A5120 through the village.	Schemes to improved safety around the schools in Toddington have been considered as part of the mechanism for prioritising schemes.
	To make country roads safer for pedestrians and cyclists – Introduce lower speed limits.	Lower speed limits on rural roads have been considered as part of the mechanism for prioritising schemes.
	To be able to purchase rail tickets from Post office or Library	Public transport ticketing is currently being reviewed as part of work to develop the Passenger Transport Strategy,
	To enable transfer of valid bus tickets from one bus company to another.	Public transport ticketing is currently being reviewed as part of work to develop the Passenger Transport Strategy
Harlington Parish Council	Initial assessment of the document was that it was another example of a document which refers to another document and then another making it almost impossible for anyone to review it effectively because of the need to cross refer between a multitude of documents. Eg the Masterplan for developing a Rail Freight Terminal near Sundon and a	The Local Area Transport Plan forms part of a suite of documents that constitute the Local Transport Plan. The document is also influenced by a wide variety of different plans and policies, reflecting the transport impacts of these documents. The Masterplan for a Rail Freight

CONSULTEE	COMMENTS	RESPONSE
	new Site Allocations Development Plan.	Terminal near Sundon and a new Site Allocations Document have yet to be produced. Information on these is included in the Local Area Transport Plan for reference.
Harlington Parish Council	<p>With regards public transport, the LATP has two basic premises; reducing the need for travel and linking travel to “more sustainable” modes such as public transport.</p> <p>The first is unattainable in the present economic climate since Central Beds residents must make the best of whatever employment opportunities there are regardless of the distance they may have to commute to achieve this. Nor is it possible in the current housing climate for residents to rebalance the relationship between commuting and living nearer their workplaces. It must be accepted that the current situation inevitably means more miles travelled by personal transport, not fewer.</p> <p>Examination of the public transport policies shows that there is still an assumption that people can be persuaded to use the existing public travel network. What is lacking is a root & branch re-assessment of what such transport is for, who will use it, and therefore where it should go and when. The historical routes and time-tabling for public transport are based on the needs of two decades ago, perhaps even earlier and hardly relevant to today’s situation.</p> <p>A simple example is the bus route 42 Bedford to Toddington. Logic dictates that it provides a connection for Toddington to Harlington railway station to maximise bus/rail integration but only two out of four buses do. In fact, only three out of four actually complete the entire route. Of those three, one does not visit Harlington station. Even if the fourth bus only travels from the A5120 to the station and then returns to the A5120, a more integrated bus/rail service would result at little or no additional cost.</p>	<p>The Local Transport Plan is aiming to encourage the use of travel by more sustainable modes of transport for different types of trips where possible. The Local Area Transport Plans seek to support this by developing the physical infrastructure in local areas such as local cycle networks, access to railway stations, bus stop improvements, and improved walking links. This will help to give people a choice of how they wish to travel for various journey types.</p> <p>The Local Area Transport Plan also reflects current planning policy in relation to building stronger communities through providing increased housing and more local jobs.</p> <p>A review of bus services is currently being undertaken as part of development work on the Passenger Transport Strategy. These comments have been fed into this process.</p>



CONSULTEE	COMMENTS	RESPONSE
Harlington Parish Council	<p>There seemed to be considerable discrepancy between policies in this document and the general LATP (document 3) in relation to freight at a new M1 junction 11A and the idea that a rail/road freight terminal could be built at Sundon. In the LATP 6.14 implies that any new station will be close to and serving Marsh Farm. That would rule out a station at Sundon and make it more likely that it would be (if at all) at Chalton just south of proposed 11A. Even that would leave Leagrave more accessible to both Marsh Farm and Hockwell ring. No-one travels north to go south especially at the current level of peak-time ticket prices.</p> <p>The persistence of “an additional station” is very odd given that its original inclusion in the MKSMMS (sub-regional strategy) by Mike Gwilliam, a national planner, (ex-Beds County Council planning dept) was acknowledged by him at a public presentation at the Brache in Luton to be a mistake. He said he had forgotten that there was already a station “north of Luton” at Leagrave and had inserted a “station north of Luton” into his plans. That proposed extra station seems to have found its way into every subsequent version of sub-regional and local plans.</p> <p>Were Leagrave to be closed, far from reducing pressure on the local transport network, the exact opposite would occur since neither public nor private transport could cope with the flows of commuters out to Chalton. Rather, it would increase still further, the impact on the M1 because commuters would use J11 to 11A as a shortcut to access the new station from the Leagrave area. Likewise, closure of Harlington station would create a huge additional impact on the M1 from J12 to J11A or/and on the local roads. Harlington station is considered in the Accepted Central Beds Core (northern area) strategy to be a transport hub of significance to a wide area of Central Beds</p>	<p>The Local Area Transport Plan highlights the current aspirations for a Rail Freight Terminal at Sundon, as set out in the Luton and South Bedfordshire Core Strategy document. There are currently no known aspirations to provide a rail station as part of this new rail freight terminal facility. No mention is made in this document of the longer-term aspiration of developing a new rail station north of Luton, however it is recognised as a long term aspiration in LTP3.</p> <p>Improvements to Harlington station, including additional parking, lifts, and an improved station forecourt, have been considered as part of the mechanism for prioritising schemes.</p>

CONSULTEE	COMMENTS	RESPONSE
Harlington Parish Council	CS 9 seems to rule out any station for commuter use alongside the supposed rail/road freight terminal. The phraseology “rail served warehouses” is revealing because this is a modern way of saying “sidings”. It is difficult enough to envisage a growth in any kind of strategic industry, but one that goes back to using “sidings” is almost impossible. Currently, the only two obvious candidates are aggregates and waste. Newsprint is now largely carried by road and in any case the relocation of a national newspaper to Luton is to the airport area diametrically the opposite side of Luton to the Sundon site.	Masterplanning for the Rail Freight Terminal at Sundon will take place during the lifespan of this Local Area Transport Plan, although no actual works on site will take place for some years. The Local Area Transport Plan reflects this fact.
	It was also considered there was no need for a further freight terminal when there were already 4 within the area.	Local concerns about the impacts of the Rail Freight Terminal have been highlighted throughout the consultation. Local stakeholders will have an opportunity to feed into the development of the Masterplan for the site, when the transport implications of the site are known in more detail. Once this further work has been undertaken and the transport implications are known in detail, the Local Area Transport Plan will be revised accordingly.
	Moreover, why was Harlington not considered within a LATP which includes Sundon and its possible connection to Harlington’s own transport plan which would have meant that Harlington would have been kept far more/accurately informed of developments at the Sundon site? The intention declared by CBC, within this LATP under consideration, it to put in a plan for a new rail freight depot this year and yet nothing has been included around the obvious affect of more freight journeys through villages and on local roads. There is also a total lack of consideration given to the effects of freight journeys, HGV’s etc, created by the Covanta waste site.	The Covanta site is located in the Marston Vale Local Area Transport Plan, and the primary transport implications of this development are to be discussed in there. Currently, the main impacts of this scheme for this Local Area Transport Plan are considered to be an increase in freight movements on the strategic road network, notably the M1.
	There is still a lack of a clear understanding of what is going to be the fate of the “temporary road” to Sundon tip despite Harlington’s attempts to ascertain the position and it having been promised an answer to this by the consultation team for the LATP; all Harlington has asked for is confirmation that the road will be dismantled once topping out has been completed. In this case no news is not good news.	This particular route has planning consent for use until 2016.
	There are discrepancies with trains at Harlington Station and, furthermore, no mention of how Wixams will impact on Harlington Station.	The impacts of Wixams station on Harlington Station are not yet understood, as no detailed train planning for services has been undertaken. Central Bedfordshire



CONSULTEE	COMMENTS	RESPONSE
		Council will work with Network Rail and the train operating company to secure the best possible services for Central Bedfordshire stations.
Harlington Parish Council	The Priority Location map for Harlington referred to A5120 traffic, parking issues, Harlington Station and the lack of a walk/cycling link between Harlington/Toddington but there was no mention of how these issues were to be addressed.	The purpose of this section of the LATP is to identify the current areas with problems and issues. Chapter 9 – Programme, along with a long list of schemes in Appendix E, identifies measures to be delivered to tackle such issues, with the measures in Chapter 9 being funded through the Local Area Transport Plan.
Chilterns Conservation Board	The Board welcomes the prominence given to the 'Environmental Guidelines for the Management of Highways in the Chilterns' publication (page 18).	We thank you for your comments.
	Section 4.5 briefly mentions the Luton Northern Bypass (M1 to A6). The Board's stance on this particular project has been made clear on a number of occasions in the past as part of the production of both LTPs and the Core Strategy (now withdrawn). The development of a Masterplan is mentioned and the Board would, once again, request that it be involved in the production of such a plan as the proposed bypass would pass through, and clearly have significant implications for, the Chilterns AONB. The Board is disappointed that the fact that this proposed bypass cuts through the Chilterns AONB has been omitted from the text of 4.5 and is also disappointed that it has not thus far been involved in the preparation of the Masterplan.	The Chilterns Conservation Board will be involved as a key stakeholder in the development of transport plans affecting its area. The text of the Local Area Transport Plan has been changed to reflect the impacts of the Luton Northern Bypass on the Chilterns AONB.
	Cycling is covered in section 5.2 and the Board welcomes the fact that the Chilterns Cycleway is mentioned. Though most of the route of the Cycleway is on-road and much of it is busy this is recognised in the information that is published about the route. However, we would question the statement that the route through the area is 'provided on fast, rural roads, many of which are heavily trafficked'. We would be grateful if you could inform us if there are particular problems that have resulted in this statement being made as it implies that it may be dangerous to use the route. Should problems with the route exist we	The Chilterns Conservation Board have been advised separately by the Councils Walking and Cycling Officer of safety concerns associated with the Chilterns Cycleway. The Local Area Transport Plan also reflects views communicated by local representatives, including Parish Councils, of the speed and type of traffic using local roads. Remedial measures, such as reducing rural speed limits,

CONSULTEE	COMMENTS	RESPONSE
	<p>would look to modify it if necessary. The existing route was subject to thorough testing and many amendments were made prior to its publication in order to provide a better experience. The Board therefore considers that it would be better to describe the sections of the route that fall within the plan area as being 'provided on predominantly rural roads, some of which may be busy with fast moving traffic at times'. The Board considers that this issue also needs to be addressed with Figure 7.2 on page 51 and Figure 7.5 on page 53 (which deal with priority locations in Streatley and Sharpenhoe and Upper and Lower Sundon) where the annotations read 'traffic volumes, speed, and HGVs discourage use of Chilterns Cycleway' and 'traffic speed and volumes discourage use of Chilterns Cycle Route'. Though traffic speed and volumes and the presence of HGVs are implied to be problems the Local Area Transport Plan incorporates no identified measures to solve them. The Board therefore considers that the annotations could usefully be amended to read 'at certain times traffic speed and volumes and the presence of HGVs may discourage use of the Chilterns Cycleway' (with removal of the HGV reference for Sundon as this appears not to apply here).</p>	<p>have been considered as part of the mechanism for prioritising schemes.</p>
Greensand Trust	<p>1. Reference to local community planning</p> <p>This is inconsistent. While the Heath and Reach et al plan makes reference to the various Parish Plans and Parish Green Infrastructure Plans (Living Networks Plans) the Ampthill & Flitwick area plan and the Shefford, Silsoe et al Plan either make no reference or acknowledge Parish Plans only. The Parish (& Town in the cases of Ampthill and Flitwick) Green Infrastructure Plans were locally consulted and developed in partnership with the appropriate parish/town council, and were funded and endorsed by CBC because of the importance of giving local people an input into the planning process. They also contain specific references to actual routes for walking and cycling local people wish to see created/enhanced.</p>	<p>The Heath and Reach, Toddington, and Barton-le-Clay Local Area Transport Plan contains reference to Green Infrastructure Plans developed by local communities, reflecting local transport priorities. Additional text has been included in other Local Area Transport Plans for this purpose.</p>



CONSULTEE	COMMENTS	RESPONSE
Greensand Trust	<p>2. Consideration of Recreational Journeys</p> <p>There is a complete omission of recreational journeys in the Journey Purpose Analysis of all of the plans, yet recreational journeys – whether by local people or visitors from outside the area – must form a significant proportion of journeys made and contribute to many of the issues in an area. The Plans have a ‘utility’ bias in this respect. Key recreational sites are ignored, as are key routes such as the Greensand Ridge Walk and the proposed Greensand Ridge Cycle Route. Access to leisure facilities should also be considered – swimming pools, sports centres etc.</p> <p>Future developments such as Center Parcs will compound traffic issues, yet are not considered.</p> <p>I appreciate that this issue is better covered in the Cycling and Walking Strategies, and there is a ‘family’ of plans as part of the transport planning process, but these LATPs are essentially stand-alone documents and will be used as such.</p> <p>In addition to these, it would be useful if each Plan included a map showing the parishes included by it – they all show a central Bedfordshire wide map, but a map of the parishes covered and those immediately surrounding would be very useful.</p>	<p>One of the journey purpose themes for the Local Transport Plan 3 is Access to Services, including Leisure trips to facilities such as town centres, leisure centres, and countryside sites.</p> <p>Additional text has been included in the Local Area Transport Plan to cover leisure journeys.</p> <p>The parishes covered by each Local Area Transport Plan are shown in Figure 1.2.</p>
	It is not always highlighted the proximity and importance of Leighton Linlade to Heath and Reach in particular.	The importance of Leighton-Linslade has been highlighted on many occasions throughout the Local Area Transport Plan.
	P18 – Welcome profile given to Rushmere Country Park, but photograph used here is not appropriate – the main gates are not publicly accessible. We could provide a different photograph if required.	An alternative picture is being used for the Local Area Transport Plan.

CONSULTEE	COMMENTS	RESPONSE
Greensand Trust	P19 sec 3.2 – We welcome the inclusion of the Living Networks Parish Green infrastructure Plans, but the reference to the Streatley plan forming “part of a wider Green Infrastructure Plan covering Luton and Southern Central Bedfordshire” is inaccurate. The GI Plans are tiered – there is a strategic ‘county level’ plan covering the whole of Beds & Luton, there are ‘district’ level GI Plans (such as the Luton and S Beds one) and then there are parish/town GI Plans (Living Networks). At each level the focus is different – going from the strategic to local. Parish/Town GI plans are relevant particularly because they were created through local consultation.	This has been clarified in the text of the Local Area Transport Plan.
	P21 – Section of text on Living Networks GIPs – keeps repeating unnecessarily, and ideally there should just be a section at the start of the section including this text just the once, to set the context of Parish GI and Parish Plans. It could also mention the Neighbourhood Planning process?	Changes to the Local Area Transport Plan have been made to reflect this.
	Same section of text – should read plans not plan.	
	Page 29 – Modal Issues – pedestrians – Because there is a complete omission of recreational issues, important features such as the Greensand Ridge Walk are ignored. Yet it has important economic value (and much greater potential if problems are resolved and it is better promoted) and also utility value. It is Central Bedfordshire’s premier promoted route, is highlighted within the Greensand Ridge Local Development Strategy and popular with walkers. However, it is severed by busy and dangerous roads with little or no crossing infrastructure. The only mention of the rights of way network etc concludes that their use is more “leisurely” in a manner that suggests this use is irrelevant.	Additional text has been included in the Local Area Transport Plan reflecting the importance of rights of way for leisure and recreational use.
	P32 – H&R, Hockliffe&Stanbridge – 2 nd para – not “Stockgrove Country park” and “Rushmere Park” – it is Rushmere Country Park – the sites were merged to create one single unit. The site is developing its own Travel Plan, the “Rushmere Framework Travel Plan”.	Access improvements into Rushmere Country Park have been considered as part of the mechanism for prioritising schemes.



CONSULTEE	COMMENTS	RESPONSE
	<p>Also worth noting that the pedestrian link via Thrift Road is the logical link to the site for those travelling by bus (i.e. closest bus stop to site entrance is a short walk away).</p> <p>We would reinforce the point that access to RCP along the Linslade Road for those on foot (or cycle/horse) is not good due to lack of dedicated space, lighting and road curvature.</p>	
Greensand Trust	<p>P33 – s5.2 – Cycling:</p> <p>1st para – Rushmere Country Park not Rushmere Park</p> <p>Mentions lack of cycling culture – I would add that this is surprising given the proximity of Leighton linslade, a successful Cycling Demonstration Town, and the largely rural road network with attractions such as Woburn, Rushmere etc. This is a real economic opportunity being lost – and development of this culture would fit with the objectives of the Greensand Ridge Local Development Strategy.</p> <p>The local road network includes areas that would be attractive for cycling if not so dangerous, therefore helping promote this culture. For example, later in this document (p41) the fatal accidents on the Woburn Road are mentioned. While these statistics relate to car accidents, they highlight the point that what could be an attractive network doesn't function as such.</p> <p>P34 – Mention of cycle parking infrastructure at Rushmere CP, but not the provision of routes there – there is a network of family and trail routes that connect to the wider network where possible. If this Plan doesn't help us overcome the constraints that stop us doing more here it will make our task even harder.</p> <p>P37 – should mention rail services at Leighton.</p> <p>Fig 7.8 – Rushmere Country Park, not Rushmere Park</p>	<p>The development of local cycle networks, particularly in the larger villages, has been considered as part of the mechanism for prioritising schemes.</p> <p>The development of local cycle networks, particularly in the larger villages, has been considered as part of the mechanism for prioritising schemes.</p> <p>Changes have been made to the LATP to reflect this.</p> <p>Changes have been made to the LATP to reflect this.</p>

CONSULTEE	COMMENTS	RESPONSE
English Heritage	We have gone through the LATPs and note that specific projects have yet to be identified and programmed. We would appreciate consultation on the programmes once they are available to ascertain the potential impacts of specific projects on the historic environment.	Chapter 9 – Programme, identifies a number of schemes to be delivered as part of the Local Area Transport Plan. As a statutory consultee, English Heritage will be consulted with on plans for specific schemes as and when they are delivered.
	We note the intention, as part of the forthcoming Local Plan process, to produce a Masterplan for developing a rail freight terminal at Sundon. Such scale of development is likely to have an impact on the surrounding historic environment, both in terms of setting and visual effects, but also in terms of exacerbating traffic movements through nearby villages like Chalton and Lower Sundon (unless improvements to the wider road network are implemented).	We are aware of the concerns, and have noted these in the LATP. All stakeholders will be engaged in the development of the Masterplan.
Streatley Parish Council	Section 2.1 Barton-le-Clay and Streatley Area. I notice that the population figures are from the 2001 Census. It's nearly a year since the 2011 Census took place – I am surprised therefore that more recent figures are not available.	Results for the 2011 Census are not expected to be released until late 2012. The Local Area Transport Plan has been updated to reflect the most recent estimates of population in the area.
	Section 3.2 Streatley Living Networks Green Infrastructure Plan. We would strongly support the improvements put forward in the Streatley Living Networks Green Infrastructure Plan especially upgrades to footpaths and the proposed safe crossing of the A6 at Princes Corner – walkers and horse riders have been urging this latter proposal for some years and as the A6 inevitably gets busier, crossing this often fast road becomes both more difficult and more dangerous.	The measures identified in the Green Infrastructure Plan have been considered as part of the mechanism for prioritising schemes.
	Section 4.5: M1 to A6 Link Luton Northern Bypass. The Parish council has a number of significant concerns, as we have previously voiced, around the proposed Luton Northern Bypass (M1 to A6). In the longer term, we would like the opportunity to reiterate these concerns. In the shorter term, we note that no works are proposed for the period of the Plan but would like the fact that we do continue to have concerns about the potential impact on Streatley village to be kept on record.	Your comments on the Luton Northern Bypass have been noted.



CONSULTEE	COMMENTS	RESPONSE
Streatley Parish Council	Page 30. At the top of the page (just above the picture labelled “Narrow pavement in Harlington”) there is mention that Sharpenhoe Road heading south from the village “does have narrow pavements” but is “relatively lightly trafficked.” We would like to point out that in fact traffic here has increased and the trend is one of increasing traffic – this section of the road and indeed from the A6 up to the Sundon Road is frequently used as a “rat run” especially in the mornings. And the section of the road nearest the A6 has in fact no pavement at all.	Your comments on this matter have been noted, and changes have been made to the text to take account of your concerns.
	Page 31 Permeability Barton-le-Clay and Streatley. We agree with paragraph 2 which notes that the A6 is a significant barrier to pedestrian movements between Streatley and Barton-le-Clay. The footpath from Streatley to Barton-le-Clay that runs beside the A6 and its spur into Barton-le-Clay is indeed very narrow and generally overgrown with weeds. And yet the Council (in its previous incarnation, before it became unitary) has always insisted that this is a safe route for children to walk along to the middle school in Barton-le-Clay from Streatley and back, despite the fact that it is very obviously not and there have been various campaigns to the contrary by parents and teacher.	Improvements to the walking route along the A6 have been considered as part of the mechanism for prioritising schemes.
	Page 36 bus services. The bus service in Streatley is indeed very infrequent and Sharpenhoe has no bus service at all. While we appreciate that there are unlikely to be improvements to the bus service in the near future given the current financial environment, we would strongly urge that no further cuts to the service are considered.	Improvements to local bus services are currently being considered as part of work to deliver the Passenger Transport Strategy. Your comments will be considered as part of this process.
	Section 6.4 Freight. The first two bullet points refer to the existing restrictions limiting freight movements. Heavy freight is a considerable problem in Streatley village, and especially in Church Road where it shakes the houses and causes congestion plus occasional scraping of parked cars particularly at the rush hour. We receive complaints from residents about these problems at every meeting of the Parish Council. While we continue to hope for a proper resolution to the volume of heavy freight in Streatley village, three things would help:	<p>Your comments relating to freight have been considered, and these concerns are raised within the LATP. Your suggestions for greater enforcement of the HGV restrictions have been passed onto the Traffic Manager for action.</p> <p>Replacing signage has been considered as part of the mechanism for prioritising schemes.</p>

CONSULTEE	COMMENTS	RESPONSE
	<p>Greater enforcement of the existing restrictions; Communication from the Central Beds Council to the Sat-Nav software people to ensure that their systems are updated with the restrictions (lorry drivers disobeying the restrictions, when challenged, frequently blame their Sat-Navs), and;</p> <p>Most importantly – there is no width restriction sign at the junction of Sharpenhoe Road with Harlington Road (by the now closed Lynmore pub, in Sharpenhoe). Could you please arrange for a sign there as otherwise there is nothing to inform drivers as they turn into the restricted road.</p>	
Streatley Parish Council	<p>A point we have made separately and repeatedly to the Council is the anomaly whereby buses are exempt from the width restrictions, allowing double-decker school buses to drive up and down Sharpenhoe Road from Harlington Road despite it being a narrow, winding and steep hill. This creates especial problems in icy conditions (the road is not gritted) and when the bus meets a lorry which has not seen any width restriction sign.</p>	<p>The concerns over the routing of school buses on Moleskin Hill have been noted, and there has been separate correspondence on this issue.</p>



Table D.2 – Feedback from Lets Talk Central Website

CONSULTEE	COMMENTS	RESPONSE
Toddington Parish Council	<p>The Parish Council agree with all your recommendations of priorities for Toddington but would also like you to take these priority recommendations into consideration;</p> <p>Consider bus links to Harlington Station and School. Bus to L&D – currently too infrequent for most requirements</p> <p>Insufficient off street car parking at the schools and congestion at start and finish times</p> <p>Many houses and businesses have no off street parking and on street parking is becoming more difficult. Consideration to be given to solve this problem taking into account the growing trend of commuters parking all day in the village the sharing a car to the station or M1. Additional car parking required to maintain the viability of business in the High Street and Market Square.</p> <p>Pedestrians required walking on road to reach country footpaths. Extend footpaths from village to enable safer routes to countryside footpaths.</p> <p>Introduce 20mph speed limits outside St Georges School, Luton Road Recreation Ground, Leighton Road and the A5120 through the village.</p> <p>To make country roads safer for pedestrians and cyclists – Introduce lower speed limits.</p> <p>To be able to purchase rail tickets from Post office or Library</p> <p>To enable transfer of valid bus tickets from one bus company to another.</p>	<p>These comments have been responded to in other correspondence as shown in Table D.1.</p>

CONSULTEE	COMMENTS	RESPONSE
Jake R	I wish that Central Bedfordshire Council would offer Savercards like Luton. I applied for one for Luton but did not get it thanks to where I live. They said I had to speak to Central Bedfordshire Council and they were no help at all.	<p>Hi Jake,</p> <p>Thanks for your feedback. Unfortunately as you say the Luton Saver card only covers students who live in Luton, and sadly we do not have anything similar in Central Bedfordshire. Its something we are looking into, but we're not able to do anything about quite yet.</p> <p>If you don't mind me asking, whereabouts in Central Bedfordshire do you live? A couple of our bus and train operators do special discounts for students (mainly for off-peak travel). If you let me know whereabouts you live, then I shall see if we can dig out some information.</p> <p>Kind regards,</p> <p>James Gleave Senior Strategic Transport Officer</p>
Mr Glenister	The resurfacing of the roads in Sundon Village was carried out as you stated on 26 to 28 October. An excellent job extremely well done. Thank you all for such a great improvement to our roads.	<p>Hi Peter,</p> <p>Thank you very much for your compliment. Its great to hear the work has been done, and to a good standard. I shall pass your compliments on to the highways team.</p> <p>Kind regards,</p> <p>James Gleave Senior Strategic Transport Officer</p>



Table D.3 – Feedback from consultation events

EVENT	COMMENTS	RESPONSE
LATP Roadshow <i>The Axe and Compass PH, Heath and Reach</i> 14/11/2011	There needs to be improvements to the buses to Milton Keynes Hospital. The 150 currently doesn't run there, and many people in the village need to use it.	A review of bus services is being undertaken as part of the Passenger Transport Strategy.
	What's going to happen to the number 27 bus? I heard it is going to be cut.	A review of bus services is being undertaken as part of the Passenger Transport Strategy.
	Do you know what's going on with the footpath into Rushmere?	A foot and cycle link into Rushmere Park has been considered as part of the scheme prioritisation mechanism.
	The roads around here are a disgrace. Something really needs to be done about them.	Budget for road maintenance is outside the scope of the Local Area Transport Plan. Your comments have been noted, and passed to the Highways Helpdesk for further investigation.
	Too much freight comes through the village. A HGV restriction needs to be put in place.	A HGV restriction in Heath and Reach has been considered as part of the scheme prioritisation mechanism.
	Traffic goes along Birds Hill (Heath and Reach) at very fast speeds. The road needs traffic calming. In Leighton Buzzard, they put in a 20mph zone, which seems to have done the trick.	A safety scheme has been considered as part of the scheme prioritisation mechanism.
LATP Roadshow <i>The Anchor PH, Tilsworth</i> 16/11/2011	The 70 bus service is great, running every half an hour. But its so expensive. If you reduce the cost, you will get far more passengers.	A review of bus services is being undertaken as part of the Passenger Transport Strategy.
	I use the Cycle Route 6 to Dunstable a lot, as its off road, and even the bit on road in Stanbridge isn't that busy. You should build more like it!	Improvements to National Cycle Route 6 towards Leighton Buzzard have been considered as part of the scheme prioritisation mechanism.
	Traffic goes too fast outside the Lower School (Stanbridge). The school are asking for a 20mph limit, which I think is a good thing.	A 20mph limit outside of Stanbridge Lower School has been considered as part of the scheme prioritisation mechanism.
	I can't complain about the buses really. They're frequent, they usually turn up on time, and I can get to Leighton Buzzard, Milton Keynes, and Luton quite quickly.	A review of bus services is being undertaken as part of the Passenger Transport Strategy.
	One thing I would love to do is to use the bus to get the train. But that	A review of bus services is being undertaken as part of

EVENT	COMMENTS	RESPONSE
	means I will have to wait 20 minutes at the station for my train. Not very integrated!	the Passenger Transport Strategy.
LATP Roadshow <i>The Old Sun PH, Harlington</i> 17/11/2011	The on street parking in the village is terrible, but I understand why they do it. Why pay £5 or £6 to park at the station all day when you can park on the roads for free?	The management and cost of station car parking is the responsibility of the Train Operating Company. Further parking restrictions have been considered as part of the scheme prioritisation mechanism.
	Our rail service is great. What isn't, though, is the complete lack of buses in the village. We need more buses to places like Luton.	A review of bus services is being undertaken as part of the Passenger Transport Strategy.
	The footpaths in the area are ok, and it's a good village to walk around. They are narrow in some places, though, particularly outside the village hall.	Widening some footpaths has been considered as part of the scheme prioritisation mechanism.
	What you need is a proper cycle network, like they have in Holland – that will get people cycling. Building the link between Toddington and Harlington would be a start.	Improvements to local cycle networks have been considered as part of the scheme prioritisation mechanism.
	Harlington is pretty lucky having a rail station, and a good rail service. It is so expensive, though. I hope the station is not closed like they were talking about all those years ago!	There are no plans to close Harlington station at the present time.
LATP Roadshow <i>The Sun PH, Chalton</i> 02/11/2011	The bus from Sundon into Luton doesn't run at the times when people get to work. If you put on a later bus, people will use it!	A review of bus services is being undertaken as part of the Passenger Transport Strategy.
	A direct bus to the Hospital (Luton and Dunstable) is needed from the villages. It is so hard to get there if you have an appointment!	A review of bus services is being undertaken as part of the Passenger Transport Strategy.
Lets Talk Together Meeting <i>Eaton Bray Village Hall</i> 06/12/2011	More buses are needed from Eaton Bray to Dunstable	These comments do not directly apply to this Local Area Transport Plan. They have, however, been noted.
	Traffic passes through our rural villages at some speed. What is really needed is traffic calming in all villages, and much lower speed limits.	Lower traffic speeds and calming measures in rural villages have been assessed as part of the prioritisation of schemes.
	Lorries rat-running through villages is a major problem all across South Bedfordshire. Hopefully the Dunstable Bypass will sort out much of the problem.	HGV restrictions have been considered as schemes and assessed as part of the prioritisation.
	Inconsiderate parking really needs to be clamped down on. Parking near junctions is a particular problem. I wonder if these new CCTV cars	Additional parking restrictions have been assessed as part of the scheme prioritisation.



EVENT	COMMENTS	RESPONSE
	will help?	
Public Exhibition <i>Toddington Library</i> 10/01/2012 to 14/01/2012	The amount of traffic that speeds down Leighton Road in Toddington is a disgrace. It comes into the village at high speed on a road well-used by pedestrians, particularly school children. Something really needs to be done about these.	Traffic calming on Leighton Road has been considered as part of the scheme prioritisation mechanism.
	Some of the pavements in Toddington really need to be widened. Luton Road and Princes Road are real issues, with mums and prams having to walk in the road because the pavements aren't wide enough. Something really needs to be done, otherwise someone is going to be seriously hurt.	Widening of pavements has been considered as part of the scheme prioritisation mechanism.
	Buses from Toddington the Luton Hospital need to be more frequent.	A review of bus services is being undertaken as part of the Passenger Transport Strategy.
	Trying to get to Harlington Station without a car is almost impossible. The buses don't run in the morning or evening, and the cycle route is non-existent. No wonder so many people drive there!	Improvements to cycle routes to the station are being considered as part of the scheme prioritisation mechanism. A review of bus services is being undertaken as part of the Passenger Transport Strategy.
	What's happening with the cycle link to Harlington station? I have not heard anything about it for a while, and I wonder what is going on?	Improvements to cycle routes to the station are being considered as part of the scheme prioritisation mechanism.
	There is too much speeding traffic through the village. I would love to see a 20mph speed limit around the Green and in front of the shops.	This scheme has been considered as part of the scheme prioritisation mechanism.
	Once the A5-M1 Link is in place then HGV restrictions need to put into the local area. HGVs have no reason to travel through the local area.	An area-wide HGV restriction has been considered as part of the scheme prioritisation mechanism.
	Parking in front of the shops in town is becoming too much of a hassle. It needs to be better controlled, and perhaps even more parking provided.	Increased parking provision in Toddington village centre has been considered as part of the scheme prioritisation mechanism.
Public Exhibition <i>Leighton Buzzard Library</i> 16/01/2012 to 21/02/2012	Please protect the 27 bus service. It provides a vital link to the station from Heath and Reach, and helps many people get to work.	A review of bus services is being undertaken as part of the Passenger Transport Strategy.
	Buses locally are ok, considering the size of Heath and Reach. The 150 should go to Milton Keynes Hospital, though.	A review of bus services is being undertaken as part of the Passenger Transport Strategy.
	There is real potential to cycle locally, but the infrastructure is lacking.	An enhanced cycle network has been considered as part

EVENT	COMMENTS	RESPONSE
	Spend money on better cycle infrastructure away from busy roads.	of the scheme prioritisation mechanism.
	I would love to cycle around the area, but the roads are so dangerous! Please reduce the amount of traffic on local roads, and its speed, and provide proper cycle lanes.	An enhanced cycle network has been considered as part of the scheme prioritisation mechanism.
Public Exhibition <i>Barton-le-Clay Library</i> 24/01/2012 to 28/01/2012	The road from Sharpenhoe to Barton is a fast straight road. Traffic comes along at well over the speed limit, and flies through Sharpenhoe. Someone is going to be killed if nothing is done. Reduce the speed limits on that road and through Sharpenhoe immediately.	Reduced speed limits have been considered as part of the scheme prioritisation mechanism.
	The road up Moleskin Hill is very slippery during the winter months, especially because it isn't gritted. What's worse is the school bus goes up and down the hill, and it is clearly very dangerous. Either re-route the bus, or grit the hill!	This matter has been dealt with separately to the Local Area Transport Plan.
	The buses to Luton are pretty good. They are usually on time, and not that expensive considering the cost of parking. But they aren't frequent enough for me. Is there anything you can do on that?	A review of bus services is being undertaken as part of the Passenger Transport Strategy.
	I think that the centre of Barton needs improvement. Not much has been done since the bypass was put in, and it has some real potential for improvements I think. Perhaps 20mph limit would be a good start.	A 20mph zone in the village has been considered as part of the scheme prioritisation mechanism.
	Outside the school (Ramsey Manor) can get pretty hectic in the morning. Some improvement needs to be done to make it safe – perhaps banning parents parking during the morning?	Improvements outside the school have been considered as part of the scheme prioritisation mechanism.



Appendix E: Programme of Schemes “Long List”

Table E.1: Long List of Schemes by area

Reference	Scheme Type	Scheme	Location	Parish
Barton-le-Clay and Streatley				
B/CY/05	Cycling	Remedial works to crossing of A6	Streatley Roundabout	Streatley
B/CY/06	Cycling	Upgrade A6 cycle route, including paving and signing	A6	Barton-le-Clay
B/FR/01	Freight	Luton Northern Bypass	Streatley	Streatley
B/FR/02	Freight	Replacement signage for freight restrictions	Streatley	Streatley
B/GT/01	General Traffic	50mph speed limit on Moleskin Hill	Sharpenhoe Road	Streatley
B/GT/02	General Traffic	New off-street parking	Village centre	Barton-le-Clay
B/GT/03	General Traffic	Develop case for a new road from A6 Streatley roundabout to Luton Airport	Streatley	Streatley
B/MM/01	Multi-modal	20mph zone – TRO, signage, gateway features	Village centre	Barton-le-Clay
B/MM/02	Multi-modal	20mph zone – TRO, signage, gateway features, traffic calming	Village centre	Barton-le-Clay
B/MM/03	Multi-modal	20mph zone – TRO, signage, gateway features	Village centre	Sharpenhoe
B/MM/04	Multi-modal	20mph zone – TRO, signage, gateway features, traffic calming	Village centre	Sharpenhoe
B/MM/05	Multi-modal	Better Streets treatment	Village centre	Barton-le-Clay
B/PT/01	Public transport	New flags, poles, timetable cases, replacement shelters, raised kerbs	81 bus route	Barton-le-Clay
B/PT/03	Public transport	New flags, poles, timetable cases, replacement shelters, raised kerbs, real time information screens	Village centre bus stops	Barton-le-Clay
B/SRS/01	School Safety Zone	20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features	Ramsey Manor Lower School	Barton-le-Clay
B/SRS/02	School Safety Zone	20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, carriageway surface treatments	Arnold Academy	Barton-le-Clay

Reference	Scheme Type	Scheme	Location	Parish
B/WK/01	Walking	Improve sections of footways by widening and improving surfacing	Barton-le-Clay, Streatley, Sharpenhoe	Barton-le-Clay Streatley
B/WK/04	Walking	Zebra crossing	Bedford Road	Barton-le-Clay
B/WK/08	Walking	New multi-user crossing	Sundon Road	Streatley
Harlington, Toddington, and surrounding areas				
T/CY/01	Cycling	Segregated off-road cycle link between Toddington and M1 Junction 12	Harlington Road	Toddington
T/CY/02	Cycling	Segregated off-road cycle link between M1 Junction 12 and Harlington	Harlington Road, Toddington Road	Harlington
T/CY/07	Cycling	Access only into Wingfield from A5120	Wingfield	Chalgrave
T/FR/01	Freight	Area-wide HGV restrictions	Toddington, Chalton, Chalgrave	Toddington, Chalton, Chalgrave
T/GT/01	General Traffic	Traffic calming scheme	Leighton Road	Toddington
T/GT/02	General Traffic	One-way system	Princes Street, The Crescent	Toddington
T/GT/03	General Traffic	New off-street car parking	Village centre	Toddington
T/GT/04	General Traffic	New off-street car parking	The Lane, Tebworth	Toddington
T/GT/06	General Traffic	Quiet Lane, including signage and traffic regulation order	The Lane, Tebworth	Chalgrave
T/GT/07	General Traffic	Residents Parking Zone	Close to rail station	Harlington
T/MM/01	Multi-modal	20mph zone, including signage, traffic regulation orders, and gateway features	Village centre and schools	Toddington
T/MM/02	Multi-modal	20mph zone, including signage, traffic regulation orders, and gateway features	Village centre	Harlington
T/MM/03	Multi-modal	20mph zone, including signage, traffic regulation orders, and gateway features	Village centre and school	Chalton
T/MM/04	Multi-modal	20mph zone, including signage, traffic regulation orders, and gateway features	Tebworth	Chalgrave
T/MM/05	Multi-modal	20mph zone, including signage, traffic regulation orders, gateway features, and associate calming	Village centre and schools	Toddington
T/MM/06	Multi-modal	20mph zone, including signage, traffic regulation orders, gateway features, and associate calming	Village centre	Harlington
T/MM/07	Multi-modal	20mph zone, including signage, traffic regulation orders, gateway features, and associate calming	Village centre and school	Chalton



Reference	Scheme Type	Scheme	Location	Parish
T/MM/08	Multi-modal	20mph zone, including signage, traffic regulation orders, gateway features, and associate calming	Tebworth	Chalgrave
T/MM/09	Multi-modal	Better Streets treatment	Village centre	Harlington
T/MM/10	Multi-modal	Better Streets treatment	Dunstable Road, Market Square	Toddington
T/PT/01	Public transport	Enhanced station forecourt, including bus stops with real time information, additional cycle parking, and drop-off facilities	Harlington Station	Harlington
T/PT/02	Public transport	Additional station car parking to the East side of Harlington Station	Harlington Station	Harlington
T/PT/03	Public transport	Step-free access to station platforms	Harlington Station	Harlington
T/PT/04	Public transport	New flag, poles, timetable cases, replacement shelters, and raised kerbs	42 route	Harlington
T/PT/05	Public transport	New flag, poles, timetable cases, replacement shelters, and raised kerbs	42 and X31 routes	Toddington
T/PT/06	Public transport	New flag, poles, timetable cases, replacement shelters, and raised kerbs	X31 route	Chalgrave
T/PT/08	Public transport	New bus stops, with laybys, raised kerbs, flags, poles, and timetable cases	Poplars Nursery	Harlington
T/PT/10	Public transport	New bus stops, with laybys, raised kerbs, flags, poles, and timetable cases	A5120 near Wingfield	Chalgrave
T/SRS/01	School Safety Zone	20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, carriageway surface treatments	Parkside Middle School	Toddington
T/SRS/02	School Safety Zones	20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features	Toddington St George Lower School	Toddington
T/SRS/03	School Safety Zones	20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, carriageway surface treatments	Chalton Lower School	Chalton
T/SRS/04	School Safety Zone	20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features	Sundon Lower School	Sundon

Reference	Scheme Type	Scheme	Location	Parish
T/SRS/05	School Safety Zones	20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway / cycleway enhancements	Harlington Upper School	Harlington
T/WK/03	Walking	Widening of footway	Harlington Road	Toddington
T/WK/04	Walking	Improve sections of footway by widening and improving surfacing	Harlington	Harlington
T/WK/10	Walking	Footway extension and multi-user crossing near Buttercup Farm	Wingfield Road	Chalgrave
Heath and Reach, Hockliffe, and Stanbridge				
H/CY/12	Cycling	Cycle links between Rushmere Park and Grand Union Canal, including improving Bragenham Crossroads	Heath and Reach	Heath and Reach
H/CY/13	Cycling	Re-alignment of NCN Route 6 between Stanbridge and Leighton Buzzard	Stanbridge	Stanbridge
H/CY/14	Cycling	Additional cycle parking at Stockgrove	Rushmere Country Park	Heath and Reach
H/FR/01	Freight	HGV restrictions	Heath and Reach	Heath and Reach
H/GT/01	General Traffic	Reduce speed limit to 30mph in village	A5	Hockliffe
H/GT/02	General Traffic	Extend 40mph speed limits approaching A5	Woburn Road, Leighton Road	Hockliffe
H/GT/03	General Traffic	Vehicle activated sign	Hockliffe Lower School	Hockliffe
H/GT/04	General Traffic	40mph speed limit	Woburn Road	Heath and Reach
H/GT/05	General Traffic	Yellow no-stop boxes on A5	Whitehorse Close, Birchs Close	Hockliffe
H/GT/06	General Traffic	Improve timings of signals at Woburn Road / Leighton Road/ A5 junction	Hockliffe	Hockliffe
H/GT/07	General Traffic	Left filter lights on signals at Woburn Road / Leighton Road / A5 junction	Hockliffe	Hockliffe
H/GT/08	General traffic	Hockliffe Bypass	Hockliffe	Hockliffe
H/GT/09	General Traffic	New parking restrictions close to Rushmere Park	Heath and Reach	Heath and Reach
H/MM/02	Multi-modal	20mph zone, including signage, traffic regulation orders, and gateway features	Tilsworth Road	Stanbridge
H/MM/03	Multi-modal	20mph zone, including signage, traffic regulation orders, gateway features, and associate calming	Stanbridge Road	Tilsworth



Reference	Scheme Type	Scheme	Location	Parish
H/MM/04	Multi-modal	20mph zone, including signage, traffic regulation orders, and gateway features	High Street	Eggington
H/MM/05	Multi-modal	20mph zone, including signage, traffic regulation orders, gateway features, and associate calming	Birds Hill, Linslade Road, Woburn Road	Heath and Reach
H/MM/06	Multi-modal	20mph zone, including signage, traffic regulation orders, gateway features, and associate calming. Junction remedial works at Billington Road	Tilsworth Road	Stanbridge
H/MM/07	Multi-modal	20mph zone, including signage, traffic regulation orders, gateway features, and associate calming	Stanbridge Road	Tilsworth
H/MM/08	Multi-modal	20mph zone, including signage, traffic regulation orders, gateway features, and associate calming	High Street	Eggington
H/MM/09	Multi-modal	Better Streets treatment	Birds Hill, Linslade Road, Woburn Road	Heath and Reach
H/PT/02	Public transport	New flags, poles, timetable cases, replacement shelters and raised kerbs	X31 route	Hockliffe
H/PT/03	Public transport	New flags, poles, timetable cases, replacement shelters and raised kerbs	150 route	Heath and Reach
H/PT/04	Public transport	New flags, poles, timetable cases, replacement shelters, raised kerbs, and real time information	Birds Hill Bus Stops	Heath and Reach
H/PT/05	Public transport	New bus stops, with laybys, raised kerbs, flags, poles, and timetable cases	Woburn Road, near the Flying Fox Roundabout	Heath and Reach
H/SRS/01	School Safety Zone	20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features	St Leonards VA Lower School	Heath and Reach
H/SRS/02	School Safety Zone	20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features	Stanbridge Lower School	Stanbridge
H/SRS/03	School Safety Zone	20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, carriageway surface treatments	Hockliffe Lower School	Hockliffe
H/WK/01	Walking	Improve road crossings to Blackgrove Wood	Stanbridge	Stanbridge
H/WK/04	Walking	Shared use foot and cycleway	Leighton Road to Goose Green	Hockliffe
H/WK/05	Walking	New controlled pedestrian and cycle crossing of A5	Near Footpath 1 and Bridleway 15	Heath and Reach
H/WK/06	Walking	New controlled pedestrian and cycle crossing of A5	Near Bridleway 9 and Footpath 5	Heath and Reach

Appendix F: Outdoor Access Improvement Plan Schemes

Table F.1: Heath and Reach, Toddington, and Barton-le-Clay – Schemes to be considered for Outdoor Access Improvement Plan

Reference	Scheme Type	Scheme	Location	Parish
Barton-le-Clay and Streatley				
B/CY/03	Bridleway	Upgrade permissive paths to bridleways	Across Barton-le-Clay	Barton-le-Clay
B/CY/04	Permissive access	Permissive cycle access	Footpaths 11 and 12	Barton-le-Clay
B/WK/02	Footpaths Bridleways	Upgrade footpaths and bridleways to Sharpenhoe Clappers	Across the LATP Area	Barton-le-Clay Streatley
B/WK/05	Permissive access or footpath	Links to Holt Wood and Fearne Wood	Streatley	Streatley
B/WK/06	Footpath	Create linking corridor on Footpath 5 to Sundon Wood	Streatley	Streatley
B/WK/07	Permissive access or footpath	Create permissive access or footpath from Stanley Road to the A6	Stanley Road to the A6	Streatley
B/WK/09	Permissive access or footpath	Along farm track to East of Barton Hill Cutting	Streatley	Streatley
Harlington, Toddington, and surrounding areas				
T/CY/05	Permissive access	Permissive cycle access	Footpaths 1, 18, 24	Harlington
T/CY/06	Permissive access	Permissive cycle access	Footpaths 1, 14	Chalton Sundon
T/CY/08	Bridleways	Upgrade permissive paths to bridleways	Permissive paths	Chalgrave
T/CY/09	Permissive access	Permissive cycle access	Footpaths	Chalgrave
T/CY/10	Permissive access	Permissive cycle access	Footpaths	Sundon
T/WK/06	Footpaths	Connect footpaths 6, 7, and 19	Chalgrave	Chalgrave
T/WK/07	Permissive access	Link from Footpath 4 into Holt Wood and Fearnhill Wood	Sundon	Sundon
T/WK/08	Bridleway	Enhanced Theedway Right of Way	Chalgrave	Chalgrave
T/WK/09	Bridleways	Improve footpaths and bridleways to Sundon Hills	Footpaths 4, 6, 20 Bridleways 3, 21, 27	Harlington



Reference	Scheme Type	Scheme	Location	Parish
Heath and Reach, Hockliffe, and Stanbridge				
H/CY/03	Permissive access	Upgrade footpaths to permissive cycle access	Hockliffe	Hockliffe
H/CY/06	Permissive access	Upgrade footpaths to permissive cycle access	Footpaths 2 and 5	Hockliffe
H/CY/07	Permissive access	Upgrade footpaths to permissive cycle access	Footpaths 3 and 6	Eggington
H/CY/08	Bridleway	New right of way	Clipstone Farm West along Clipstone Brook to back of Appennine Way	Eggington
H/CY/09	Bridleway	New right of way	Clipstone Brook to Meadway	Eggington
H/CY/10	Bridleway	New right of way	Clipstone Brook North to Miletree Road	Eggington
H/CY/11	Bridleway	New right of way	Webbs Way from Miletree Road to Eastern Way	Eggington

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