



Central Bedfordshire Local Transport Plan

Marston Vale Local Area Transport Plan

Adopted 1st April 2012



Contents

1	Background	5
1.1	What is the Local Area Transport Plan?.....	5
1.2	What area does it cover?.....	5
1.3	How does the LATP relate to the LTP itself?	5
1.4	How is the LATP Structured?	9
2.	Planning Context.....	10
2.1	Background.....	10
2.2	Local Development Framework.....	11
2.3	Development Strategy for Central Bedfordshire.....	11
2.4	Development Sites	12
3.	Local Studies	14
3.1	Aspley Guise Parish Plan	14
3.2	Woburn Parish Plan.....	15
3.3	Cranfield Parish Plan.....	16
3.4	Ridgmont Parish Plan.....	16
3.5	Lidlington Parish Plan.....	17
3.6	Marston Moretaine Parish Plan	18
3.7	Main Centres of Traffic Attraction or Generation.....	19
4.	Modal Issues.....	21
4.1	Walking	21
4.2	Cycling	21
4.3	Public Transport	22
4.4	Highways	24
4.5	Car Parking.....	27
4.6	Alternative Modes of Travel.....	27
5.	Journey Purpose Analysis	28
5.1	Journey to Work	28
5.2	Access to Services	29
5.3	Freight.....	30
6.	Consultation & Engagement.....	32

6.1	Overview of Process.....	32
6.2	Identifying the Issues.....	33
6.3	Identifying Potential Solutions	34
6.4	Informing the Local Area Transport Plan.....	35
7.	Priority Locations.....	36
7.1	Identifying Priorities	36
7.2	Priorities in Woburn	36
7.3	Priorities in Marston Moretaine.....	37
7.4	Priorities in Cranfield	38
7.5	Priorities in Ridgmont	39
7.6	Priorities in Brogborough	39
7.7	Priorities in Aspley Guise.....	40
7.8	Priorities in Hulcote and Salford	40
8.	Programme	41
8.1	What is the programme?	41
8.2	How have the schemes been prioritised?	41
8.3	How much funding is available?	43
8.4	What schemes are in the programme?	44
8.5	What schemes are in the long list?	44
8.6	Smarter Choices Measures	44
	Appendix A: Aspley Guise Parish Plan.....	47
	Appendix B: Cranfield Parish Plan	49
	Appendix C: Ridgmont Parish Plan	51
	Appendix D: Lidlington Parish Plan	52
	Appendix E: Marston Moreteyne Traffic Nuisance Plan.....	54
	Appendix F: Bus Services	55
	Appendix G: Consultation Summary.....	57
	Appendix H: Programme of Schemes “Long List”	60



1 Background

1.1 What is the Local Area Transport Plan?

The Local Area Transport Plan (LATP) for Marston Vale sets out the key transport issues and concerns of local people, and a programme of measures through which they will be addressed. It forms part of the Local Transport Plan (LTP) for Central Bedfordshire which covers the period between April 2011 and March 2026.

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

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

1.2 What area does it cover?

The LATP covers the two wards of Aspley and Woburn and Cranfield and Marston, comprising a population of around 17,000 residents between the parishes of Aspley Guise, Aspley Heath, Battlesden, Brogborough, Cranfield, Eversholt, Hulcote and Salford, Husborne Crawley, Lidlington, Marston Moreteyne, Millbrook, Milton Bryan, Potsgrove, Ridgmont and Woburn.

1.3 How does the LATP relate to the LTP itself?

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

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

The LATP considers the transport issues of relevance to the area on a mode by mode basis and highlights how these translate to actual journeys undertaken via an analysis of the travel patterns of local residents identified through a Householder Travel Survey undertaken across Central Bedfordshire in April 2010. The framework for the LTP is set out in Figure 1.1 whilst the coverage of the Marston Vale LATP is highlighted in Figure 1.2 and Figure 1.3.

Figure 1.1: Marston Vale LATP within the LTP3 Structure

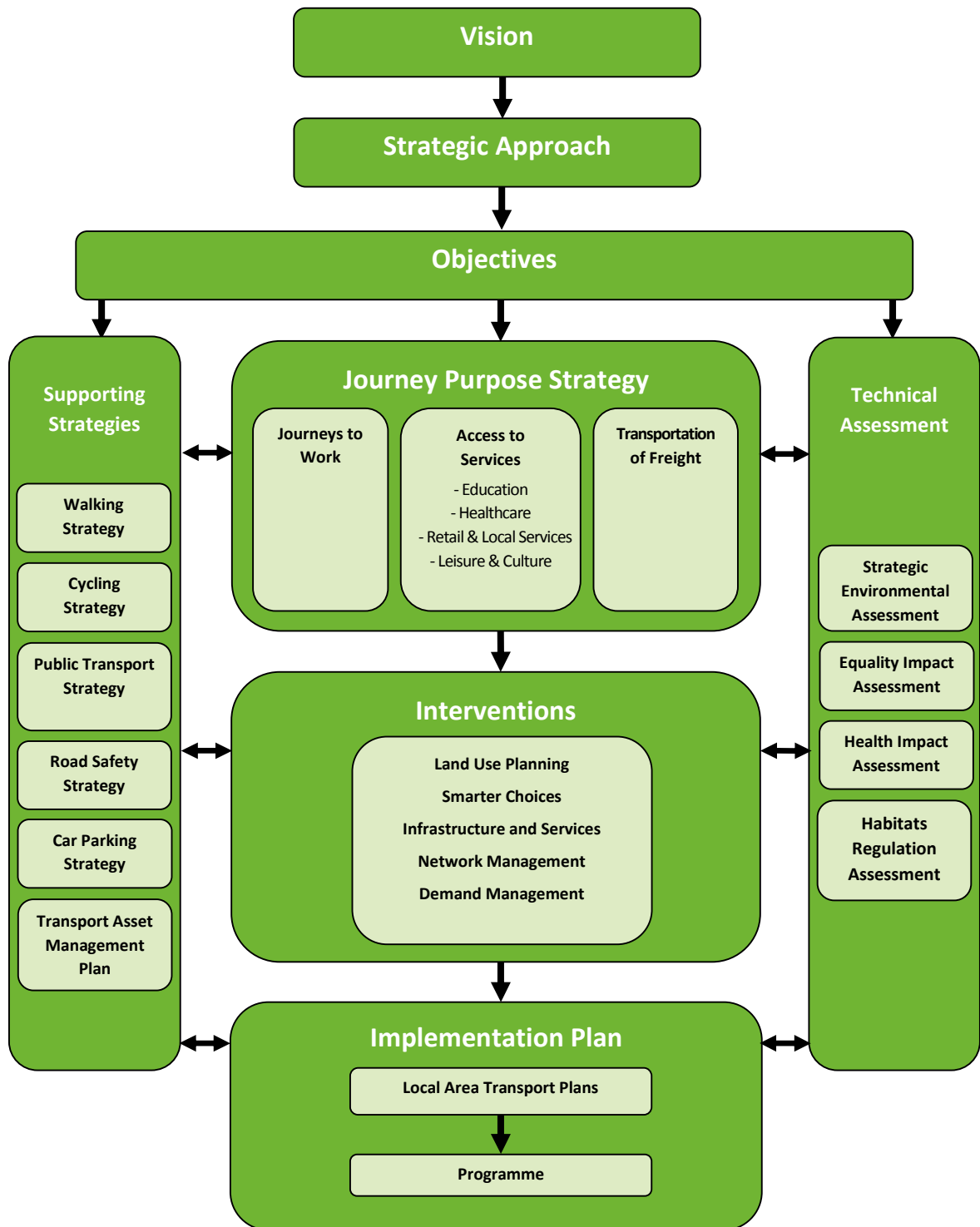
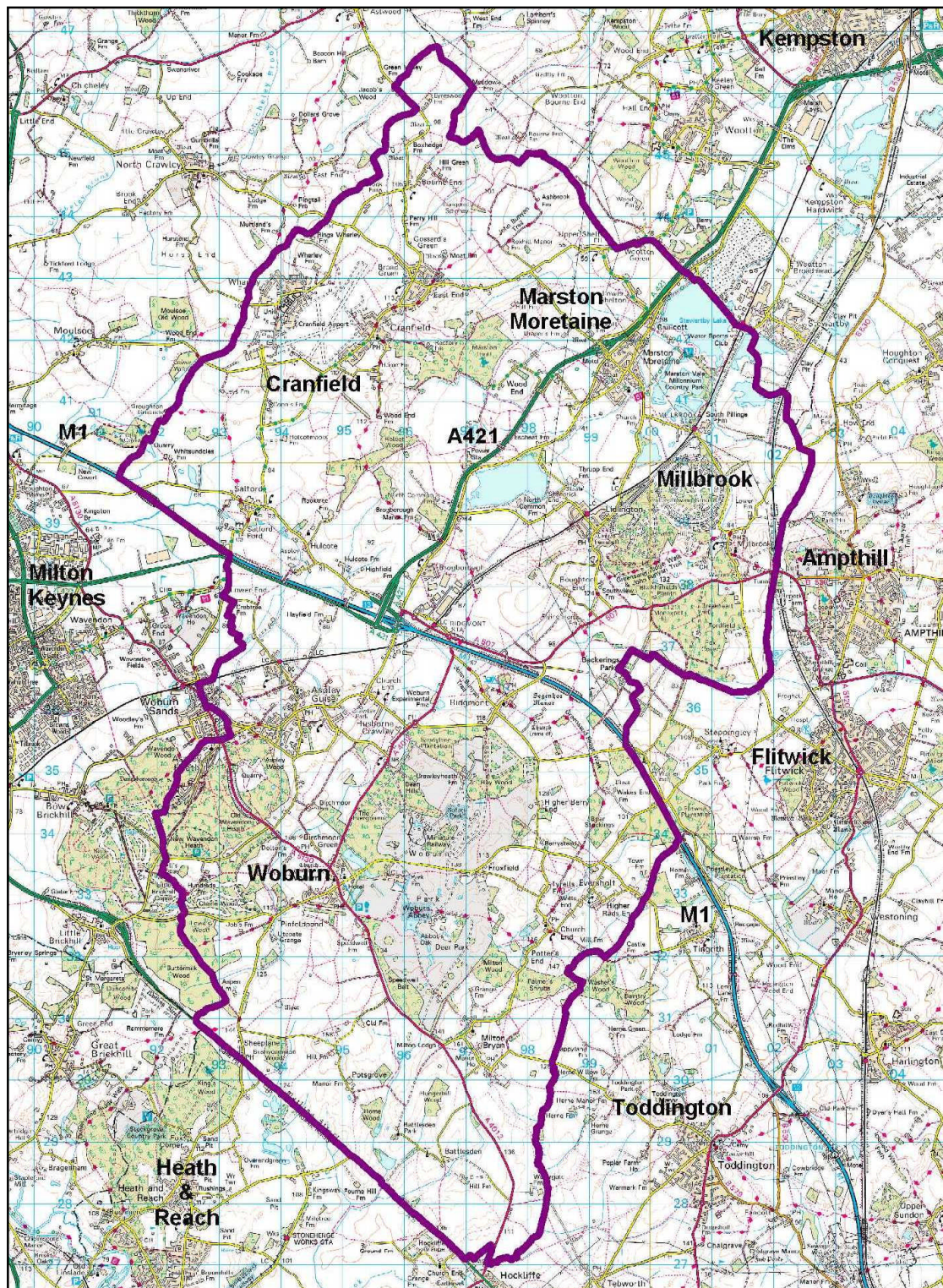
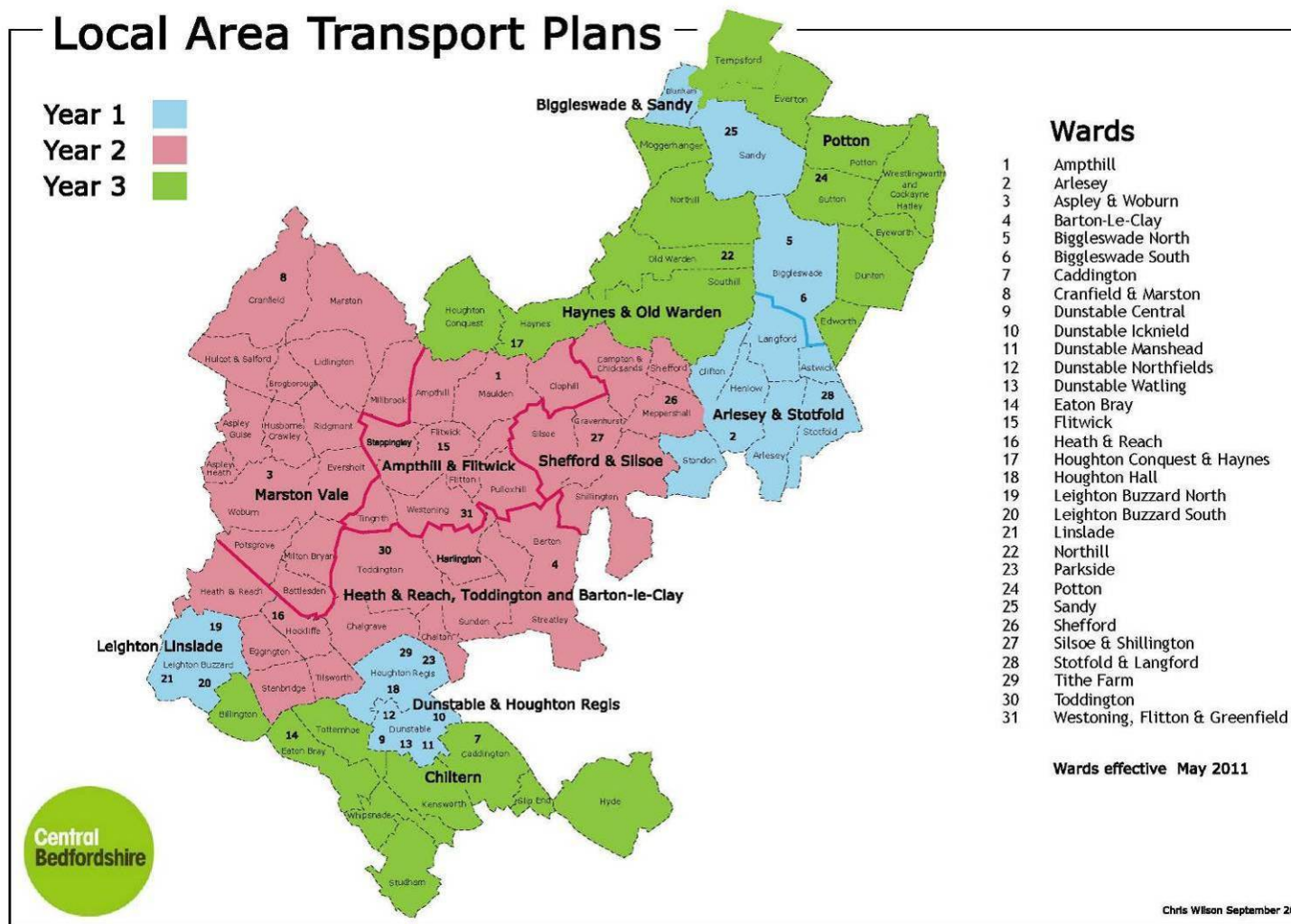


Figure 1.2: Marston Vale LATP Area



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Figure 1.3: LATP Areas across Central Bedfordshire



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1.4 How is the LATP Structured?

The LATP is structured around the following chapters:

- **Chapter 2 – Planning Context:** Details the planning context within which the Local Area Transport Plan is being developed, including potential housing and employment allocations through the planning process.
- **Chapter 3 – Local Studies:** Reviews Town and Parish Plans in place, previous transport studies undertaken and development plans to highlight key issues which will influence the direction of transport provision in the future.
- **Chapter 4 – Modal Issues:** Forms an assessment of transport issues in Marston Vale by different types of travel.
- **Chapter 5 – Journey Purpose Analysis:** Reviews how the issues identified for each mode of travel in the area, translate into how local residents actually travel for different journey purposes.
- **Chapter 6 – Consultation and Engagement:** Details the consultation process on the Plan and the key findings of engagement with local residents, stakeholders and elected representatives.
- **Chapter 7 – Priority Action Areas:** Focuses on the priority action areas through which the issues identified may be addressed over the course of the Local Transport Plan period as a whole.
- **Chapter 8 – Programme:** Highlights how schemes have been prioritised to be delivered over the course of the Plan, the funded allocated to Marston Vale, and the programme of initiatives to be implemented locally.
- **Appendices A to D – Parish Plans:** Details the key actions to be addressed in terms of transport in the local Parish Plans.
- **Appendix E – Marston Vale Traffic Nuisance Plan:** Details the key actions to be addressed in terms of transport in the Plan.
- **Appendix F – Bus Service Provision:** Details bus services operating in the Marston Vale area.
- **Appendix G – 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 H – Programme of Schemes “Long List”:** Details the schemes identified for delivery in the Plan area, in the longer term when additional funding is available, in their priority order.

2. Planning Context

2.1 Background

The Marston Vale LATP area had a population of 16,700 in 2009 but with a widely diverse distribution of the population among the parishes – see table 2.1 below.

The forecast population for 2014 is not much greater at 18,050 although in some parishes it is anticipated to fall slightly over the same period.

There are a number of major trip generators in the area including Cranfield University and Technology Park, Millbrook Testing Ground and Woburn Abbey and Safari Park. The construction of Center Parcs will create another in the near future.

In the 2001 Census, 70.9% of the population in the area were economically active. This compares to a Central Bedfordshire figure of 73.8% and a national picture of 66.9% of the population in employment.

Table 2.1: Population change, Parishes, 2001-2014

Parish	2001	2009	2014	Change 2001-09	Change 2009-14
Aspley Guise	2,190	2,140	2,100	-50	-40
Aspley Heath	580	620	620	40	0
Battlesden	40	40	40	0	0
Brogborough	350	340	310	-10	-30
Cranfield	4,910	5,260	5,790	880	530
Eversholt	390	420	410	30	-10
Hulcote & Salford	180	160	160	-20	0
Husborne Crawly	220	190	190	-30	0
Lidlington	1,150	1,310	1,270	160	-40
Marston Moreteyne	3,690	4,590	5,530	900	940
Millbrook	130	130	130	0	0
Milton Bryan	150	160	160	10	0
Potsgrove	40	40	30	0	-10
Ridgmont	420	420	400	0	-20
Woburn	940	880	910	-60	30
Total	15,380	16,700	18,050	1,850	1,350



2.2 Local Development Framework

The scale and location of development will have consequences for future travel demand within Marston Vale. 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 and are summarised below.

Core Strategy

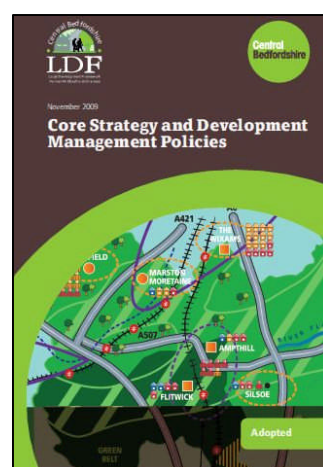
The Core Strategy for the former Mid Bedfordshire part of Central Bedfordshire (now referred to as North Central Bedfordshire) details the vision and supporting objectives for the area in the period up until 2026.

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 18,000¹ dwellings across North Central Bedfordshire as a whole.

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 and those sites included for development in the Marston Vale areas are set out in Section 2.4 and Figure 2.1.

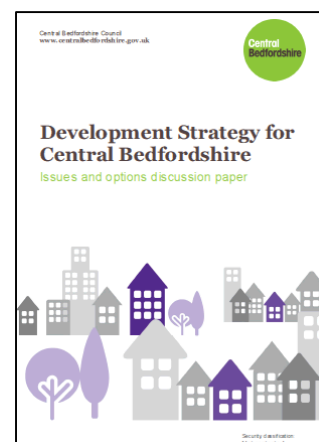


2.3 Development Strategy for Central Bedfordshire

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 16 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 2.2. The document does not stipulate the planned locations of this growth at this stage.



¹ Core Strategy and Development Management Policies (Chp3, Page 22); November 2009

Table 2.2: Development Options being consulted upon as part of the Development Strategy

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)

2.4 Development Sites

The main sites for development with existing planning permission, or included within the Site Allocations Document are shown in Figure 2.1 and comprise:

A - Policy EA5 - Land West of University Way and Wharley End, Cranfield

This is a site which has been adopted through the Site Allocations Development Plan Document (DPD). The land is identified for 5 ha of B1 employment development.

B - Policy HA8 - Land at High Street/Lodge Road, Cranfield

This is a site which has been adopted through the Site Allocations DPD. The land is identified for residential development providing a minimum of 25 dwellings.

C - Policy HO8(26A) - Land at Home Farm, Cranfield

This is a site which has been adopted through the Mid Bedfordshire Local Plan (2005). The land is identified for residential development providing approximately 350 dwellings.

D - Policy HA7 - Land Rear of Central Garage, Cranfield

This is a site which has been adopted through the Site Allocations DPD. The land is identified for residential development providing a minimum of 135 dwellings and the provision of a new lower school, if required.

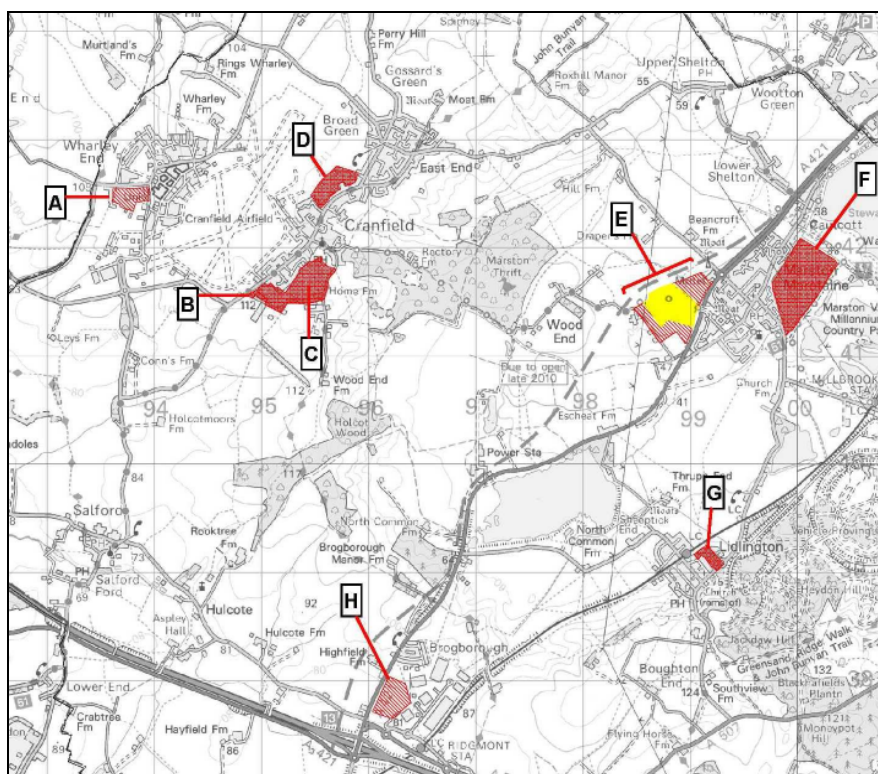
E - Policy MA4 - Land at Moretaine Farm, Marston Moretaine

This is a site which has been adopted through the Site Allocations DPD. The land is identified for residential development providing a minimum of 125 dwellings, and 7 hectares of employment land for B1, B2 and B8 uses. The remaining land is reserved for contingency housing provision of 320 dwellings (provisionally identified in yellow on the map).

Special consideration will have to be taken in the design of the development to ensure that pedestrian and cycle access to the site is safe and direct, particularly given the bounding of the housing provision by the new and old alignments of the A421.



Figure 2.1: Development sites in the Marston Vale LATP area



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F - Policy HO8(3A) - Land East of Bedford Road, Marston Moreteyne

This is a site which has been adopted through the Mid Bedfordshire Local Plan (2005). The land is identified for residential development providing approximately 380 dwellings.

G - Policy HO8(1) - Land East of Lidlington

This is a site which has been adopted through the Mid Bedfordshire Local Plan (2005). The land is identified for residential development providing approximately 60 dwellings.

H - Policy EA6 - Land between A421 and Marston Gate Distribution Park

This is a site which has been adopted through the Site Allocations Development Plan Document (DPD). The land is identified for 8 ha of B1, B2 and B8 employment uses.

3. Local Studies

A number of parishes in the Marston Vale area have completed parish plans and which detail issues and actions which are relevant to transport and traffic. These are summarised below and in the Appendices.

3.1 Aspley Guise Parish Plan

The main means of travel used within the parish is the car with 80% of respondents to a local travel survey stating that they have access to one. The average car ownership equates to 1.73 cars per household with only 6% (32 out of 483 households) not having access to one. Public transport is not widely used with only 6% of households using a bus and 7% the train at least once a month.

Transport concerns highlighted within Aspley Guise relate to the speed of vehicles in the area, the use of speed control measures, crossing the main through road in the parish, parking, and safety concerns at road junctions.

Controlling speeding vehicles through the parish is supported by 82% of local residents particularly on Bedford Road through to Woburn Sands, Weathercock Lane and Church Road / Salford Road.

The preferred method of controlling speed, identified by 54% of respondents to a local travel survey, was by the use of flashing signs.

The use of road humps, single lane chicanes or gates, police speed traps and speed cameras would be seen as less popular measures locally. The use of 20mph zones would be welcomed by 40% of respondents to the survey.



Aspley Guise village centre

Over half of respondents to the survey considered that there is a need for pedestrian crossings primarily on the main road through Aspley Guise. The preferred location was at bus stops and in The Square. Either zebra crossings or traffic light controlled crossings were suggested as being appropriate.

The majority, 80%, of respondents park their car(s) either in garages or off road but about a quarter of respondents have had problems with being unable to park outside their home, or have had cars blocking their drive. Some 60% of respondents thought street parking has become a safety risk. Parking of cars on pavements was identified as a concern by 43% of respondents particularly around The Square and on West Hill. Parking close to junctions caused a hazard at a number of locations and also parking by St Boltoph's near the brow of the hill and opposite the industrial units on West Hill.

A significant number of respondents wanted the following measures to be introduced: parking control; people who have off road parking to use it rather than the road; parking restricted to



one side of roads and some residential roads made one way. Specifically to control parking 37% of respondents would like to see double yellow lines used, 22% supported a residents' parking scheme and 17% wanted marked parking areas.

The majority of respondents felt there were unsafe road junctions in the parish. The junctions of most concern were where Woburn Lane joins The Square and the cross roads at Weathercock Lane / Aspley Hill / Woodside. Other junctions identified as hazardous owing to parked vehicles were Wood Lane / West Hill, Duke Street / West Hill, The Mount / West Hill and Weathercock Lane / Russell Street.

In about half of the households who responded one or more adults and one or more children had a cycle. Support for cycle lanes came from 45% of respondents. The main area identified for a cycle lane was through the parish to Woburn Sands via Weathercock Lane although a number of comments were concerned that roads were already too narrow.

Appendix A contains the recommendations made in the Plan.

3.2 Woburn Parish Plan

A travel survey was undertaken as part of the development of the Woburn Parish Plan and it highlighted a number of issues of importance to local residents. The main concerns were:

- 94% are concerned about the speed of traffic
- 98% are concerned about the volume of traffic
- 81% agreed traffic calming is a good idea
- 80% agreed that speed cameras should be erected on the approaches to Woburn
- 74% agreed that reducing the speed limit in Duck Lane from 30 mph was a good idea
- 96% were concerned about traffic noise.
- 97% expressed concerns about increased traffic as a result of Ridgmont Bypass
- 95% are in favour of an HGV ban through Woburn

In terms of potential changes residents would make to their travel choices if improvements to local transport provision were made, the survey highlighted that:

- 60% would walk more if the pavements were better maintained
- 80% agreed more crossings were essential and 82% wanted a crossing on Leighton Street.
- Around 50% would use cycle lanes and parking in the village.
- 71% want to see a strictly enforced parking scheme put in place
- 80% were in favour of a traffic control in the centre of the village. 73 responses in favour of traffic lights and 40 in favour of a mini roundabout.



Woburn village centre

3.3 Cranfield Parish Plan

Owing to the poor bus service, Cranfield residents depend heavily on their private cars for transport, with 79% of respondents to a local travel survey stating that they use their cars rather than any other type of transport. In addition, a majority of respondents claimed that they do not use public transport at all.

Of those who do use public transport, nearly all are happy with it in the mornings, but very few are happy with it at any other time. The majority of respondents thought the bus shelters are not well maintained and that they are in the wrong places.

Around 7% of respondents stated that they cycle to work and 7% of children cycle to school, however 83% of respondents said that they would support a cycleway if provided.

When asked if they would support a ban on delivery vehicles at peak times, 80% said they would. Furthermore, 65% of respondents would support a total ban on lorries driving straight through the village/campus.

Cranfield has problems with speeding and dangerous driving. Concerning speeding, 91% of the respondents thought there was a problem with vehicles travelling at excessive speed through Cranfield, and most thought the speeding was worst in the High Street. With respect to dangerous driving, 60% of the respondents thought there was a problem with dangerous driving in Cranfield. The majority thought it was worst in the High Street.

When asked what could be done about the speed of traffic, 76% of respondents said they would support some form of traffic calming. A majority thought it should be sited in the High Street. In addition, a majority of respondents said that they would support road humps, speed cameras or a speed limit reminder. Few thought that single lane gates or chicanes would be a good idea.

A majority of respondents replied that the worst congestion was outside the Co-Op closely followed by the two schools. 57% of the respondents would support restricted parking in congested areas.

Actions from the Cranfield Parish Plan can be found in Appendix B.

3.4 Ridgmont Parish Plan

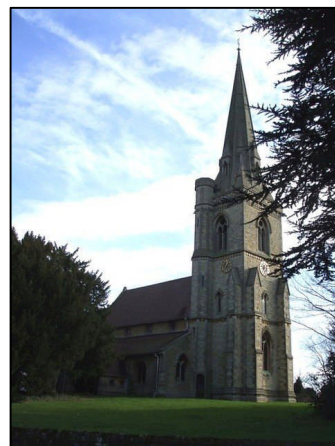
Traffic speeds, the nature of the traffic and parking problems are major concerns for villagers. In particular:

- **Speeding and Traffic Calming** - 71% of local residents feel that traffic calming measures are needed generally with 59% highlighting High Street East, 54% in High Street West and 42% in Eversholt Road.
- **Parking** - 37% of local residents feel that parking is a problem at the Church Street/High Street junction, 34% that parking is a problem at the Eversholt Road/ High Street junction, 16% that parking is a problem in Station Road.
- **Pavements in Ridgmont** - The state of pavements in the village is a cause of concern for a substantial number of residents. Comments indicate that this is a particular problem



along the High Street and on routes to school, where the width of the pavement causes problems to those with pushchairs and necessitates walking in single file.

- 43% of residents consider narrow roadside pavements to be a problem. 36% consider roadside pavements with overgrowing bushes to be a problem. 33% consider broken road or roadside pavements to be a problem.
- 47% believe that their use of roadside pavements would be increased by cutting back overhanging trees/hedges/shrubs. 41% believe that their use of roadside pavements would be increased by wider roadside pavement suitable for pushchairs and persons with disabilities. 36% believe that their use of roadside pavement would be increased by better maintenance.



Ridgmont Church

- **Street Lighting** - Opinions are varied regarding street lighting but indicate that there are some localised areas where street lighting is an issue. With regard to lamp post character, adequacy of lighting and light pollution, opposing views are relatively evenly balanced.
- **Bus Stops and Shelters for school and public buses** - 59% of local residents feel that bus shelters should be renovated; 12% that they should be removed. 74% feel that there should be bus shelters for public buses; 59% feel there should be shelters for school buses.

3.5 Lidlington Parish Plan

Lidlington is reasonably well situated for transport links, situated just 5 minutes from M1 junction 13. A large percentage of local residents feel that there are 3 perilous junctions in the parish, with 90% of respondents reporting the A507 junction to Ampthill as dangerous.

The bus service in Lidlington is scarcely used. 75% of local residents do not travel by bus and 15% use the service infrequently. More routes from the village and a more frequent service were the main factors identified that would encourage people to use the service more frequently.



Rail crossing on approach to village

Over 60% of local residents identify speeding and lack of parking as a problem, with the High Street, Church Street and Station Road being identified the main problem areas.

There are high levels of support for both the addition of off street parking bays and introduction of traffic calming measures.

A large proportion of local residents feel that there are traffic and safety problems caused by the large amounts of traffic that is being

attracted to the car boot sale in the village. 73% experience difficulty driving in and out of the village while the car boot sale is being held.

74% of local residents support the proposed canal link through Lidlington.

In terms of rights of way, a number of rights of way previously crossed the area now occupied by the lake in Lidlington and whilst these cannot be reinstated on their current course alternatives may be established. Many historic rights of way exist in the parish which are not yet shown on the Central Bedfordshire Unitary councils record of paths known as the "Rights of Way Definitive Map".

During the early 1990's as a planning condition the land on the former brickworks was promised for leisure use and it was planted with trees by residents of Lidlington parish.

Lidlington is located on the Marston Vale Railway line with services running between Bedford and Bletchley. The line was originally opened in 1846 and at one time formed a key part of the Oxford to Cambridge railway. The Marston Vale Line is the only remaining section of this link.

Some 93% of local residents feel that the railway is an asset to Lidlington but 68% of residents rarely or never use the railway. The majority feel that the fares are good value for money but that they would be encouraged to use the railway more if there were more destinations available and there was a later evening service. Delays on the railway crossing were a cause for concern with village residents and should be reported when they occur.

Appendix D contains a list of the action points from the Lidlington Parish Plan.

3.6 Marston Moretaine Parish Plan

Prior to the opening of the new section of the A421 in December 2010 which bypassed Marston Moretaine, the greatest concerns of local residents focused upon the volume of traffic, heavy good vehicles, the speed of traffic, parking and noise.

The Parish have produced a Traffic Nuisance Plan which is included in Appendix E. The key issues in the village which were highlighted through the production of the Parish Plan are that:

- **Volume of traffic:** Traffic volume has grown as a direct result of the growth of the village and with limited shopping facilities, inadequate and expensive public transport and virtually no local employment traffic movements, attributable to residents of the village, continues to rise.

Of greater significance, however, is the geographical position of the village in relation to an access point for the A421.



New route of A421

This has led to a large volume of traffic passing through and using Beancroft Road, Station Road and Bedford Road on route to and from the A421. The last traffic survey, carried out on behalf of the Parish Council in 2005, recorded 43,418 traffic movements a week along Beancroft Road and 35328 along Station Road. These



figures will continue to rise as a result of population growth and developments within Marston and the surrounding towns and villages.

- **Heavy Goods Vehicles:** Insofar as heavy goods vehicles (HGVs) are concerned there are two issues. The first is that HGVs are only supposed to use the village for access: a rule that is never enforced. The second issue is the volume of HGVs using village roads to gain access to the Millbrook Test Track.
- **Speed of traffic:** Speeding traffic is a problem throughout the village but the worst spots are Upper Shelton Road and Station Road. Flashing signs have been installed on Upper Shelton Road, Station Road and Bedford Road in an attempt to slow down the traffic. Until the next traffic survey is undertaken it is not possible to say with any certainty whether these have any effect. However, on the rare occasions that the police have undertaken speed traps they have continued to catch motorists exceeding the limit.
- **Noise:** Traffic generated noise is a major source of pollution within the village. The main cause of this noise is the A421 with its ever-increasing traffic flow. In addition the noise resulting from poorly maintained roads has a profound, if localised impact and prime examples of can be found in some parts of Bedford Road and virtually all of Station Road.
- **Parking:** There are two aspects to this problem: the first is nuisance/inconsiderate parking; and the second is dangerous parking. The first is a problem generated, in the main, by residents having more (and larger) cars than the available space for parking them. The second is mainly, but not exclusively, restricted to the shopping area in Bedford Road where motorists consistently ignore the parking restrictions.

Another dangerous aspect, that some drivers seem to believe is their right, is parking on the pavement. This is at best a nuisance for others causing inconvenience and damage to footways but in areas where there is a high traffic flow it can be dangerous as it can force pedestrians into the road.

3.7 Main Centres of Traffic Attraction or Generation

In general, traffic congestion in the area is less of a problem than that of Central Bedfordshire as a whole. However within the Marston Vale area there are a number of locations which are also major attractors and generators of traffic.

These sites are major contributors to the economy of Central Bedfordshire and the authority will work with them to help improve access and to increase the proportion of people travelling by more sustainable means to and from these centres with the aim of reducing the impact of their activities on local roads. Examples of these sites and the extent of their operations are detailed in Table 3.1.



Visitor centre at the Forest Centre

Table 3.1: Major Trip Generators in Marston Vale

Location	Type of Operation	Trips Generated	Specific Issues
Cranfield University	Higher education facility	<ul style="list-style-type: none"> • Staff No: 2000 • Students: 4,000 • Car Driver trips: 84% • Car Passenger trips: 3% 	<ul style="list-style-type: none"> • Safe access to Cranfield village for pedestrians and cyclists. • Improved safety on the roads surrounding the campus. • Public transport links to Bedford, Milton Keynes and Cranfield. In particular evenings and Sunday services are poor.
Woburn Abbey & Safari Park	Stately home and park	<ul style="list-style-type: none"> • Employ 350 permanent and around 250 casual staff • There are 370 houses/flats/rooms on site available for staff accommodation • 95% of hotel staff, 60% of catering, 50% of estates and 10% of safari staff live on site • The Abbey and Safari Park receive 400,000 visitors per annum. 	<ul style="list-style-type: none"> • Most visitors drive to the attraction, via junction 13 of the M1. • Places pressure on local road network.
Millbrook Proving Ground	Research centre	<ul style="list-style-type: none"> • Full time staff : 545 / Part time staff: 9 • 92% drive to work • Visitors - 40-80 per day. Larger events 50-1200 • Goods Movements - Normally in the range of 10-20 per day. On larger event days can reach 120 per day 	<ul style="list-style-type: none"> • No bus services linking to larger conurbations locally • Long distance to cycle / walk to nearby centres • Poor HGV Links: Resistance from Marston Moreteyne residents to access from A421 Poor road from Millbrook to B530
Center Parcs	Leisure centre	<ul style="list-style-type: none"> • 787 accommodation units • Employ approximately 1,500 staff of whom 500 may be expected to be full time. • Generate additional traffic on Fridays and Mondays when rentals at the site begin and end. • Arrivals will tend to be in the evening while the majority of departures will be in the morning 	<ul style="list-style-type: none"> • Section 106 agreement has been implemented and already junction improvements and cycleways to access the site have been / are being constructed • Most traffic to and from the site on non changeover days will be as a result of employees.
Forest Centre	Leisure and business centre	<ul style="list-style-type: none"> • Over 180,000 visitors in 2011/12 • Some 40 full or part time staff and around 100 volunteers access the site. 	<ul style="list-style-type: none"> • Lack of public transport availability places reliance on the private car for access.
Marston Gate Distribution Centre	Logistics and warehousing	<ul style="list-style-type: none"> • Companies include major retailers and distributors such as Amazon, FedEx and Raja pack. • Figures are not available on the volumes of trips generated however a high proportion are anticipated to be HGV movements. 	<ul style="list-style-type: none"> • Location takes advantage of the ease of access onto the M1 at junction 13 • Surrounding area is not pedestrian or cycle friendly due to the scale of activity and lack of dedicated provision.



4. Modal Issues

4.1 Walking

All towns and villages within the LATP area benefit from extensive networks of footways. Walking trips are assisted by the provision of road crossings, albeit these are mostly informal e.g. provision of dropped kerbs. A number of formal crossings are provided on routes serving town centres and schools. Towns and villages are also interconnected through historic network of rights of way albeit there are frequently issues of interconnectivity.

The percentage of journeys made on foot across the LATP area is low and declining. This long term trend reflects the re-location of local services to larger centres and high level of car ownership. Other influencing factors include concerns over personal safety when making journeys on foot, influenced by high traffic volumes and speeds.

Lack of street lighting, inadequate pavements widths, surface cracking, water pooling, adverse cambers and missing dropped kerbs all present difficulties especially for people using pushchairs and those whose mobility is impaired. A further common complaint is the inadequate footway and footpath maintenance, in particular vegetation clearance and removal of snow/ice and seasonal leaf fall.

There are a range of opportunities to improve the network for pedestrians:

- Reducing the volume and speed of traffic through town and village centres and throughout residential areas through the introduction of 20 mph limits and appropriate traffic and speed control measures
- Improving the surface of footways and footpaths
- Engineering measures to widen and improve footways and to give pedestrians greater protection when crossing side roads
- Removal of clutter within town and village centres and measures to deter drivers from parking vehicles on footways
- Provision of new formal and informal crossings
- Securing agreement / permission from landowners for new and interconnecting rights of way
- Better signage to key destinations including routes over rights of way.

4.2 Cycling

A strategic cycling network map for the Marston Vale area was approved in 2010 following and consultation with stakeholder including town and parish councils. The map details recommended cycle routes serving journeys within and between each of the individual settlements and connections with regional routes including Route 51 of the Sustrans National Cycle Network linking Milton Keynes and Bedford via Hulcote/ Salford, Cranfield, Marston Moretaine and Wootton.

To date, very little of the network has been developed and major trip generators remain poorly served e.g. Cranfield University and Science Park, Millbrook Proving Ground. Where it exists, cycling infrastructure is frequently piecemeal and coherent destination signage is largely no

existent. The lack of maintenance of existing cycle tracks, in particular seasonal vegetation clearance, is also an issue.

There are a range of opportunities to improve the network for cyclists:

- Reducing the volume and speed of traffic through town and village centres and throughout residential areas through the introduction of 20 mph limits and appropriate traffic and speed control measures
- Allowing shared use of lightly trafficked footways within towns and alongside fast rural roads
- Securing agreement from landowners to add permissive cycling rights on footpaths
- Constructing new cycle links and cut throughs within towns where these afford cyclists an advantage
- Signposting the likely presence of cyclists on rural roads
- Provision of secure cycle parking at destinations
- Engineering measures to give cyclists greater protection/priority at junctions and crossing points.

4.3 Public Transport

Buses

The quality of the waiting facilities varies within each village. In some cases bus shelters are provided complete with lay bys, raised kerbs and bespoke timetable information, whilst in other cases only bus stop flags are provided with timetable information stuck or tied to the pole. There are no bus priority measures in Marston Vale.

The lack of local services in many of the settlements means that local buses are vital for the residents to be able to get to the doctor, shops, work or education. Across the area the future of the bus service provision is a concern to many especially as the future of many of these services may be in doubt as net support for bus services will be reduced from April 2012 and in addition from that date bus operators will face a 20% rate reduction in their Bus Services Operators Grant.

The table in Appendix F shows the bus services currently operating in the area. There is a wide variation in the frequency services with many of the villages and rural areas having weekly or even monthly services only.

In providing future bus services we will look for innovative ideas that match the needs of the village communities. A recent introduction has been the 49Connect service. Twice a day this service runs between Wootton and Leighton Buzzard through the Marston Vale area (with an additional service each way on school days). Crucially, the section between Wootton and Aspley Guise which passes through Marston, Lidlington, Brogborough, Ridgmont and Husborne Crawley, is run as a demand-responsive service and requires potential customers to telephone to book a seat for the outbound journey though they can just tell the driver where they want to get off on the return.

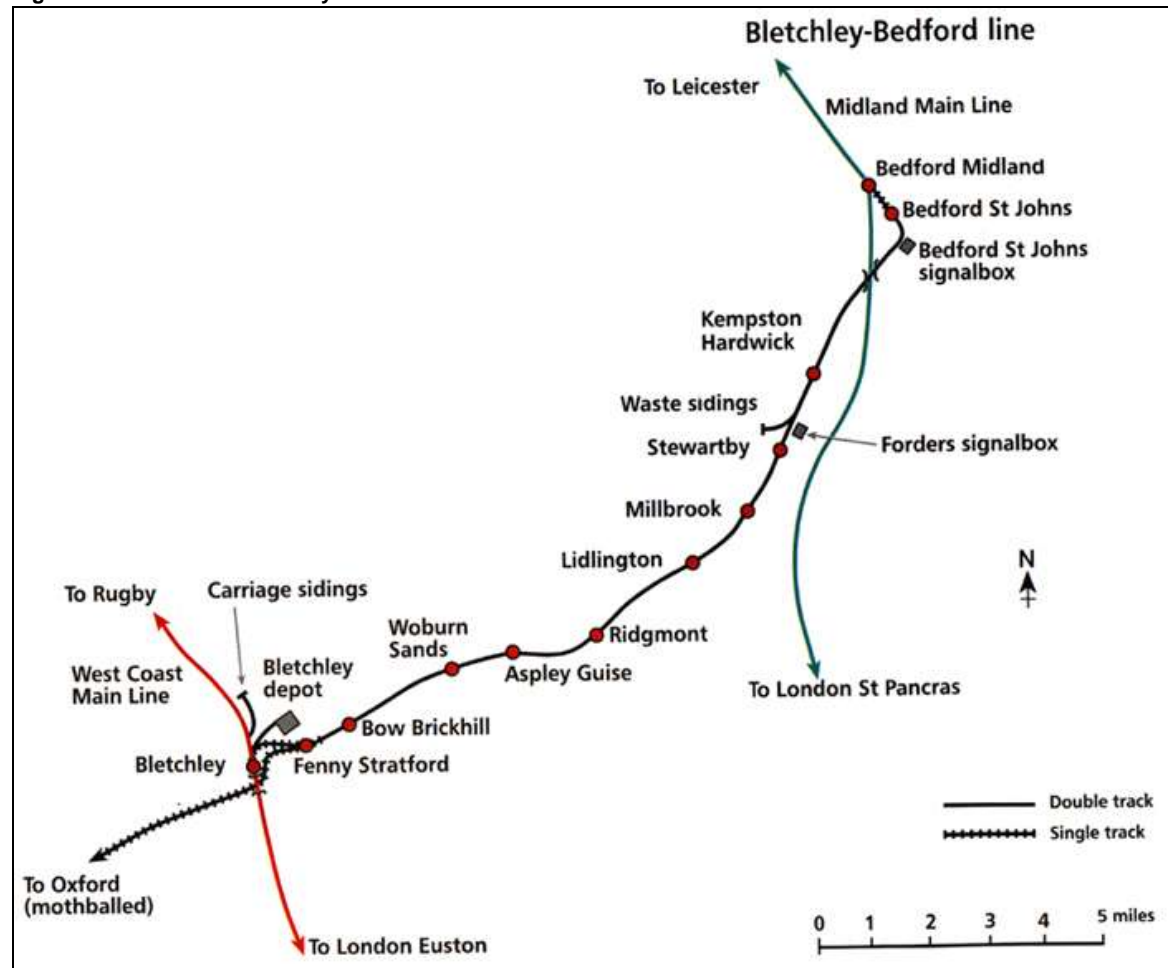
Discussions have been opened by Cranfield Parish Council with Milton Keynes and Arriva for creating an effective service linking Cranfield to MK which would come into effect next year and might involve the creation of an express commuter service to MK station.



Rail Services

The Area is served by the **Marston Vale railway line** between Bletchley and Bedford Midland with services operated by London Midland. There are 4 stations in this LATP area – Millbrook, Lidlington, Ridgmont and Aspley Guise and there are 16 trains per day in each direction, running at approximately hourly intervals. There is no Sunday service. Figure 4.1 details the route of the Marston Vale line.

Fig. 4.1 Marston Vale Railway Line



Source: Bedford Bletchley Rail Users Association

Many of the users of the train service are going to the private schools in Bedford or Milton Keynes. At Ridgmont where the village is quite a way from the station, there are issues around parking at the station when the 'school' trains are due.

The line is also covered by the **Marston Vale Community Rail Partnership** which acts as a bridge between local communities and the railway industry to produce a better train service for the community. The Marston Vale Community Rail Partnership is one of a growing number of Community Rail Partnerships across the country.

The Community Rail Partnership has 4 aims:

- To improve conditions for existing users of the rail service
- To encourage new people to use the line
- To increase the number of people using the line for work and leisure
- To ensure the line has a long and financially stable future

This is done by taking a community-led approach to their work, encouraging local communities to become involved in their local railway. This work is undertaken through a partnership that led by the Bedfordshire Rural Communities Charity.

In addition to CBC, other key partners are London Midland, Milton Keynes Council, Bedford Borough Council, the Bedford to Bletchley Rail Users Association, Network Rail, the Forest of Marston Vale, the Bedfordshire Association of Town and Parish Councils, and the Milton Keynes Association of Town and Parish Councils.

4.4 Highways

Data from the 2001 Census shows that the car ownership is slightly higher in Cranfield and Marston (89%) than in Aspley and Woburn (86%). In both areas the figure is higher than for Central Bedfordshire as a whole (85%) with a noticeably higher proportion owning 2 or more cars. Table 4.1 compares the two areas with Central Bedfordshire as a whole and with England.

Table 4.1 Marston Vale Car Ownership Levels

Ward	No car or van	One car or van	Two or more cars or vans
Aspley and Woburn	14%	34%	53%
Cranfield and Marston	12%	39%	50%
Central Bedfordshire	15%	41%	44%
England	27%	44%	30%

Strategic Road Network

The area is crossed by the M1 Motorway and the A421 trunk road, both of them the responsibility of the Highways Agency. The A421 has recently been upgraded with a dual carriageway now linking the M1 at Junction 13 to the Bedford Southern Bypass, thus forming a continuous high speed dual carriageway from the M1 to the A1. This new road has increased the traffic flow in the corridor by 15 - 20% but has freed up the old A421 to be used as more of a local distributor road. However as a consequence of this some links have been severed meaning that alternative routes have to be used by local traffic, increasing traffic levels in some areas.

The M1 is currently being upgraded to incorporate hard shoulder running between Junction 10 and Junction 13. This allows the hard shoulder to be used as a normal traffic lane in times of congestion but does mean that some screening on the edge of the motorway has had to be removed and that there will be a large number of overhead gantries carrying direction and variable messaging signs with a consequent deterioration in the environmental impact of the road. This reduction in screening particularly affects Ridgmont village which lies very close to the motorway.

The southern edge of the Marston Vale LATP area is formed by the A5 Trunk Road which is often used as an alternative route when the M1 is blocked or heavily congested. At those times some of the A roads in the area can become congested as traffic diverts on or off the motorway.



Figure 4.2: M1 Junction 10-13 Improvement Scheme



Source: Highways Agency

Local Road Network

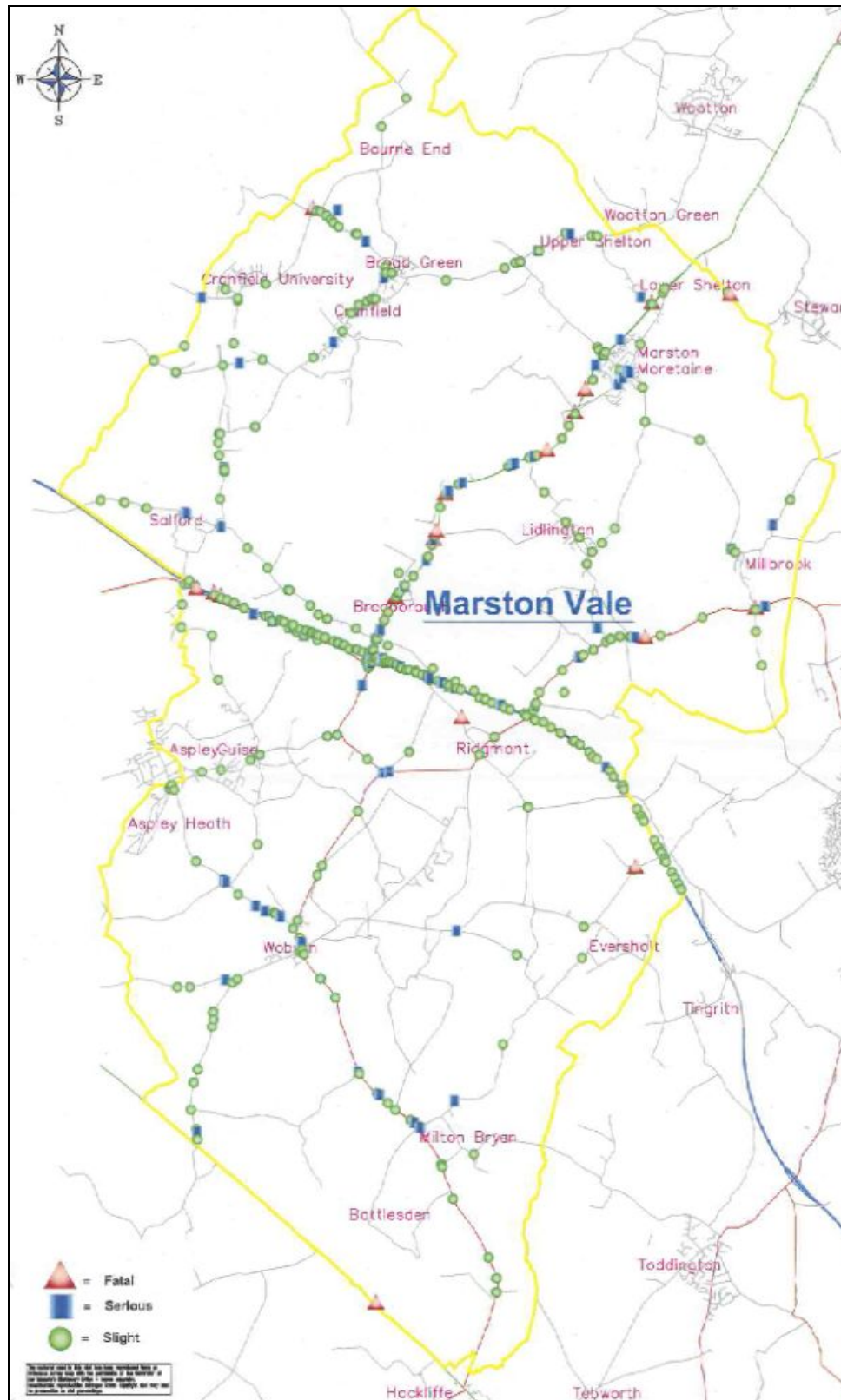
The main local authority managed road in the area is the A507 which runs east to west between the A421 at Junction 13 and the A1. In recent years the village of Ridgmont has been bypassed though there are still concerns that route through the village is being used to get to Woburn in spite of the new Mill Road link which runs from near the Western end of the bypass to Husborne Crawley. This through village traffic includes Heavy Goods Vehicles in spite of the lorry ban which exists.

The local road network in the area links the various settlements quite comprehensively. Delays may occur at the three level crossings in the area but the levels of traffic on both the roads and the railway line are light enough to have no major effects. Cranfield Airfield forms a barrier to direct links across the North of the area and some local routes are therefore longer than might be expected.

Road Safety

Figure 4.3 shows the location of road accidents in the Marston Vale area. This includes those occurring on the Highways Agency network and the predominance of accidents on the M1 and the old A421 is marked. The new A421 should reduce the incidents on the latter but there are some other clusters of accidents around the area particularly on the A507 between Ridgmont and Millbrook, including the Millbrook crossroads where a roundabout, right of way footpaths and a new cycle route has been provided as part of the Center Parcs development. The Millbrook roundabout and new public footpath was opened on 15 September 2011.

Figure 4.3: Marston Vale Road Traffic Accidents between 2006 and 2010



4.5 Car Parking

There are no Central Bedfordshire managed car parks in the Marston Vale area and only a few areas where parking is restricted, generally in the busier village centres of Woburn, Aspley Guise, Cranfield and Marston Moreteyne. A small area around the level crossing at Lidlington has restrictions and also the lay by in Brogborough Village.

There is a limited presence of enforcement officers in the area but this could change in the future with the introduction of Automatic Number Plate Recognition (ANPR) vans.

4.6 Alternative Modes of Travel

In seeking to encourage more sustainable forms of travel, the Central Bedfordshire Householder Travel Survey in 2010 asked respondents to state why they would not use alternatives to their current mode of travel. The most common reasons for not car sharing, walking, cycling, or using public transport are set out below:

Car Sharing:

- No one to share with,
- Varied travel patterns,
- Prefer not to car share.

Walking:

- Too far to walk,
- Need to transport goods.

Cycling:

- Too far to cycle,
- Do not own a bike,
- Unsafe to cycle,
- Need to transport goods.

Bus:

- Unsuitable timetable,
- Lack of direct route,
- Inconvenient,
- Need to transport goods.

Train:

- Take too long,
- Need to use car,
- No train service,
- Inconvenient,
- Need to transport goods.

5. Journey Purpose Analysis

This chapter considers how the issues identified within the assessment of individual modes of transport translate to how people in the Marston Vale LATP area 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 whole where data is available.

5.1 Journey 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. Figures from the 2001 Census show the following:

Table 5.1 Distance travelled to work from Cranfield and Marston Ward

Distance travelled to work	Cranfield and Marston Ward	Central Bedfordshire
All people aged 16 to 64 in employment	2,623	121,032
Works mainly at home	9%	10%
Less than 2 km	17%	19%
2 to 5 km	8%	11%
5 to 10 km	16%	14%
10 to 20 km	25%	21%
20 to 30 km	7%	8%
30 to 40 km	2%	4%
40 to 60 km	2%	6%
60 km and over	5%	5%
No fixed place of work	5%	5%

Table 5.2 Distance travelled to work from Aspley and Woburn Ward

Distance travelled to work	Aspley and Woburn Ward	Central Bedfordshire
All people aged 16 to 64 in employment	1,316	121,032
Works mainly at home	19%	10%
Less than 2 km	14%	19%
2 to 5 km	10%	11%
5 to 10 km	18%	14%
10 to 20 km	27%	21%
20 to 30 km	6%	8%
30 to 40 km	2%	4%
40 to 60 km	1%	6%
60 km and over	3%	5%
No fixed place of work	-	5%



5.2 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.

Education

Problems around schools in the area include parked cars causing obstructions and parked on pavements, poor access for buses and a lack of or poor pedestrian facilities. Travel to, from and between schools is a key generator of local trips in the Marston Vale. In the area there are 10 lower schools and 2 middle schools. A large number of Middle School pupils and all Upper School pupils leave the area each day to places such as Toddington, Stewartby, Ampthill, Leighton Buzzard, Harlington and Wootton.

A detailed analysis of methods of travel to schools can be obtained from a Government sponsored survey from which the following results for mode of travel to the schools in the Marston Vale area can be deduced.

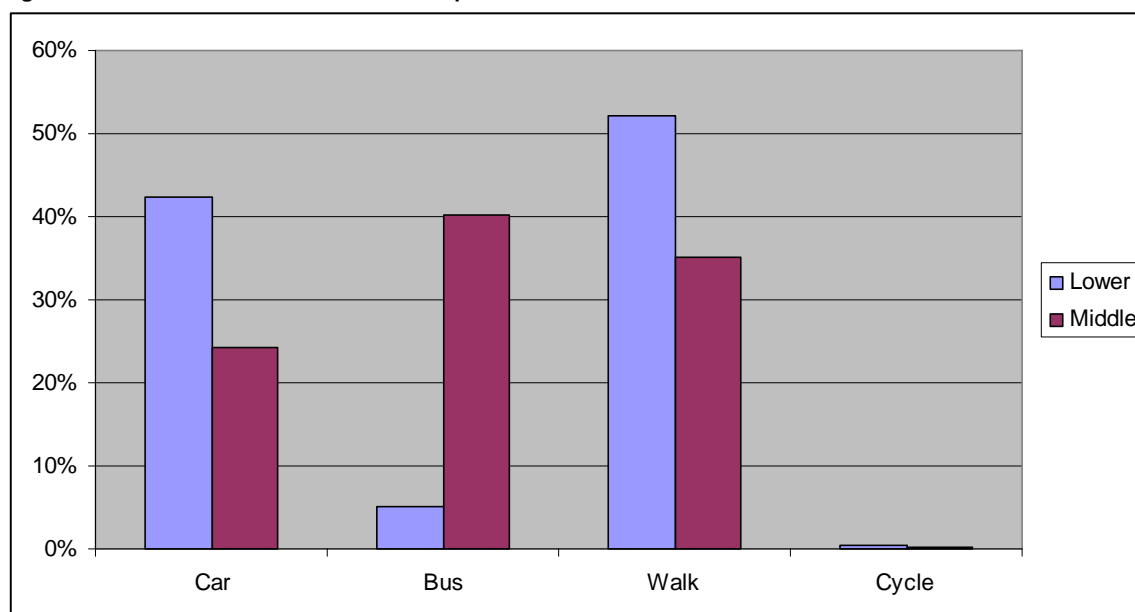
Table 5.3 Modal Split for travel to the schools in the area, 2011

	Car	Public Transport / School Bus	Walk	Cycle
Aspley Guise Lower	46%	0%	53%	1%
Church End Lower	21%	0%	78%	2%
Cranfield Lower	35%	22%	43%	0%
Eversholt Lower	85%	0%	15%	0%
Husborne Crawley Lower	95%	0%	5%	0%
Ridgmont Lower	56%	10%	33%	0%
Shelton Lower	43%	1%	55%	1%
Swallowfield Lower	53%	0%	47%	0%
Thomas Johnson Lower	10%	0%	90%	0%
Woburn Lower	65%	0%	35%	0%
ALL LOWER	43%	5%	52%	1%
Fullbrook Middle	43%	20%	36%	0%
Holywell Middle	12%	53%	35%	0%
ALL MIDDLE	24%	40%	35%	0%
CBC All Lower	34%	2%	63%	1%
CBC All Middle	24%	17%	59%	1%

In general the majority of children walk to school or are driven there by their parents. The high pedestrian figure for Thomas Johnson reflects that the school is only attended by children living in Lidlington and so is much more local than others who draw in children from other parishes. Whilst few lower school pupils use public transport to get to school, this is to be expected owing to the lack of services and the age of the children in question. The figure for Cranfield reflects a specific dedicated bus service as opposed to pupils using public bus services.

The numbers of children using the dedicated school bus is greater for the middle schools which draw children from a wider area and thus there are more who are eligible for the service. The difference between the overall modal share for lower and middle schools is shown in Figure 5.1.

Fig. 5.1 Travel to school - Modal share comparison



Healthcare

Access to healthcare in the form of a local doctor is an important factor in residents' perceived quality of life. There are only a limited number of surgeries within the Vale and these are Cranfield, Marston and Woburn while residents on the edge of the areas go to Kempston, Ampthill, Woburn Sands and Newport Pagnell.

In addition for more specialist treatment residents have to travel outside of the Plan area to access facilities in Bedford, Milton Keynes or Dunstable when hospital visits are required.

Food Shopping

In such a large area it is not surprising that there is a wide range of destinations which people travel to for food shopping, especially as there is no large supermarket within Marston Vale. Ampthill, Bedford, Bletchley, Flitwick, Milton Keynes (Kingston and Central Milton Keynes) are all visited and not surprisingly a large number use their car to get there. Across the whole of Central Bedfordshire 75% of those surveyed used their car to do their main food shopping.

5.3 Freight

Freight forms the focus of the one of the six journey purpose themes which the LTP is structured around and as part of this a number of broad areas of intervention are identified within the Plan, including the signing and enforcement of a Designated Road Freight Network.

This network seeks to focus freight trips on specific routes through the authority so as to minimise the impact on local communities and town centres. The section in the Western half of Central Bedfordshire and around Marston Vale is set out in Figure 5.2.



Figure 5.2: Designated Road Freight Network in Western Central Bedfordshire



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Key:

- Primary Freight Route
- Secondary Freight Route (Access & Deliveries)

The map does not include the new A421, which would obviously be included at the earliest opportunity, and its inclusion would lead to the removal of the old A421 from the Designated Network. However the old road would still be available and it may be necessary to look at implementing some form of HGV ban on that road and also in neighbouring villages (Marston and Lidlington) to protect them from traffic.

One new generator of freight movements in the Marston Vale is the recently approved Covanta operated incinerator at Rookery Pit South to the East of Marston Moreteyne. This could necessitate the addition of the link from the A421 to Stewartby to the Designated Network to ensure that that route is used to get to the site rather than any other route.

6. Consultation & Engagement

6.1 Overview of Process

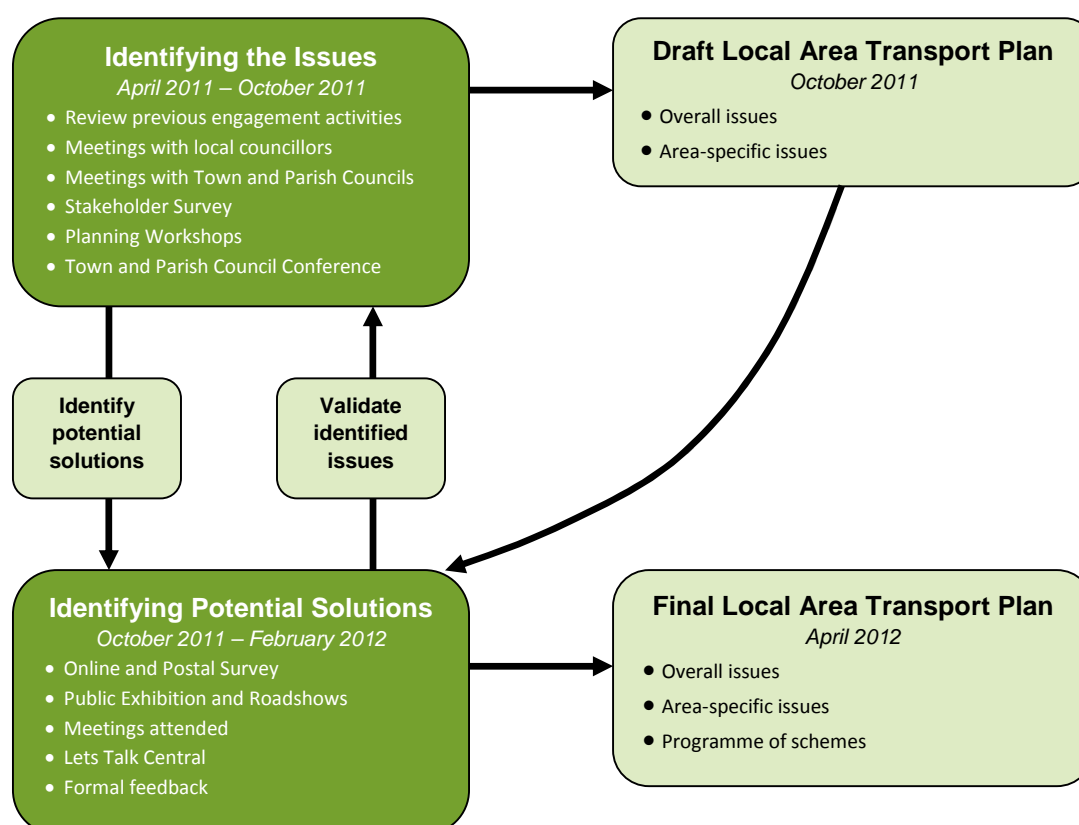
As part of the development of the Marston Vale Local Area Transport Plan, a comprehensive programme of engagement with a range of local stakeholders and the public was undertaken by Central Bedfordshire Council.

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 G.

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

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

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



6.2 Identifying the Issues

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

- **Review of Previous Engagement Activities:** A review was undertaken of responses to previous engagement activities to identify the local transport issues that had been raised historically in each LATP area. This 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 21 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 Eversholt Parish Council on 6 October, Hulcote and Salford Parish Council on 16 November and Woburn Parish Council on 8 November 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 including bus and rail operators, 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 14 September 2011 and 21 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 5 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.

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 not just in the main towns of Marston Vale but across the Plan area in the more rural areas, focusing on the level of service provision, the quality of waiting facilities and the availability of information of what services do operate.

- **Improve conditions for pedestrians**
The quality and maintenance, and the lack of footpaths in the more rural areas were cited as a key concern of elected members at Town and Parish Council level.
- **Reduce inappropriate parking and other parking pressures**
The lack of convenient parking in the villages and dangerous parking on bends in some rural locations all contribute towards a requirement to tackle parking concerns.
- **Address speeding traffic**
The speed of traffic through many of the villages within the LATP is cause for concern locally. This has consequences not just in terms of road safety but also as a barrier to encouraging more people to walk and cycle within and between each location.

6.3 Identifying Potential Solutions

The methods used through which 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 and roadshows that took place in this area were held at Cranfield University (30 January 2012), The Blackhorse Pub in Woburn (7 December 2011), The Bull pub in Marston Moretaine (6 December 2011) and at Woburn Sands Library on 29 November 2011 and 1 December 2012.
- **Let's Talk Central:** Central Bedfordshire Council's discussion website, Let's Talk Together, 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 these channels of engagement generated 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:

- **Speed reduction measures**
Through providing 20 mph limits and physical measures to minimise the speed of traffic particularly on the entrance points into villages.
- **New pedestrian and cycle links**
Creation of new links between and within settlements, to improve pedestrian safety and the attractiveness of walking and cycling as alternatives to the car with dedicated footways and cycleways and the upgrading of existing bridleways .
- **Information provision**
More comprehensive and better quality information of what bus services operate within the area, particularly in terms of formally marked bus stops at train station and other trip generators.
- **Routing of traffic**
The routing of traffic, particularly freight is seen as an intervention through which to not only reduce the impact of traffic on local communities but as a means through which to encourage more walking and cycling and with the associated road safety concerns it generates.

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.

7. Priority Locations

7.1 Identifying Priorities

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

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

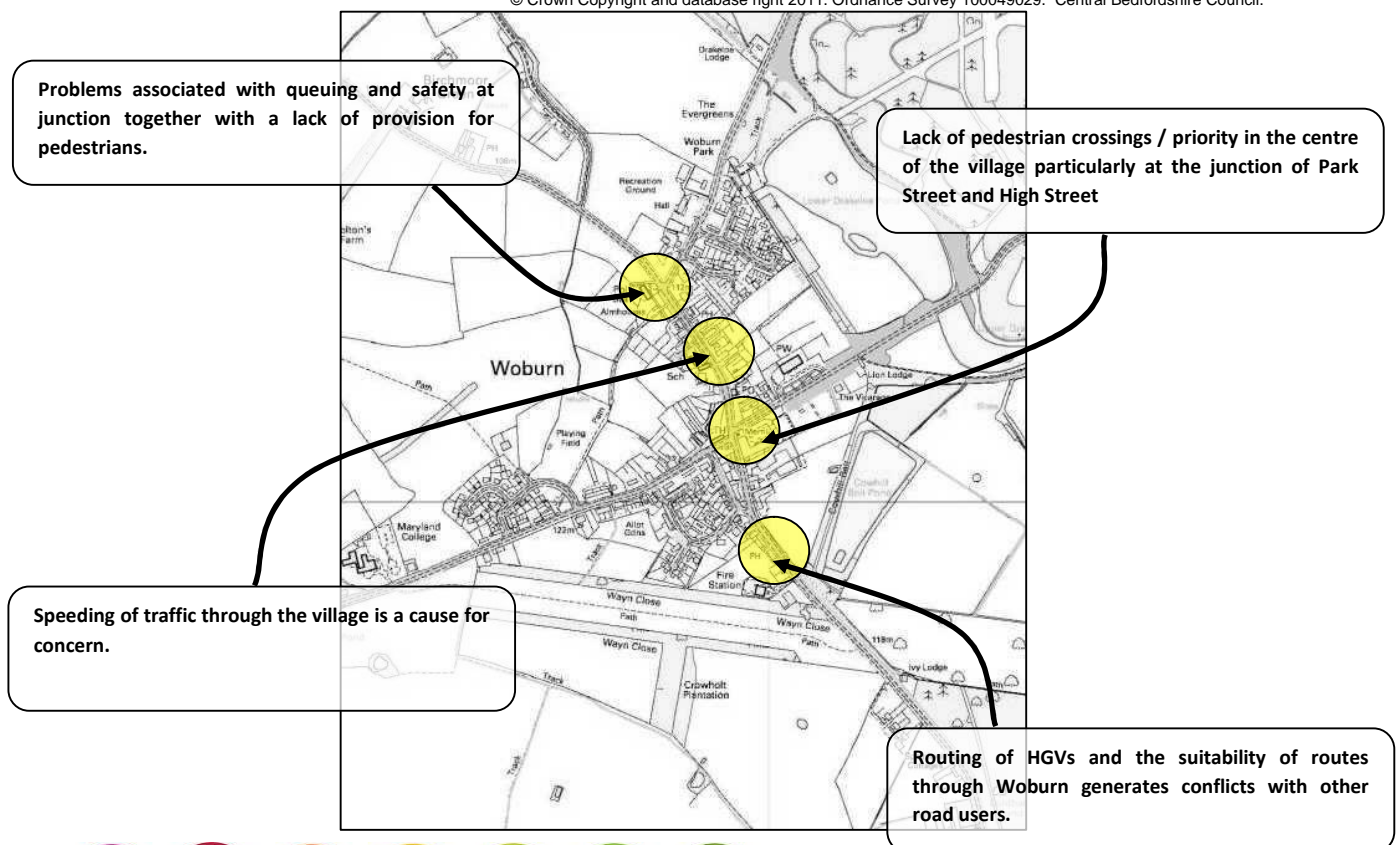
As a consequence of this evidence base, the following sections and Figures 7.1 to 7.7 summarise the issues and highlight the key locations in each settlement as a priority for intervention.

7.2 Priorities in Woburn

Priorities in Woburn relate to the need to manage the priorities of different users of the transport provision in the village from residents and visitors on foot, to through traffic and the implications of Heavy Goods Vehicles using the A4012.

Figure 7.1: Priorities in Woburn

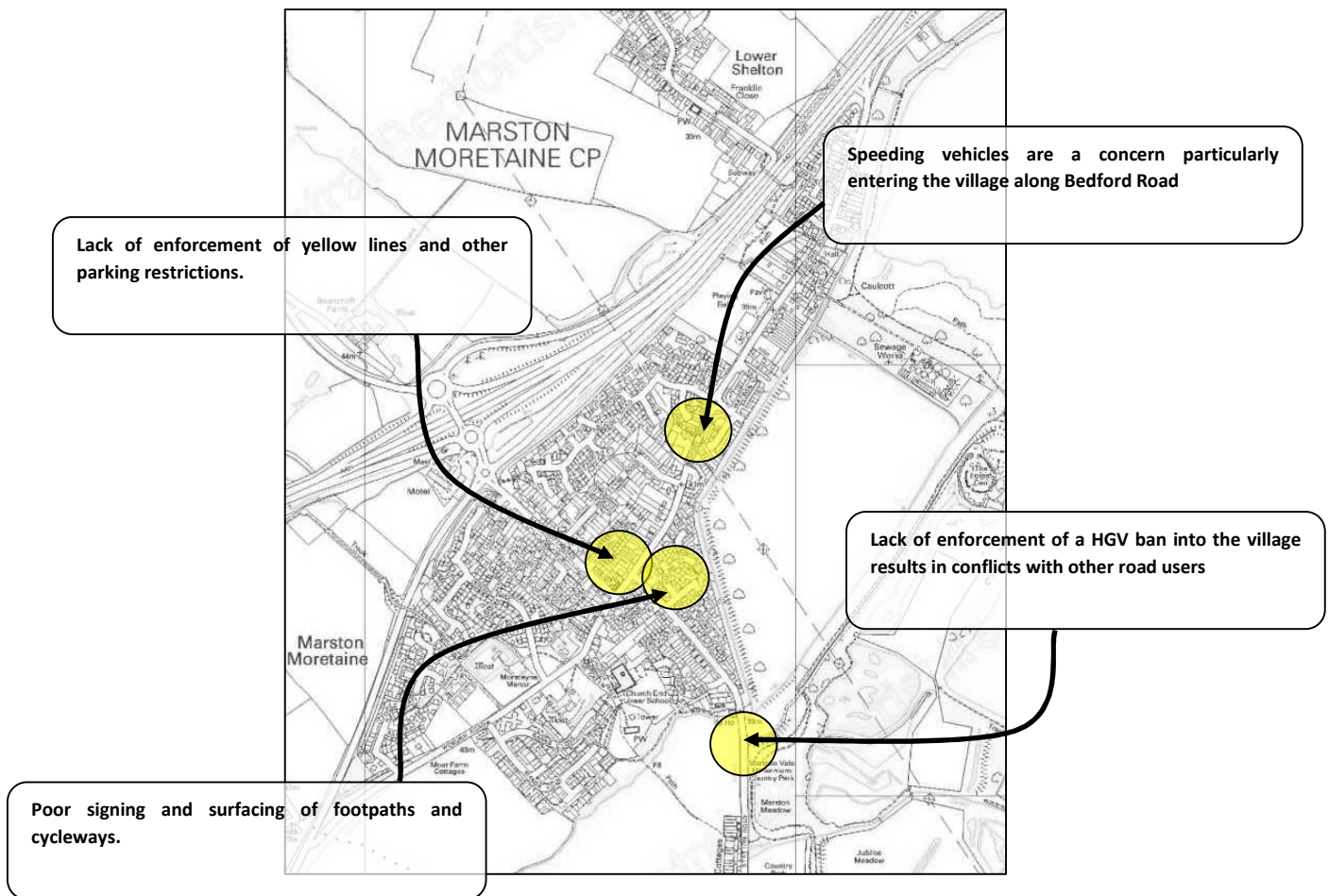
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7.3 Priorities in Marston Moretaine

Priorities in Marston Moretaine relate to the speed of vehicles passing through the village and the prevalence of Heavy Goods Vehicles despite the construction of the A421 that forms a bypass to the built up area.

Figure 7.2: Priorities in Marston Moretaine

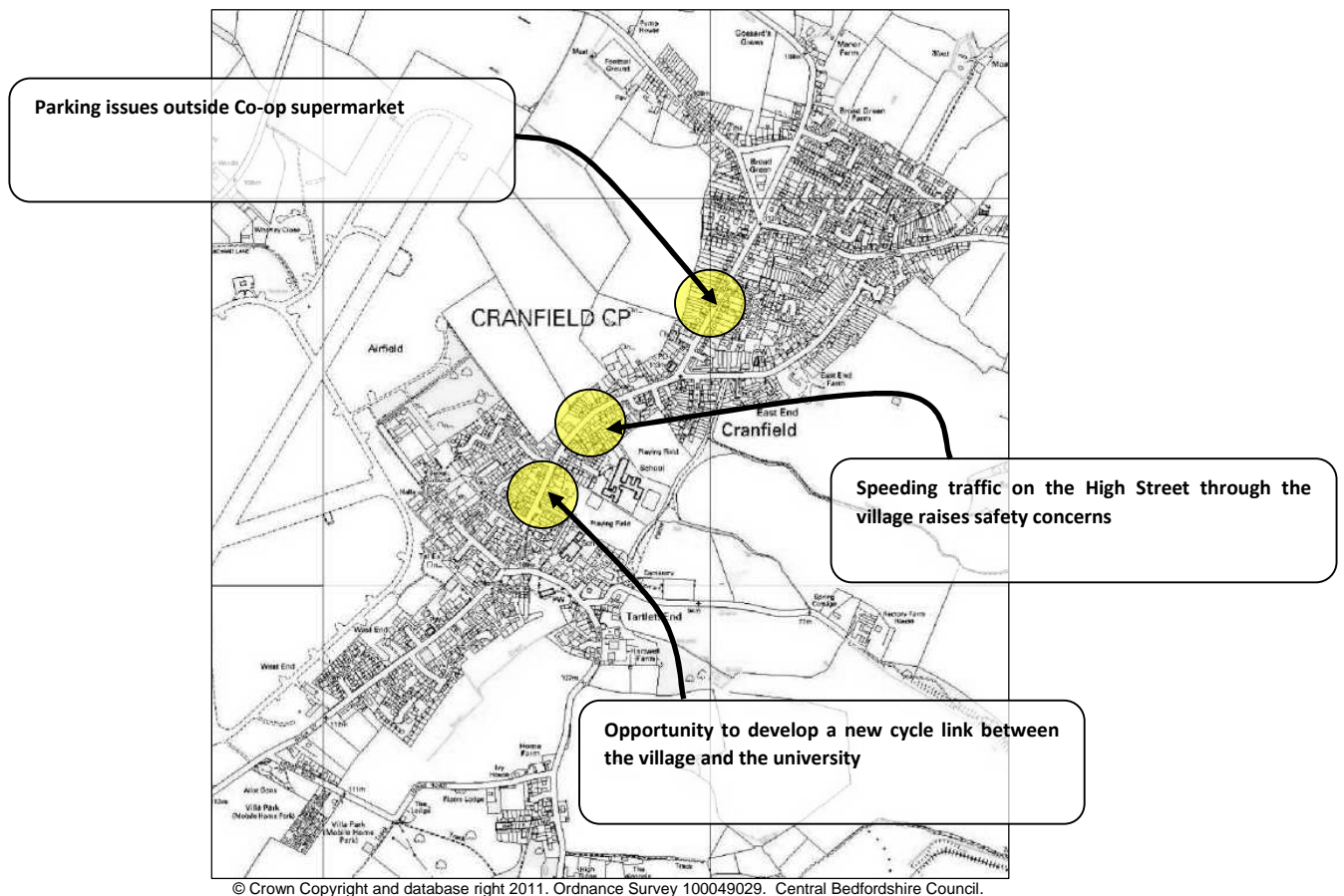


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7.4 Priorities in Cranfield

As with many of the other settlements in Marston Vale, the speeding of traffic and perception of speeding through the village is an issue. The lack of footways in places and dedicated cycle links are also of paramount importance to local residents, as drawn out in Figure 7.3.

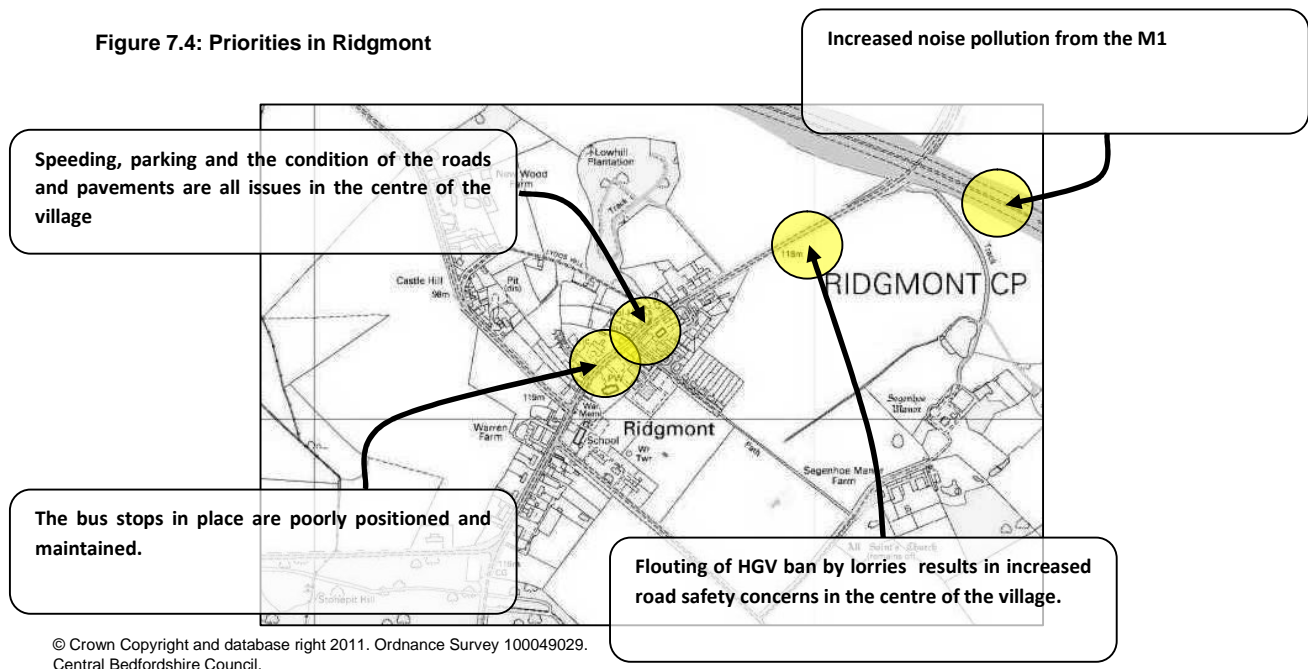
Figure 7.3: Priorities in Cranfield



7.5 Priorities in Ridgmont

Aside from issues highlighted in Figure 7.4 below, there is poor access between the village and Ridgmont Station some 30 minutes walk to the north west. The lack of parking at the Station compounds its sense of remoteness to local residents.

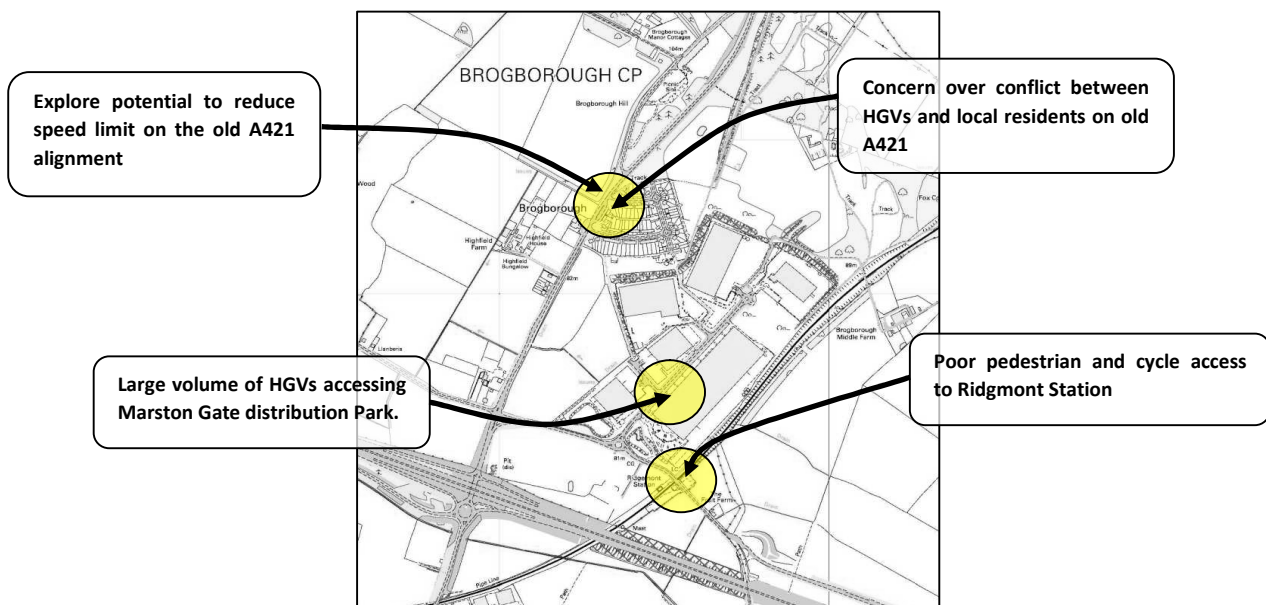
Figure 7.4: Priorities in Ridgmont



7.6 Priorities in Brogborough

Figure 7.5 below details the issues associated with traffic movements in Brogborough. These primarily focus around the number of HGV movements accessing the Marston Gate Distribution Centre and the adverse consequences for local residents and pedestrians and cyclists.

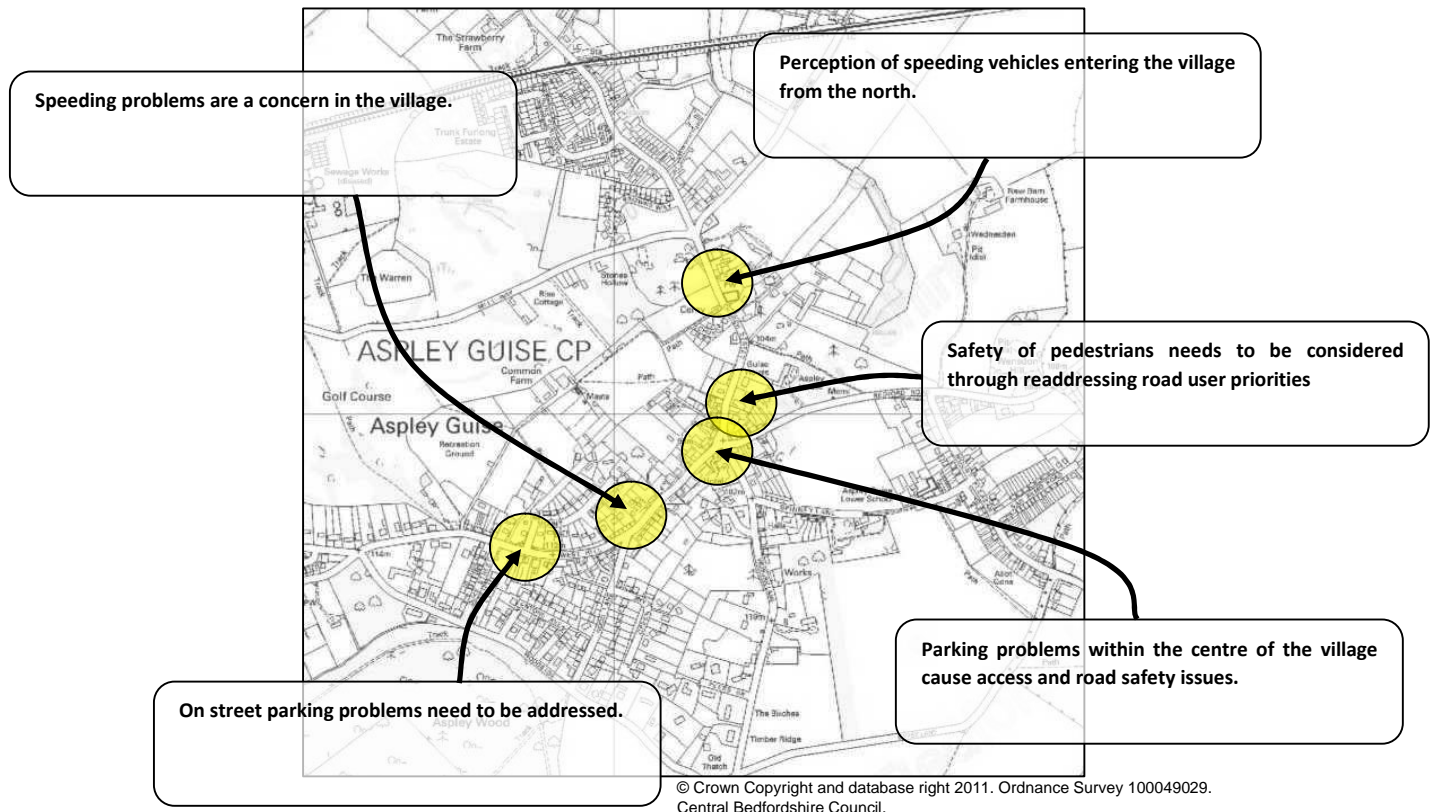
Figure 7.5: Priorities in Brogborough



7.7 Priorities in Aspley Guise

Figure 7.6 highlights that the problems associated with general traffic are key concerns in Aspley Guise, both in terms of the speed of vehicles within the area and the parking of cars in appropriate and inconsiderate locations.

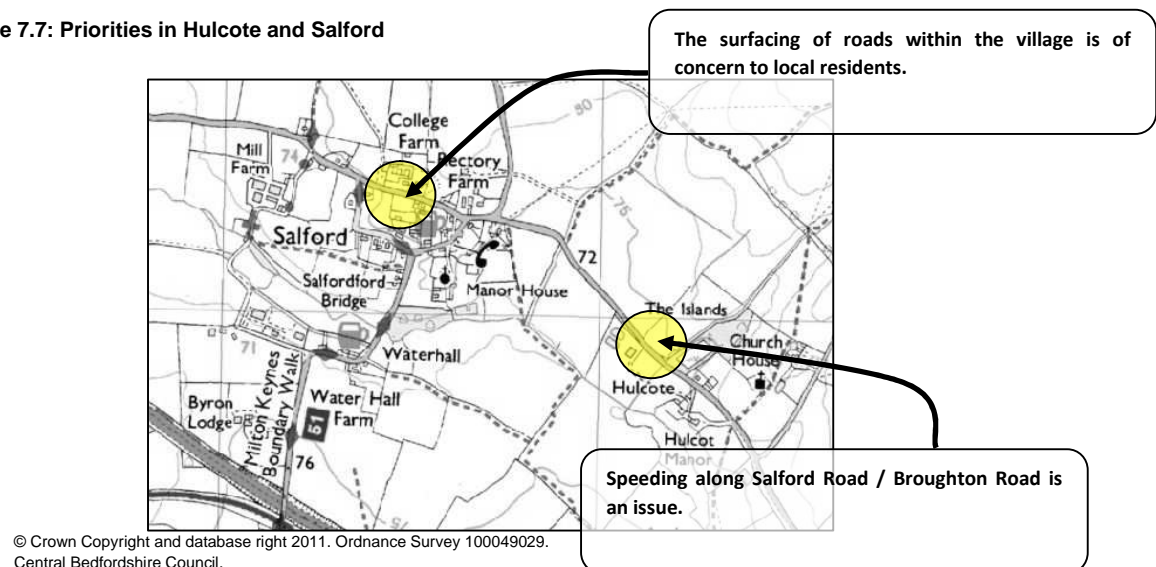
Figure 7.6: Priorities in Aspley Guise



7.8 Priorities in Hulcote and Salford

Priorities in the settlements of Hulcote and Salford predominately focus upon the speed of traffic as set out in Figure 7.7.

Figure 7.7: Priorities in Hulcote and Salford



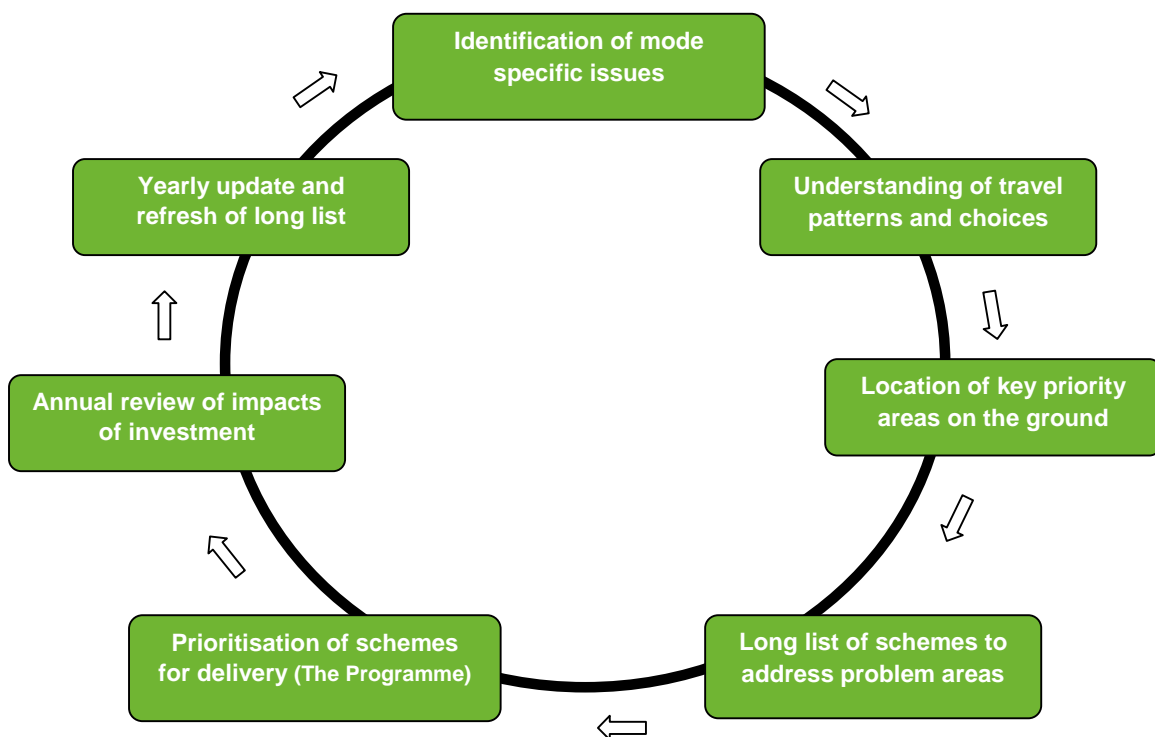
8. Programme

8.1 What is the programme?

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

Figure 8.1 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 8.1: Programme Development Process



8.2 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 8.1. 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 8.1: Scheme Prioritisation Criteria

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



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

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

8.3 How much funding is available?

The allocation of integrated transport funding for the authority as a whole is set out in Table 8.2, and Marston Vale 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 LATPs will also begin to be funded).

The breakdown of this funding between the second tranche of LATPs is highlighted in Table 8.3. The basis for this funding split is the relative population size of each area.

Table 8.2: Integrated Transport Funding Allocation

Area	2011/12	2012/13	2013/14	Total
Growth Areas (Tranche 1)	£940,000	£913,500	£913,500	£2,767,000
Rest of Central Bedfordshire (Tranche 2 & Tranche 3)	-	£304,500	£304,500	£609,000
Local Safety Schemes (authority wide)	£320,000	£120,000	£120,000	£560,000
Total	£1,260,000	£1,340,000	£1,340,000	£3,940,000

Table 8.3: Second Tranche of LATP Areas Funding Split

Area	2011/12	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
(Tranche 3)	-	-	(£80,179)	(£80,179)
Total	-	£304,500	£304,500	£609,000

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

- **Developer Contributions:** These are funds secured by the authority from developers, to be used to mitigate the direct impact of any specific development.
- **Community Infrastructure Levy:** The application of a levy on new development will help to support the funding of new transport infrastructure across the authority where it is required to facilitate growth, and the increase in demand to travel generated.
- **National, Sub-National and European Funding:** The authority will seek to apply for further funding from capital and revenue streams which become available at European, national and sub-national levels.

8.4 What schemes are in the programme?

The schemes included in the Marston Vale programme for 2012/13 and 2013/14 are set out in Table 8.4. The programme consists of only those schemes which can be funded through the integrated transport budget.

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

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

The package 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.

8.5 What schemes are in the long list?

The schemes included in the Marston Vale "long list" and their relative priority rankings are set out in Appendix H. 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.

8.6 Smarter Choices Measures

In addition to addressing site specific infrastructure issues, the authority will seek to maximise the awareness of improvements to the transport networks locally, and encourage greater take up of the alternatives to the car provided in Marston Vale, through the delivery of 'Smarter Choices' measures as part of a package based approach to scheme delivery.



This will include:

Information provision:

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

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.



Travel planning in Leighton Buzzard

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.
- The Marston Vale Line stations have been identified as a priority for the development of a new Travel Plan.



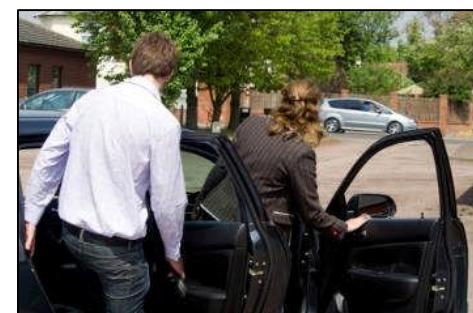
Leighton Buzzard Station has a Travel Plan in place

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.



Car sharing

Table 8.4: Marston Vale LATP Programme of Schemes

Ref	Scheme	Town	Funding Profile			Notes
			2011/12	2012/13	2013/14	
Cycling Improvements						
CY/06	Cycle link between University Way and Cranfield to connect with existing shared use path on Cranfield Road	Cranfield	-	£23,000	£27,000	Will be delivered in conjunction with contributions received from the Home Farm development.
CY/09	Cycle link between old A421 Salford Road traffic lights and Station Road including the upgrade of junction to facilitate cyclists crossing the old A421	Ridgmont	-	£10,000	-	Completes link from NCN51 (Salford) to Marston Gate Distribution Centre and Ridgmont Station.
CY/11	Improvements to Station Road to improve access to for cyclists on NCN to Marston Vale Country Park	Marston Moretaine	-	£6,000	-	Incorporates advanced lines and signing.
Pedestrian Improvements						
WK/08	Improvements to existing Rights of Way linking the High Street with College Road, Cranfield	Cranfield	-	£10,000	-	Works to include resurfacing of route and providing permitted cycle access rights.
WK/10	Pedestrian priority improvements in and on approaches to The Square, Aspley Guise.	Aspley Guise	-	£15,000	-	Works to involve 20mph limit, and improved crossing points including through the visual narrowing of approaches to The Square.
Public Transport Improvements						
PT/03	Implementation of Station Travel Plan covering the Stations in Millbrook, Lidlington, Ridgmont and Aspley Guise.	Millbrook, Lidlington, Ridgmont and Aspley Guise	-	-	£20,000	Contribution to works identified in production of Station Travel Plan. Delivered in 2013/14 to enable production of Plan in 2012/13.
Total			-	£64,000	£47,000	



Appendix A: Aspley Guise Parish Plan

ASPLEY GUISE PARISH PLAN – Recommendations

Speeding on Bedford Road / West Hill to Woburn Sands

Survey traffic speeds and compare with previous surveys to establish effectiveness of flashing signs. Review if alternative speed control measures required. Consult with Highways Authority on options to reduce speed and improve safety and produce an implementation plan for improvement.

Speeding on Weathercock Lane and Salford Road

Survey traffic speeds to establish if speeding is an issue. Implement 20mph zones if appropriate and possible. Consult with Highways Authority on options to reduce speed and improve safety and produce an implementation plan for improvement.

Improve the pedestrian environment within the area of The Square

Urban design assessment to create a safer environment for pedestrians to use the area around The Square and Bedford Road.

Pedestrians crossing Bedford Road / West Hill

To survey crossing points to establish number of pedestrians and risks. Consult with Highways Authority on options to improve safety and produce an implementation plan for improvement.

Control parking causing significant hazards to other road users, (e.g. junctions): West Hill / The Mount, Church Street / Salford Road, Wood Lane / West Hill, Duke Street / West Hill

Consult with Highways Authority on options to improve safety and produce an implementation plan for improvement.

Control parking causing hazards to other road users, (access or restricted traffic flow): West Hill (business park) Mount Pleasant / San Remo, Duke Street

Consult with Highways Authority on options to improve safety and produce an implementation plan for improvement. Advise and leaflet offending residents of the danger and inconvenience for access of emergency or service vehicles.

Control parking causing hazards to pedestrians.

Advise and leaflet offending residents of the danger and inconvenience for access of emergency or service vehicles.

Create additional parking areas West Hill & Sadleirs Green.

Consult with Beds County Council Planners and Highways Authority on options to improve safety and produce an implementation plan for improvement.

Make dangerous road junctions safer: Woburn Lane / The Square Weathercock Lane / West Hill / Woodside crossroads.

Consult with Highways Authority on options to improve safety and produce an implementation plan for improvement.

Improve road surfaces where required.

Encourage highway maintenance department to prioritise resurfacing rather than temporary patchwork repairs .

Improve quality of pavements and routes

Undertake maintenance survey of pavements and implement remedial measures with dropped kerbs as necessary. Undertake survey to identify areas with narrow pavements and produce an action plan i.e. cut back overhanging hedges, better parking control, increase pavement width if practical.

Check and enforce HGVs restrictions in parish

Police to carry out random checks on parish HGVs in parish.



Appendix B: Cranfield Parish Plan

CRANFIELD PARISH PLAN - ACTIONS

Improved bus services

Seek to influence Central Bedfordshire Council and service providers to provide an efficient bus service. Carry out a more detailed transport needs survey to support negotiations. Publicise current routes and timetables to encourage greater use. Publicise availability of free bus travel for elderly.

Bus shelters

Look at the current positioning of existing bus shelters and relocate to align with the bus stops. Look to provide additional bus shelters. Prioritise bus stops used by elderly people. Ensure regular maintenance of the bus shelters

Cycle lanes

Liaise with University to provide cycle route between Wharley End and village.

Improve pedestrian safety on Crane Way

Install crossing

Improve disabled access to buses

Lobby bus companies to gradually replace existing vehicles with more modern vehicles with better access for disabled and elderly passengers

Disabled and pushchair access to pavements

Investigate with Highways the locations for the installation of drop kerbs and put together an implementation plan.

Restrict unloading from HGVs/delivery vehicles outside the Co-Op at peak times

Discuss problems and options with the Co-op. If necessary talk to Central Bedfordshire Council regarding the possibility of imposing restrictions.

Reduce speeding through the village and investigate installation of traffic calming

Consult Central Bedfordshire Council on options to reduce speed and improve safety. Produce an implementation plan for improvements.

Look into the feasibility of reducing the speed limit

Implement 20mph zones if possible, where appropriate.

Congestion/parking outside Holywell Middle and Cranfield Lower School

Investigate space available for improved parking areas near schools. Assist the schools in development of a sustainable transport policy. Set up a walking bus at the Lower School under the Safer Routes to School initiative.

Congestion/parking outside the Co-Op

Investigate if there is space available for improved parking. Identify key areas where parking restrictions are appropriate.

Improve safety at dangerous road junctions

Investigate the feasibility of installing roundabouts at the busiest junctions.
Consult with Central Bedfordshire Council on options to improve safety.

Need for Pelican crossing with audible indicator for safe crossing

Look into the feasibility of providing a pelican crossing with an audible indicator for a safe crossing, especially at Portnall Place.

Tackle cruise problem at Nissan

Talk with the Police and Central Bedfordshire Council to put together a strategy to combat this problem and put together an implementation plan.



Appendix C: Ridgmont Parish Plan

RIDGMONT PARISH PLAN - RECOMMENDATIONS

Proposal : That suitable traffic calming measures for Ridgmont are introduced as a matter of urgency.

Proposal : That the street parking situation in Ridgmont is reviewed by the relevant authorities and in consultation with residents and an action plan to introduce parking restrictions in selected parts of the village is drawn up.

Proposal : That the Parish Council work with the Highways Authority to review the state of the pavements in Ridgmont taking into consideration their width, their condition and access for pushchairs and people with mobility difficulties. To draw up an action plan to improve the pavements throughout the village.

Proposal : That residents are reminded that overhanging trees and bushes constitute a nuisance or hazard.

Proposal : That a comprehensive review is undertaken with residents to ascertain where there are issues about street lighting and a coherent plan drawn up to address the problems.

Proposal : That the need for bus shelters is reviewed with the local authority as is the condition of the existing bus shelter and consequent improvements carried out.

Appendix D: Lidlington Parish Plan

LIDLINGTON PARISH PLAN – ACTION POINTS

Action plan – Road transport

Improve the A507 junction.

- Find the source from which data can be found regarding risk levels at this junction.

Reduce the speed of vehicles through Lidlington.

- Request Highways to supply suitable solutions based on past experience in other villages with similar challenges have implemented.

Reduce parking problems.

- Highlight areas of difficult parking. Look into feasibility of different options and implement preferred solution.
-

Mitigate car boot traffic problems

- Are there particular regulations that could be enforced more rigidly by Bedfordshire Police?

Improve weight limit signage.

- Look for ways the signage could be improved.

Raise awareness of the Flittabus service in the community

- Timetables to be requested for distribution to village shops & community meeting points and inclusion in welcome packs

Action Plan – Rights of way

Create a path around Brogborough lake.

- Look into restoring the rights of way around the lake.

Create a cycle way to the forest centre

- Consultation is currently being carried out on getting this route created.

Address the concerns over use of the bridleways for cycling

- Undertake a survey to ascertain if work needs to be undertaken to improve the quality of bridleways for cyclists.

Action Plan – Railway

Reduce the railway crossing delays

- Concerns have been raised by the Parish Council with Marston Vale Community Rail Partnership who will investigate a solution.

Improve the safety of the pedestrian rail crossings



- Concerns have been raised with Marston Vale Community Rail Partnership who will explore solutions with network rail, possibly adding warning lights to the school crossing.

Work with Marston Vale Community Rail Partnership to extend the operating hours of passenger trains to Bank Holidays and Sundays

- Promote pilot services arranged by Marston Vale Community Rail Partnership

Raise awareness of the Marston Vale Line amongst the community

- Distribute timetables to all households in the village and include in Welcome Packs

Explore potential for Lidlington Station Adoption Group

- A public meeting will be arranged to inform residents of the benefits of station adoption and assess the level of interest

Improve signage to the station

- Install sign at junction of Church Street / High Street / Marston Road

Appendix E: Marston Moreteyne

Traffic Nuisance Plan

Traffic Nuisance					
Objective	Action Required	Leader	Partners	Timescale	Notes
Identify problem roads and identify trends	Traffic surveys	Parish Council	Beds. County Council	Every 4 years	
A reduction in the mean speed of vehicles using village roads	1. Installation of traffic calming	Parish Council	Beds County Council. Mid Beds District Council. Bedfordshire Police	Ongoing	Negotiations currently taking place regarding Station Road
	2. Increased police checks throughout day			Immediate	
Reduce the number of heavy vehicles passing through village	1. Demand enforcement of current weight restrictions.	Parish Council	Beds County Council. Mid Beds District Council. Bedfordshire Police	Immediate	
	2. Lobby for Millbrook traffic to be banned from using village as access		BCC, MBDC	Long Term	Alternative route exists via B530
	3. Lobby for new road from Millbrook to A421			Long Term	This would reduce all traffic but would only happen with further development
Eradicate dangerous and nuisance parking	1. Enforcement of current legislation.	Parish Council	MBDC	Immediate	
	2. Lobby Planning Authority to ensure new developments have adequate parking provision			Ongoing	Current Government guidelines specify 1.5 spaces per dwelling.
Reduce Traffic Generated noise	1. Ensure that the Road surface of A421 complies with latest noise reduction technology	Parish Council	BCC, Highways Agency		
	2. Ensure new A421 is adequately screened to reduce noise nuisance.				
	3. Ensure that the County Council maintains road surfaces on village roads that are subject to heavy traffic to a standard commensurate with such use.		BCC		



Appendix F: Bus Services

Bus services

Number	Operator	Type of service	Weekday Frequency	Days of operation	Communities in area served
52 Bedford to Cranfield	Stagecoach	Commercial	Hourly	Monday to Saturday	Cranfield, Lower Shelton, Upper Shelton, Marston Moreteyne
1 Cranfield to Fenny Stratford	Arriva	Commercial	Hourly	Monday to Saturday	Cranfield
158 Cranfield to Milton Keynes	Z&S International	Under contract to MK Council	2 in evening per day	Monday to Saturday	Cranfield
10 Leighton Buzzard to Milton Keynes	Grant Palmer	Supported by CBC	4 / 5	Monday to Saturday	Woburn, Ridgmont, Husborne Crawley, Aspley Guise
17 / 17A Cranfield to Milton Keynes	Z&S International	Under contract to MK Council	5	Monday to Saturday	Cranfield
138 Toddington to Milton Keynes	Litchfield	Supported by CBC	1	Tuesday	Eversholt, Milton Bryan, Woburn
139 Woburn Sands to Leighton Buzzard	Litchfield	Supported by CBC	1	Tuesday	Aspley Guise, Husborne Crawley, Woburn, Eversholt, Milton Bryan
160 Bedford to Leighton Buzzard	Stagecoach	Supported by CBC	1	Monday to Friday (schooldays only)	Upper Shelton (not 165), Lower Shelton (not 165), Marston Moreteyne, Lidlington, Brogborough, Ridgmont, Husborne Crawley, Aspley Guise, Woburn
165 Bedford to Leighton Buzzard	Stagecoach	Supported by CBC	1		
49 Connect Wootton to Leighton	South Midlands Connect	Supported by CBC	3 (2 on demand)	Monday to Saturday	Marston Moreteyne, Lidlington,

Number	Operator	Type of service	Weekday Frequency	Days of operation	Communities in area served
Buzzard					Brogborough, Ridgmont, Husborne Crawley, Aspley Guise
164 Marston Moreteyne to Flitwick (Tesco)	Cedar Coaches		1	Friday	Marston Moreteyne, Lidlington, Brogborough, Husborne Crawley, Ridgmont, Millbrook cross-roads.

Community Services

Number	Operator	Type of service	Weekday Frequency	Days of operation	Communities in area served
140 Toddington to Ampthill	Flittabus	Community	2	Wednesday and 1 st and 3 rd Saturday	Milton Bryan, Eversholt
FL2 Haynes West End to Milton Keynes	Flittabus	Community	1	2 nd Tuesday of month	Millbrook, Marston Moreteyne, Lidlington, Brogborough
FL4 Silsoe to Milton Keynes	Flittabus	Community	1	4 th Tuesday of month	Lidlington, Brogborough
FL6B Lidlington to Flitwick	Flittabus	Community	1	Thursday	Lidlington, Marston Moreteyne, Millbrook
RR1 Kempston to Milton Keynes	Road Runner	Community	1	1 st and 3 rd Tuesday of month	Marston Moreteyne, Lower Shelton, Upper Shelton, Cranfield
RR2 Kempston to Milton Keynes	Road Runner	Community	1	2 nd and 4 th Tuesday of month	Cranfield
RR3 Brogborough to Bedford	Road Runner	Community	1	Wednesday	Brogborough, Aspley Guise, Salford



Appendix G: Consultation Summary

Feedback received from the consultation undertaken on the Identifying the Solutions phase of the engagement process on the development of the Plan.

CONSULTEE	COMMENT	RESPONSE
Ridgmont Parish Council	Residents rely on services such as healthcare, shopping etc which are outside of the local area and public transport provision needs to reflect this.	Noted
	On demand bus service is welcomed although aspects of its operation could be improved.	Noted and opportunities for improved to be considered as part of Preview of public transport provision by the authority
	Poor condition of some bus stops particularly, at The Firs and outside 40 High Street, Ridgmont. The latter should be relocated somewhere safer.	Scheme included within long list for delivery
	Inadequate parking provision at Ridgmont Station or pick up / set down points	Scheme for more parking included within the long list
	Poorly maintained footways in the village together with narrow width in places	Opportunities to widen footways considered as a scheme to be included within the programme
	Lack of footpaths around the village	Scheme to plug gaps in the network included within long list
	Speeding is a problem on a number of routes into the village	Speed reduction measures considered for inclusion and schemes included within long list
	Increase in noise from the M1 due to hard shoulder running	This is an issue the Highways Agency should address as they are responsible for the M1.
	Impact of Centre Parcs and Covanta are concerns based on the rat running of traffic along the High Street.	Signing of routes in the area to be considered as a schemes in the programme
	Better enforcement of the lorry ban	Noted
Bedford Area Bus Users Society	Some parking concerns in the village	Noted. Steps to reduce speed should reduce safety concerns associated with parking.
	Would like to see an improved bus service between Cranfield and Milton Keynes, particularly if it also serves Flitwick station via Marston.	Noted
	Would welcome a transport needs survey for Cranfield the parish council are considering undertaking	Noted
Natural England	Increased delays at level crossings need to be considered if the number of trains on the Marston Vale line increase	Noted
	No comments	-

CONSULTEE	COMMENT	RESPONSE
English Heritage	Would like to see a reduction in the number of HGVs passing through Woburn to benefit the local environment and listed buildings.	Concern reflected in the LATP and scheme included within the programme long list
Cranfield Parish Council	Casualty reduction plan has been produced by the Parish Council with particular requests to lower speed limits on specific roads in the area in conjunction with new traffic calming measures to be installed	Schemes put forward have been included for consideration in the programme and assessed via the Scheme Prioritisation Framework
Marston Vale Community Rail Partnership	Forest Centre has been omitted from section 3.7 on major trip generators and should be included.	New reference included
	No reference to the Marston Gate Distribution Centre as a major trip generator which includes Amazon	New reference included
	Section 4.3 on rail services is misleading and wording should be amended. Include reference to the development of a major business case for Sunday and bank holiday services being developed by the Partnership.	Noted and will be revised when plan is reviewed
	No reference to the extension of the Marston Vale line to MK Central in 2013	Noted and will be revised when plan is reviewed
	Fig 4.1 is outdated. Should include an overlay of interconnecting bus routes. Over emphasis on the number of school pupils using the trains.	Noted and will be revised when plan is reviewed
	Schemes to be considered for inclusion: <ul style="list-style-type: none"> - mini Station Travel Plan covering Millbrook, Lidlington, Ridgmont and Aspley Guise. The partnership would be willing to assist. - Widening of footways - Shared use ped / cycleways - Cycle parking at stations - Provision of an onwards travel information point and other information provision - Provision of actual marked bus stop at Millbrook station, Aspley Guise and Ridgmont - Surfacing improvements - Car parking provision 	Schemes included for consideration in the programme and assessed through the Scheme Prioritisation Framework.
Marston Moretaine Parish Council	Children attending Wootton Upper School are currently unable to get home if attending extra curricula activities.	Noted
	Whilst Marston Moreteyne is well served by cycle paths, the actual signage could do with being improved, whilst Improvements to surfaces of existing footpaths within village are required.	Noted
	There is a need to improve the signage to Centre Parcs to ensure that traffic does not cut through villages but keeps to the main roads.	Noted



CONSULTEE	COMMENT	RESPONSE
	Enforcement of parking on double yellow lines needs improving. This is especially troublesome at the shopping vicinity in the centre of the village.	Noted
	Speeding vehicles are a constant issue in the village.	Noted and reflected in priority action areas section
	Improvements to surfaces of existing roads within village are required	Noted
	There is a negative impact of HGV vehicles within residential areas of the village, especially by vehicles going to Millbrook Proving Ground. Better enforcement of the 7.5 weight restriction is required.	Noted and reflected in priority action areas section

Appendix H: Programme of Schemes “Long List”

Ref	Scheme Name	Location	Town
CY/01	Shared use footway and cycleway between Millbrook Station and Millbrook Proving Ground	Millbrook Station and Millbrook Proving Ground	Millbrook
CY/02	Cycle parking provision at stations	Millbrook, Lidlington, Ridgmont and Aspley Guise Stations	Millbrook, Lidlington, Ridgmont and Aspley Guise
CY/03	Cycle parking provision at key trip generators	GP practice, Villahe Hall and St Marys, Woburn	Woburn
CY/04	New cycle link and signs to raise awareness of cyclists on Bedford Road	Bedford Road	Aspley Guise
CY/05	Cycle link improvements between Mill Road and Ridgmont Road, Husborne Crawley	Mill Road and Ridgmont Road, Husborne Crawley	Husborne Crawley
CY/06	Cycle link between University Way and Cranfield to connect with existing shared use path on Cranfield Road	University Way	Cranfield
CY/07	Create new shared use path on footway no.22 with upgraded surfacing and signing	Footpath No.22	Cranfield
CY/08	Upgrade NCN Route 51 through Hulcote Wood and Brogborough Landfill site	Hulcote Wood and Brogborough Landfill site	Cranfield
CY/09	Cycle link between old A421 Salford Road traffic lights and Station Road (to serve Marston Gate Distribution Park) including the upgrade of junction to facilitate cyclists crossing the old A421	Salford Road	Ridgmont
CY/10	Cycle link between Sheeptick End and Ridgmont Station with spur to Ridgmont Road	Sheeptick End and Ridgmont Station	Brogborough



Ref	Scheme Name	Location	Town
CY/11	Improvements to Station Road to improve access to for cyclists on NCN to Marston Vale Country Park	Station Road	Marston Moretaine
CY/12	Cycle link between Allen Court and FP to the rear	Allen Court	Marston Moretaine
CY/13	Cycle link between Arundel Road and Beancroft Raod	Arundel Road and Beancroft Raod	Marston Moretaine
CY/14	Improvements to Greensand Walk between Brook End and Water End	Brook End and Water End	Marston Moretaine
CY/15	Cycle link between Millbrook village and Center Parcs	Various bridleways	Millbrook
CY/16	Walking and cycling link between Millbrook village and Millbrook Station	Millbrook Station	Millbrook
CY/17	Contra-flow cycle lane on the one way route through Marston	Marston	Marston Moretaine
CY/18	Cycleway to the Forest Centre from Lidlington	Various routes	Lidlington
FR/01	Weight limit for HGVs through Woburn	Woburn wide	Woburn
FR/02	Weight restriction on the old A421	Old A421	LATP wide
FR/03	Weight limit signing into village	Lidlington	Lidlington
FR/04	HGV ban on inappropriate roads in Marston Moretaine, Brogborough and surrounding areas	Various routes	Marston Moretaine / Brogborough
GT/01	Speed reduction measures on key routes into Ridgmont	Eversholt Road, Station Road and High Street	Ridgmont

Ref	Scheme Name	Location	Town
GT/02	Signing of routes to minimise through traffic in villages, particularly freight	LATP wide	LATP wide
GT/03	Speed reduction measures and changes to speed limits on approaches to and within Cranfield, including 20mph zone on the High Street	College Road, North Crawley Road and Bourne End Road / Beancroft Road, Roxhill Road, Marston Hill junction / High Street, Moulsoe Road	Cranfield
GT/04	Speed reduction measures on key routes into Aspley Guise and Woburn Sands	Bedford Road, West Hill, Weathercock Lane, Salford Road.	Aspley Guise / Woburn Sands
GT/05	Junction improvements in the village	Woburn Lane / The Square Weathercock Lane / West Hill / Woodside crossroads	Aspley Guise / Woburn Sands
GT/06	Junction improvement on access from Lidlington to the A507	A507	Lidlington
GT/07	Speed reduction measures on key routes into Lidlington	Lidlington	Lidlington
GT/08	Speed reduction measures on key routes into Marston Moretaine	Marston Moretaine	Marston Moretaine
PR/01	Additional car parking at Ridgmont station	Ridgmont Station	Ridgmont
PR/02	Additional car parking at Millbrook Station	Millbrook Station	Millbrook
PR/03	Additional car parking at Aspley Guise station	Aspley Guise station	Aspley Guise



Ref	Scheme Name	Location	Town
PT/01	New and relocated bus stop in Ridgmont	Outside 40 High Street	Ridgmont
PT/02	Bus stop improvement programme across the Plan area, particularly at the stations	LATP wide	LATP wide
PT/03	Station Travel Plan covering Millbrook, Lidlington, Ridgmont and Aspley Guise, with on site travel information availability also improved. The partnership would be willing to assist.	All stations in LATP area	Millbrook, Lidlington, Ridgmont and Aspley Guise
PT/04	Removal of bus shelter on corridor no longer served	Upper Shelton Road	Marston Moretaine
PT/05	Real time information provision at bus stops	LATP wide	LATP wide
PT/06	Development of a transport information website	LATP wide	LATP wide
PT/07	New timetables and bespoke maps at bus stops	LATP wide	LATP wide
SRS/01	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Aspley Guise Lower School	Aspley Guise
SRS/02	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments (Level 3 intervention).	Church End Lower School	Church End
SRS/03	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Eversholt Lower School	Eversholt
SRS/04	Level 4 intervention	Husborne Crawley Lower School	Husborne Crawley

Ref	Scheme Name	Location	Town
SRS/05	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Cranfield Lower School	Cranfield
SRS/06	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments (Level 3 intervention).	Ridgmont Lower School	Ridgmont
SRS/07	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Shelton Lower School	Marston Moretaine
SRS/08	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Swallowfield Lower School	Woburn Sands
SRS/09	Development of a School Safety Zone incorporating: 20 mph signage (Level 1 intervention).	Thomas Johnson Lower School	Lidlington
SRS/10	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention).	Woburn Lower School	Woburn
SRS/11	Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments (Level 3 intervention).	Holywell Middle School	Cranfield
WK/01	Widening of footways within Ridgmont	High Street near the school and nursery	Ridgmont
WK/02	New footways to be provided to plug gaps in rural routes	Greensand Ridge Path	Ridgmont
WK/03	Widening of the footway on Station Road, Marston	Between the Social Club and Millbrook Station, Station Road	Marston Moretaine



Ref	Scheme Name	Location	Town
WK/04	Controlled pedestrian crossing points	Bedford Street and Leighton Street	
WK/05	Signing of the rural rights of way network	LATP wide	LATP wide
WK/06	Development of shared space in the centre of Marston Moretaine	Village centre	Marston Moretaine
WK/07	New footpath along Moulsoe Road	Moulsoe Road	
WK/08	New footpath along College Road and Crawley Road between Cranfield University and Cranfield village	College Road and Crawley Road	Cranfield
WK/09	Pedestrian improvements in the Square	The Square	Aspley Guise / Woburn Sands
WK/10	New pedestrian crossing on Bedford Road / West Hill	Bedford Road / West Hill	Aspley Guise / Woburn Sands
WK/11	Pedestrian crossing on Crane Way	Crane Way	Cranfield
WK/12	Installation of dropped kerbs throughout the village	Cranfield	Cranfield
WK/13	Pedestrian crossing on Portnall Place	Portnall Place	Cranfield
WK/14	Footpath around Brogborough Lake	Brogborough Lake	Lidlington

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