



LATP 3 Review

March 2022

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Revision History

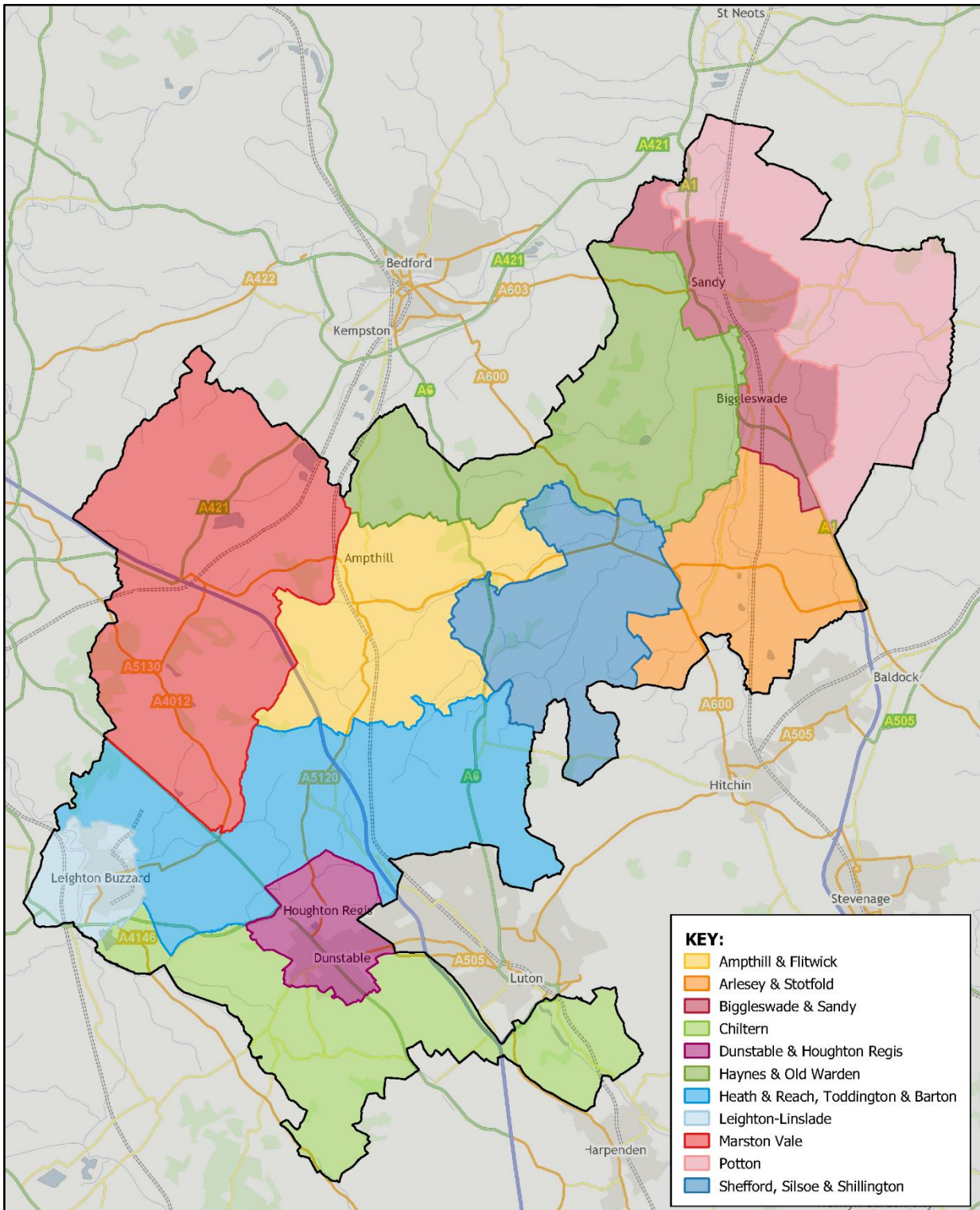
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Background

In 2011 Central Bedfordshire Council produced a series of Local Area Transport Plans (LATPs). The LATPs were initially produced to cover the growth areas of Dunstable and Houghton Regis, Leighton-Linslade, Biggleswade and Sandy, and Arlesey and Stotfold, and were subsequently rolled out to cover the whole of the authority over the following two years. It formed part of the Local Transport Plan (LTP) for Central Bedfordshire (which was initially set out to cover the period between April 2011 and March 2026). The LATPs were each intended to be a 3-year rolling programme of specific transport schemes, updated on an annual basis. The LATPs were split into 11 areas as set out in the plan below:



The aim of this document is to review the works completed in the lifetime of this LTP (since 2011) and to consider the strategic way forward with regards to the delivery of highway improvement schemes.

What is the Local Transport Plan?

The Local Transport Plan (LTP) forms a long-term framework for investment in transport infrastructure and services across the whole of Central Bedfordshire. It considers the needs of all forms of transport particularly walking, cycling, buses, rail, and car use. It is a statutory requirement for the authority to produce and maintain the LTP; it has been the method through which Central Government funds local transport schemes since 2000. The aim of the plan is to enable a strategic approach to the delivery of transport schemes, and to help secure lasting changes in travel behaviour. The current LTP (LTP3) was adopted in April 2011. Previous LTPs (LTP1 & LTP2), were produced by the County Council and had 5-year timeframes.

A journey purpose-based approach formed the basis to the LTP to emphasize the fact that people travel for a reason, to recognise the role transport plays in delivering wider objectives in relation to economic, social, and environmental priorities, and to enable the integrated delivery of interventions which benefit different types of road user. On this basis the objectives of the LTP relate to increasing the ease with which individuals can undertake specific trips to:

- Work
- Education
- Healthcare
- Supermarkets and local shopping centres
- Leisure and tourism facilities

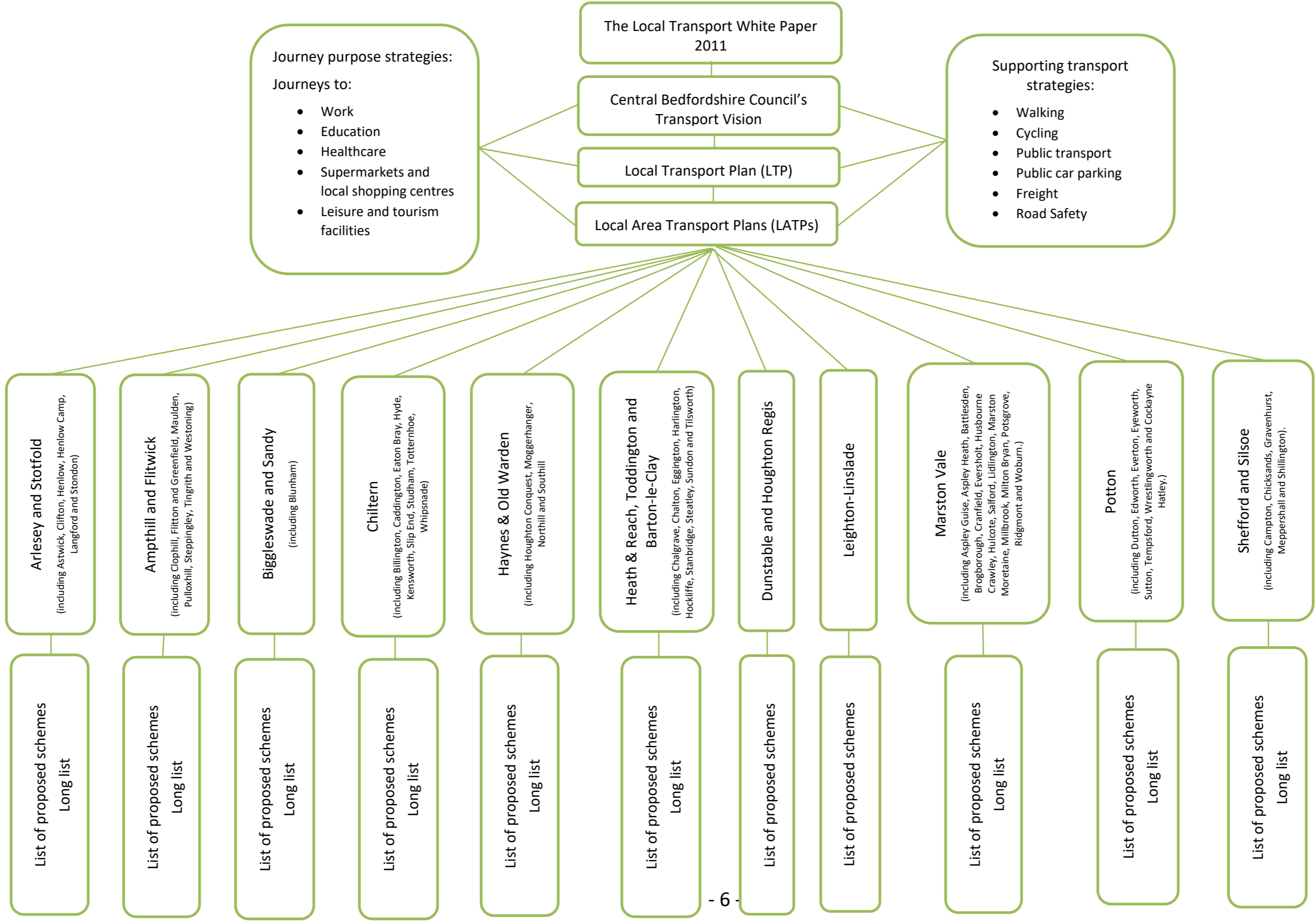
Objectives are also included relating to the transportation of freight and ensuring that the key role it plays in the economic growth of the authority can be nurtured, whilst minimising the impact of HGVs on local communities.

Associated with each of these journey purposes, a series of priorities were identified to enable investment to be focused in those areas of greatest need across Central Bedfordshire, in terms of transport fulfilling its role whilst contributing towards the wider objectives of the authority.

Central Bedfordshire Council's Transport Vision

The vision of the Local Transport Plan for Central Bedfordshire (as of 2011) is that by 2026 it will be: "Globally connected, delivering sustainable growth to ensure a green, prosperous and ambitious place for the benefit of all by creating an integrated transport system that is safe, sustainable and accessible".

How does the vision, LTP and LATP relate to one another?



What was the purpose of LATPs?

The Local Area Transport Plans (LATPs) applied the strategic approach established within the Local Transport Plan (LTP) at a local level, highlighting problems and issues and the specific transport schemes that were funded to address them. The LATPs reflected the localism agenda of Central Government at the time and enabled local people to have greater ownership and involvement in transport provision in their area.

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

- Consultation with residents and Elected Members
- Census data and the Central Bedfordshire Householder Travel Survey
- Previous studies and reports including Town and Parish Plans
- Feedback from working groups, Town and Parish Councils and other stakeholders
- Future growth predictions and site allocations in the Development Strategy
- Travel Plans in place at schools, workplaces, and new residential developments

LATP Scheme Priority

Each LATP included a list of proposed improvement schemes. The list included schemes:

- identified as important and necessary by Officers and Engineers responsible for different elements of transport provision.
- Suggestions based on the aspirations of local representatives and members of the public drawn out in the consultation exercises, and through the assessment of best practice.

In most but not all cases a 'long list' of schemes was produced for each LATP area. These long lists comprised largely of aspirational schemes in the expectation that funding would become available at a future date to allow them to be taken forward.

Each scheme in the 'long list' was subsequently scored against the criteria as set out in the Scheme Prioritisation Framework, and if funding was available those which scored highest were included within the programme in subsequent years to the initial 3 years that the LATPs were planned for.

Scheme Prioritisation Framework

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

Funding

The programme consisted of schemes which were funded through the Integrated Transport Block (ITB) budget received from central government. This means that they had to be capital schemes relating to the provision of infrastructure, as opposed to revenue schemes which involve ongoing costs and relate to maintenance and the operation of services. The breakdown of this funding between the LATPs was split by the relative population size of each area. Other funding sources were also included within the LAMP programmes.

Rural Match Fund

This provided the opportunity for Town and Parish Councils outside of the main urban areas (Dunstable and Houghton Regis, Leighton-Linslade and Biggleswade) to put forward suggestions for schemes they wished to see delivered within their areas, and which they were prepared to contribute financially towards. The “rural match fund” were then allocated to those schemes that demonstrated the greatest compatibility with the criteria within the Scheme Prioritisation Framework.

Local Safety Schemes

A budget was made available for each financial year to implement local safety schemes on an authority wide basis. This gave the opportunity for the continued analysis of collision data and for any necessary engineering interventions to be realised.

Developer Contributions

Developer contributions are funds secured by the authority from developers, to be used to mitigate the direct impact of any specific development. As such there are often clauses attached to the funding in terms of how, where and on what the authority can allocate the funding.

Section 106 Agreements (S106)

Involve developers providing a financial contribution to mitigate the impact of their development on the local area.

Section 278 Agreements (S278)

Involve developers carrying out work on the public highway, to mitigate the impact a new development may have.

Community Infrastructure Levy (CIL)

Is a levy on new developments which will help to fund new transport infrastructure across the authority where it is required, to facilitate growth and mitigate the increase in travel demand.

Other funding sources

It may be possible for the authority to bid for or receive other external funding from a variety of sources for a specific reason or area of work, for example Growth Area Funding (GAF), Dunstable Town Centre Improvements (National Highways) and Cycle Innovation Fund, various locations, (Department for Transport).

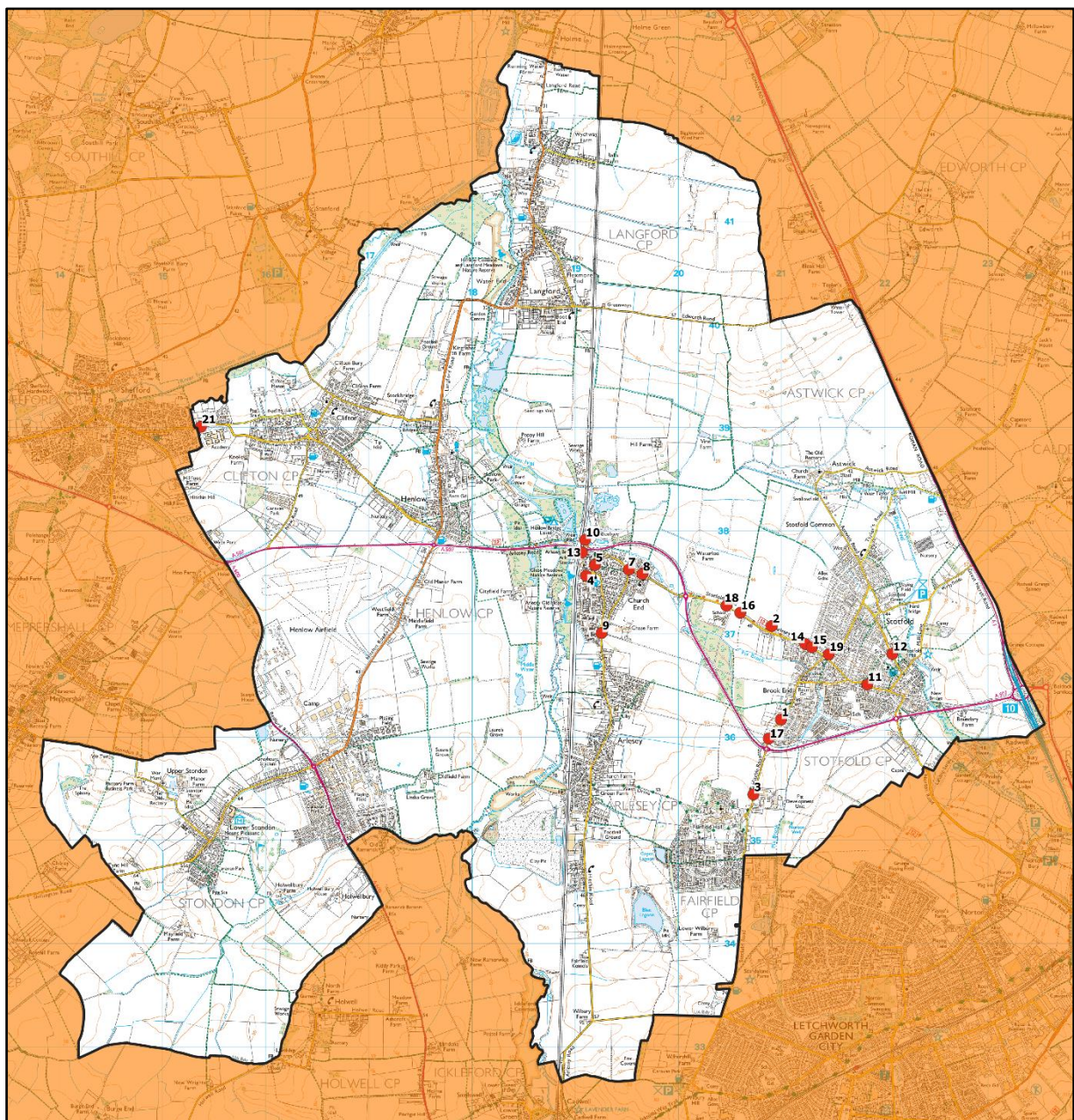
What schemes have been delivered from the LATP?

The schemes that were delivered from the proposed LATP programme have been plotted on a plan, to summarise the completed work for each area. If any additional schemes were delivered, they are listed below.

Arlesey and Stotfold

(including Astwick, Clifton, Henlow, Henlow Camp, Langford and Stondon)

Arlesey and Stotfold have seen several improvements and additions to their cycle networks including new shared use paths, cycle destination signs and road markings. School Safety Zones have been implemented at two schools. Public transport facilities have been upgraded across the area, including new bus stop flags and timetable cases, a new bus shelter and Realtime information screens.



Schemes in the LAMP Programme for Arlesey and Stotfold that were delivered

| No. | Scheme Type | Description |
|----------------|--------------------|---|
| 1 (CY-18) | Cycling | Shared use path - Hitchin Road & Valerian Way, Stotfold (to junction with High Street) |
| 2 | Walking/Cycling | Landscaping works - Stotfold Road, Arlesey & Arlesey Road, Stotfold (between Arlesey & Stotfold) |
| 3 | Walking/Cycling | Landscaping works - Hitchin Road, Stotfold (between A507 & Fairfield Park) |
| 4 (CY-09) | Cycling | Cycle link - The Rally, Arlesey |
| 5 | Walking | Amendments to pedestrian barriers on the footpath - Church Lane, Arlesey |
| 7 | Walking/Cycling | Pedestrian refuge island & cycle route signs at junction - House Lane & Stotfold Road, Arlesey |
| 8 | Walking/Cycling | Shared use path, including cycle route signs & road markings - House Lane to Stotfold Road, Arlesey |
| 9 | Cycling | Removal of traffic islands - High Street, Arlesey |
| 10 (CY-07) | Cycling | Cycle parking - Rail Station, Arlesey |
| 11 | Cycling | Uncontrolled crossing points - High Street, Stotfold |
| 12 (SSZ-04) | Cycling | Build-outs with uncontrolled crossing & coloured surfacing outside St. Mary's CoE Academy - Rook Tree Lane, Stotfold |
| 13 | Cycling | Cycle symbols & refreshed junction markings - Old Oak Close, Arlesey |
| 14 (CY/05) | Cycling | Priority pedestrian & cycle crossing at the entrance to Larksfield Medical Centre - Arlesey Road, Stotfold |
| 15 | Cycling | Shared use path improvements from Larksfield Medical Centre entrance to Regent Street junction - Arlesey Road, Stotfold |
| 16 | Walking/Cycling | Shared use path linking to Etonbury School - Stotfold Road, Arlesey |
| 17 | Cycling | Cycle signs & road markings at the crossing point - Hitchin Road, Stotfold (leading to the A507 underpass) |
| 18 (WK-05) | School Safety Zone | Zebra crossing on a raised table at Etonbury Academy - Stotfold Road, Arlesey |
| 19 | Public Transport | New bus stop with raised kerb, flag and timetable case - Regent Street, Stotfold |

| No. | Scheme Type | Description |
|---------------|--------------------|---|
| 21 (GT/05) | School Safety Zone | Uncontrolled crossing point on raised table & part time 20mph zone outside Samuel Whitbread Academy - Shefford Road, Clifton |
| 22 (PT/06) | Public Transport | Real time information provision at bus stops in each of the main settlements in the Plan area – Arlesey, Stotfold, Clifton, Henlow, Langford and Stondon. |

Additional schemes delivered

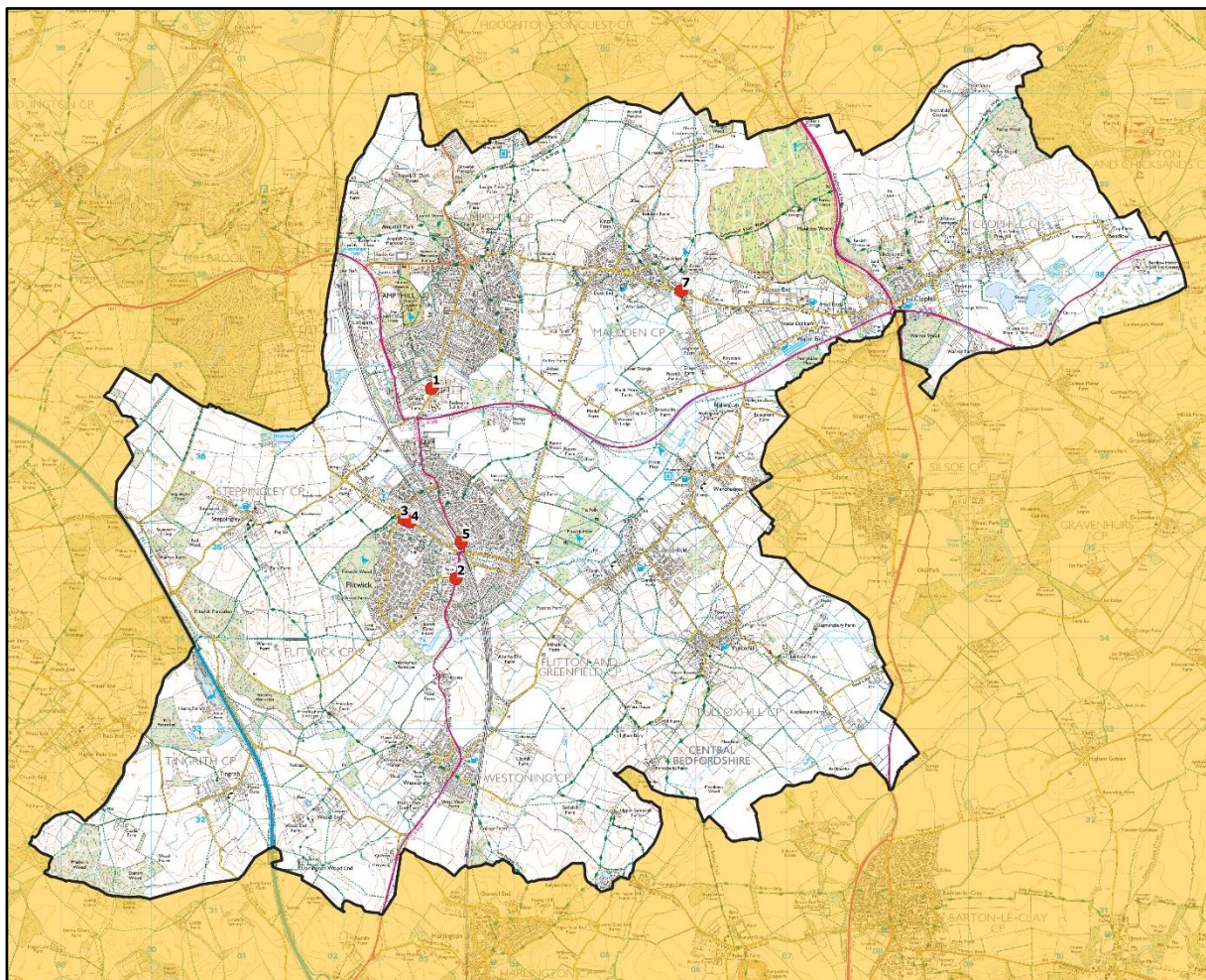
| No. | Scheme Type | Description |
|---------|-----------------|--|
| (CY-27) | Cycling | Improvements for cyclists & pedestrians at High Street / Brook Street junction together with new contra-flow cycle lane along Brook Street, Stotfold |
| (CY-26) | Cycling | Provide a shared use path on Hitchin Road between the junction with High Street and the junction with Valerian Way, Stotfold |
| (GT-03) | General Traffic | Review the speed limit on Wrayfields, Malthouse Lane and Mill Lane (and Taylor Road and Astwick Road), Stotfold looking to reduce it from 60mph to 30mph |
| (CY-23) | Cycling | Upgrade the existing shared use path on Hitchin Road between the junction with the A507 (North) and North Drive (South) at Fairfield Park |
| (WK-14) | Walking | Improve the junction of Church Road and Regent Street, Stotfold to facilitate pedestrian movements in the vicinity of the shop. |
| (CY-24) | Cycling | Provide a cycle crossing of Norton Road and a shared use path link to Murrell Lane, Stotfold - to form part of NCN12 |
| (CY-12) | Cycling | Illumination of the cycle path / roadway between Clifton and Henlow (Stockbridge Road) |
| (CY-22) | Cycling | Install measures to improve the safety of cyclists travelling between Lower Stondon and Meppershall along Hillside Road, Meppershall Road and Stondon Road, Stondon (speed limit reduction). |

See **Appendix A** for schemes included in the LAMP programme for Arlesey and Stotfold that were not delivered, and schemes that remain on the 'long list'.

Amphill and Flitwick

(including Clophill, Flitton and Greenfield, Maulden, Pulloxhill, Steppingley, Tingrith and Westoning)

Amphill, Flitwick, and the surrounding areas have seen several School Safety Zones implemented. Traffic calming in the form of raised table junctions have been implemented at three key junctions in Flitwick. Public transport facilities have been upgraded across the area, including new bus stop flags, timetable cases and new bus shelters.



Schemes in the LTP Programme for Amphill and Flitwick that were delivered

| No. | Scheme Type | Description |
|--------------|-----------------|--|
| 1 (CY/01) | Walking/Cycling | Shared use path to the junction with Tavistock Avenue - Flitwick Road to A507, Amphill |
| 2 | General Traffic | Raised table at the junction - Dunstable Road & Temple Way, Flitwick |
| 3 | General Traffic | Raised table at the junction - Manor Way & Steppingley Road, Flitwick |

| No. | Scheme Type | Description |
|---------------|--------------------|---|
| 4 | General Traffic | Raised table at the junction - Steppingley Road & Billington Close, Flitwick |
| 5 (GT/09) | Public Transport | Bus shelters added/replaced at two bus stops & real-time info added - High Street, Flitwick |
| 7 (SRS/10) | School Safety Zone | Two uncontrolled crossing points on raised tables & a 20mph zone outside Maulden Lower School - Amphill Road, Maulden |

Additional schemes delivered

| No. | Scheme Type | Description |
|---------------|------------------|--|
| 8 (WK/05) | Walking | Removal of guard railing and the provision of a direct replacement crossing point at the junction of The Avenue and Station Square. |
| 9 (GT/16) | General Traffic | Feasibility study into the introduction of a 20mph speed limit in Flitwick town centre and on the A5120 through Westoning. |
| 10 (PT/02) | Public Transport | Development of a council travel information website to highlight transport provision across the authority. See https://www.cbtravelchoices.co.uk/ |
| 21 (CY/12) | Cycling | New cycle stands and lockers at Flitwick Station |
| 40 (GT/01) | General Traffic | Raised speed tables on main corridors, Church Street, Woburn Street, Bedford Street and Dunstable Street, Amphill. |
| 47 (GT/08) | General Traffic | Speed reduction measures on the A6 near Clophill. |
| 49 (GT/11) | General Traffic | Introduce speed reduction measures through the centre of Maulden, together with 40mph speed limit buffers on approaches to the village, Clophill Road, Flitwick Road, and others |
| 50 (GT/12) | General Traffic | Speed reduction measures (chicanes), Fordfield Road, Steppingley. |
| 52 (GT/14) | General Traffic | Reduce the speed limit through Westoning and between Westoning and Flitwick, A 5120. |
| 57 (PR/04) | Parking | Resident's parking scheme in the vicinity of Flitwick station. |
| 58 (PR/05) | Parking | New parking restrictions near Flitwick Lower School, Temple Way, Flitwick |

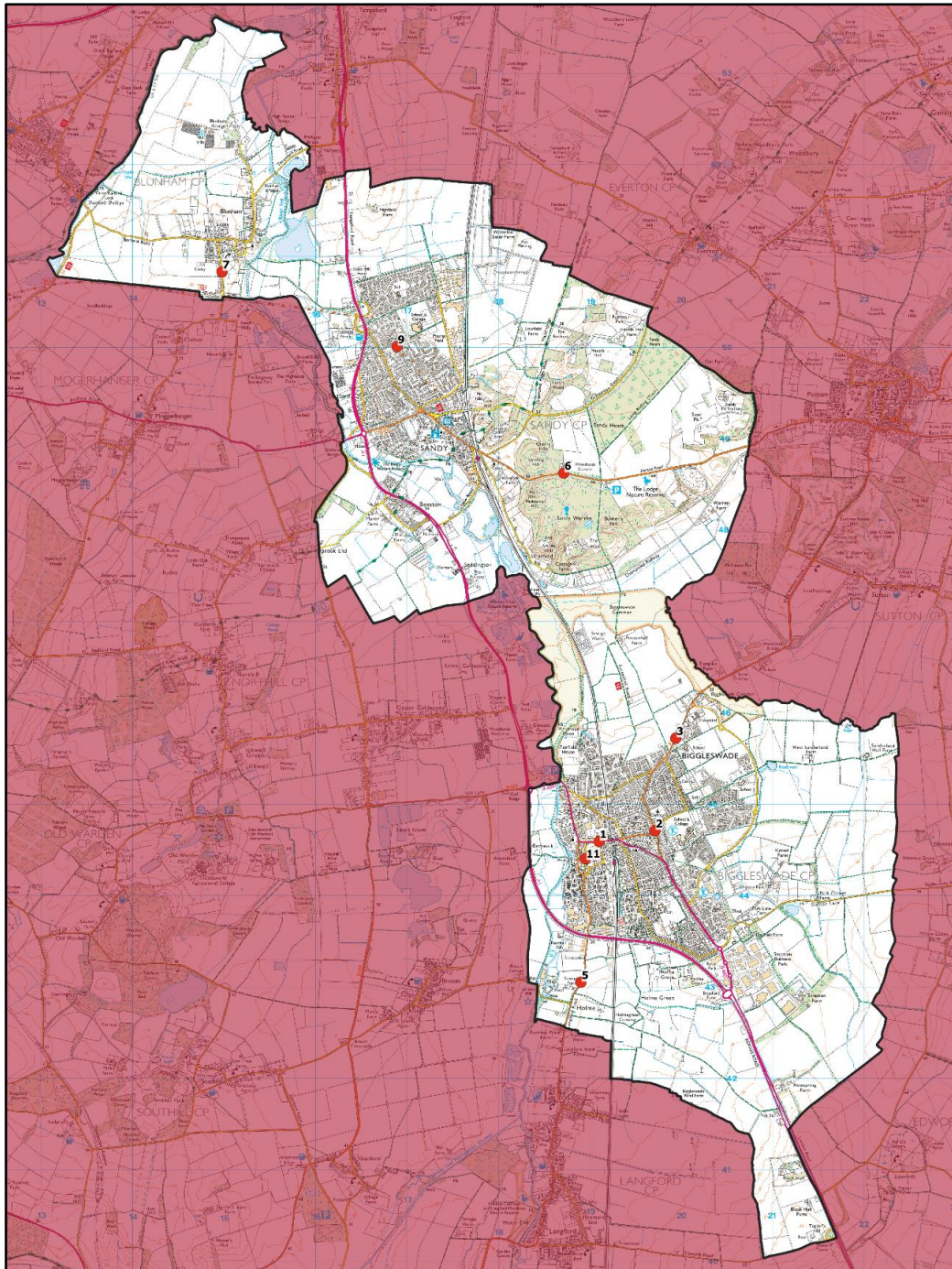
| No. | Scheme Type | Description |
|----------------|--------------------|--|
| 61 (PT/01) | Public Transport | Provision of real time information Identify key stops on main routes. RTI installed at two bus stops on High Street, Flitwick. |
| 68 (SRS/01) | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage (Level 1 intervention), Firs Lower School, Ampthill |
| 69 (SRS/02) | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage (Level 1 intervention). Alameda Middle School |
| 70 (SRS/03) | School Safety Zone | Development of a School Safety Zone, Redbourne Upper School |
| 71 (SRS/04) | School Safety Zone | Pedestrian build-out near to school and new 20mph speed limit on the High Street, St Marys Lower School, Clophill |
| 72 (SRS/05) | School Safety Zone | Development of a School Safety Zone, Flitwick Lower School, Flitwick |
| 82 (WK/04) | Walking | Revised controlled pedestrian crossing, Windmill Road / Ampthill Road junction, Flitwick |
| 83 (WK/05) | Walking | Removal of guard railing and other unnecessary street clutter and provision of new crossing point on The Avenue, Flitwick |
| 85 (WK/07) | Walking | New walking and cycle link including path and new archway under the bridge, Froghall Road, Flitwick |

See **Appendix B** for schemes included in the LAMP programme for Ampthill and Flitwick that were not delivered, and schemes that remain on the 'long list'.

Biggleswade and Sandy

(including Blunham)

Biggleswade and Sandy area has seen several pedestrian crossing upgrades, including uncontrolled and controlled. Realtime information has been implemented at a few key bus stops throughout the area, and all bus stop flags have been replaced.



| No. | Scheme Type | Description |
|---------------|------------------|---|
| 1 | Cycling | Cycle parking - Biggleswade Town Centre (various locations) |
| 2 | Walking | Uncontrolled crossing point - Drove Road, Biggleswade (near to junction with Hitchmead Road) |
| 3 | Walking | Zebra crossing installed - Potton Road, Biggleswade (near to junction with Presland Drive) |
| 5 | Walking | Footway upgrade - Langford Road, Biggleswade (from Langford to Biggleswade) |
| 6 | Walking | Shared use path from Sandy towards RSPB - Potton Road, Sandy |
| 7 | Walking | Uncontrolled crossing upgraded - Station Road, Blunham |
| 9 | Public Transport | Bus turning circle & bus stop upgrade - Engayne Avenue, Sandy |
| 10 | Public Realm | Removal of pedestrian guardrail and decluttering, Biggleswade town centre. |
| 11 | Multi-modal | Shared space scheme - Hitchin Street, Biggleswade |
| 8 (PT/06) | Public Transport | Replace 50 bus stop flags and timetable cases across the Plan area |
| 12 (WK/05) | Cycling | Shared use signalised crossing of the High Street and links to Crab Lane and Back Street, Biggleswade |
| 15 (CY/23) | Cycling | Upgrade the footway in front of Sandy Baptist Church to shared use, providing a cycle link between the High Street and King's Road, Sandy |
| 19 (WK/11) | Walking | Zebra pedestrian crossing on Shortmead Street, near Brunt's Lane, Biggleswade |
| 35 (CY/21) | Cycling | Upgrade BW20 between Sunderland Road and Medusa Way to allow shared use, Sandy |
| 38 (CY/09) | Cycling | Make improvements to each of the crossings along NCN51 between Sandy, Blunham and Danish Camp. |
| 44 (WK/08) | Walking | Provide a formal crossing of London Road close to the junction with Eagle Farm Road, London Road, Biggleswade |

| No. | Scheme Type | Description |
|---------------|-----------------|--|
| 49 (CY/05) | Cycling | Safety improvements for cyclists using Station Road / Blunham Road to travel between Blunham and Moggerhanger, together with improved crossing of Station Road for cyclists using NCN 51 |
| 50 (GT/01) | General Traffic | Improve the junction of Eagle Farm Road, Drove Road and London Road, Biggleswade |

Additional schemes delivered

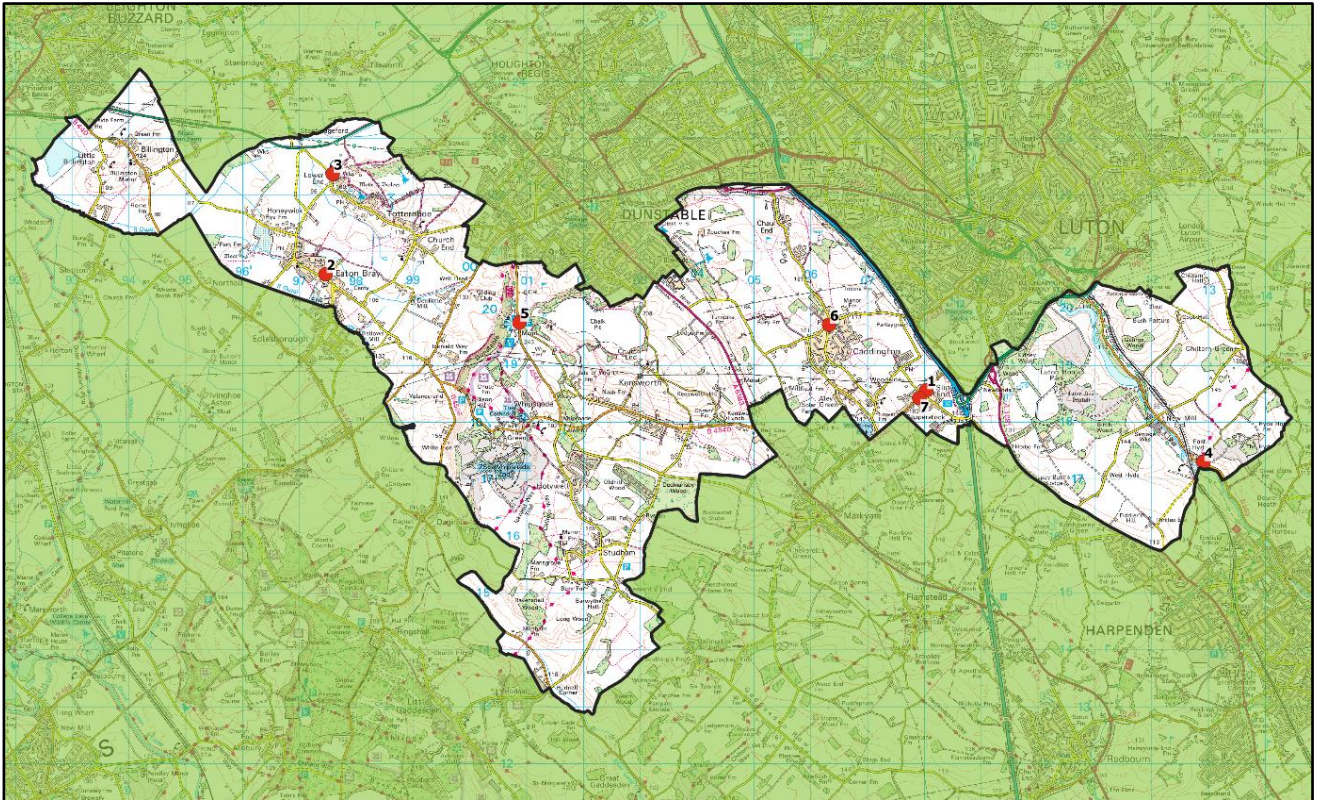
| No. | Scheme Type | Description |
|---------------|-----------------|--|
| 2 (CY/03) | Cycling | Cycle route from Sandy to Pottton (part) |
| 3 (CY/02) | Cycling | Cycle route alongside Langford Road to link Biggleswade and Langford, including widening a section between the Sheep Walk and Southill Road for improved pedestrian access, with further links to High Street and the Railway Station. |
| 6 (WK/01) | Walking | Improved lighting, signage, and information in pedestrian areas of the town centre, High Street, and surrounding roads Biggleswade |
| 13 (CY/01) | Cycling | Extended and improved cycle parking and signage, Hitchin Street Biggleswade and other locations |
| 29 (CY/11) | Cycling | Secure a right of way and provide a multi-user path between the northern approach to the A1 Beeston Bridge and The Baulk, following the desire link path across the open space, Sandy. |
| 42 (GT/02) | General Traffic | Junction improvements at Station Road, Back Street, Bonds Lane interchange, Biggleswade |

See **Appendix C** for schemes included in the LATP programme for Biggleswade and Sandy that were not delivered, and schemes that remain on the 'long list'.

Chiltern

(including Billington, Caddington, Eaton Bray, Hyde, Kensworth, Slip End, Studham, Totternhoe and Whipsnade)

The Chiltern area has benefited from a 7.5 tonne weight limit across a large proportion of the area to limit freight movements. A raised table junction in Caddington has helped to improve safety at the junction and reduce vehicle speeds.



Schemes in the LATP Programme for the Chiltern area that were delivered

| No. | Scheme Type | Description |
|---------------|--------------------|---|
| 1 (WK/06) | Walking | Build-out with uncontrolled crossing & raised table - Church Road, Slip End (near to junction with Summer Street) |
| 2 (SSZ/01) | School Safety Zone | School safety zone - High Street & School Lane, Eaton Bray |
| 3 (FR/01) | Freight | 7.5 tonne weight limit as part of Area Wide Weight Limit - Totternhoe (all of village) |
| 4 (FR/03) | Freight | Installation of 'Unsuitable for HGV signs' - Farris Lane, East Hyde |
| 5 (PK/02) | Parking | Oak bollards to prevent parking at junction - Isle of Wight Lane & Whipsnade Road, Kensworth |

| No. | Scheme Type | Description |
|--------------|-----------------|--|
| 6 (GT/07) | General Traffic | Raised table at junction - Manor Road & Dunstable Road, Caddington |
| 7 (PK/01) | Parking | Residential parking problems Slip End (feasibility study) |

Additional schemes delivered

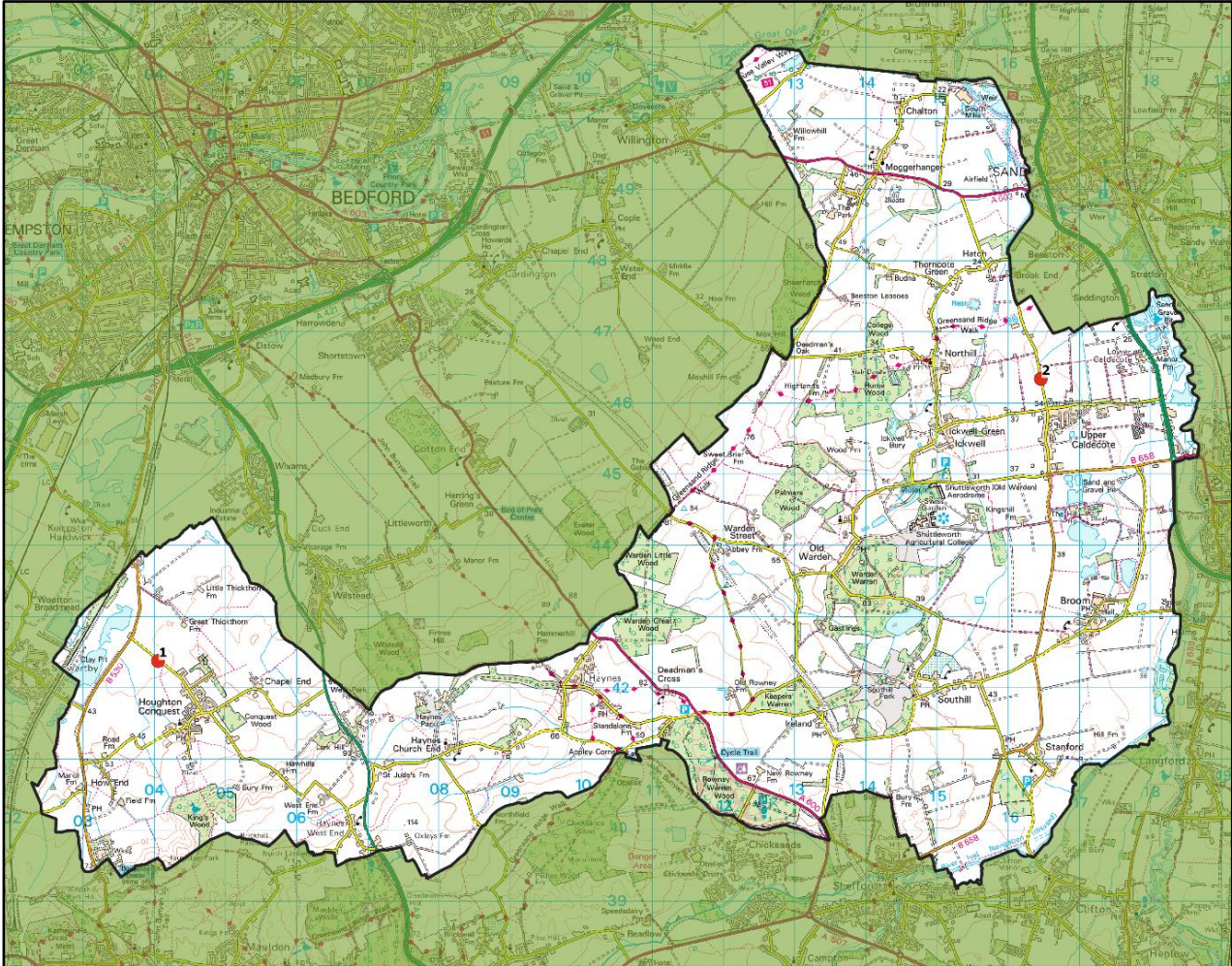
| No. | Scheme Type | Description |
|---------------|--------------------|---|
| (PT/01) | Public Transport | Bus stop improvements / repairs, Totternhoe |
| (FR/02) | Freight | HGV impact reduction, Slip End |
| (GT/01) | General Traffic | Reduce number or impact of large vehicles through village and provide safe passing point on Slapton Rd (Assess planning obligations, signage, installation of passing point). Village centre & Slapton Rd (specifically a pinch point and bend approaching the exit from Little Billington towards Slapton). Completed as part of Area Wide Weight Limit. |
| (GT/02) | General Traffic | Speed reduction measures through the village, B440 Billington |
| (GT/15) | General Traffic | Junction Improvements - Newlands Rd / London Rd, Slip End. |
| (SSZ/04) | School Safety Zone | School Safety Zone - Slip End Village School to level 2 Ross Way and route to school, Slip End |
| (SSZ/05) | School Safety Zone | School Safety Zone - Kensworth Lower to level 3, Common Road, Kensworth |
| (SSZ/06) | School Safety Zone | School Safety Zone - Studham Lower, Church Road |
| (WK/04) | Walking | Pedestrian crossing - Manor Rd, Caddington |
| 42 (FR/04) | Freight | HGV impact reduction, lay-by on the A1081, Hyde |

See **Appendix D** for schemes that remain on the 'long list'. All schemes on the LTP programme were delivered.

Haynes & Old Warden

(including Houghton Conquest, Moggerhanger, Northhill and Southill)

The Haynes and Old Warden area has seen several public transport improvements, including new bus stop flags, timetable cases and a new bus stop shelter. Houghton Conquest has benefited from a traffic calming scheme.



Schemes in the LTP Programme for Haynes and Old Warden that were delivered

| No. | Scheme type | Description |
|-----|-----------------|---|
| 1 | General Traffic | Chicane & 2 x raised tables - Bedford Road, Houghton Conquest |
| 2 | General Traffic | 40mph speed limit buffer - Vinegar Hill, Upper Caldecote, Northhill |
| 3 | Cycling | Cycle route improvements from Old Warden, Upper and Lower Caldecote, and Biggleswade – Feasibility study. |

Additional schemes delivered

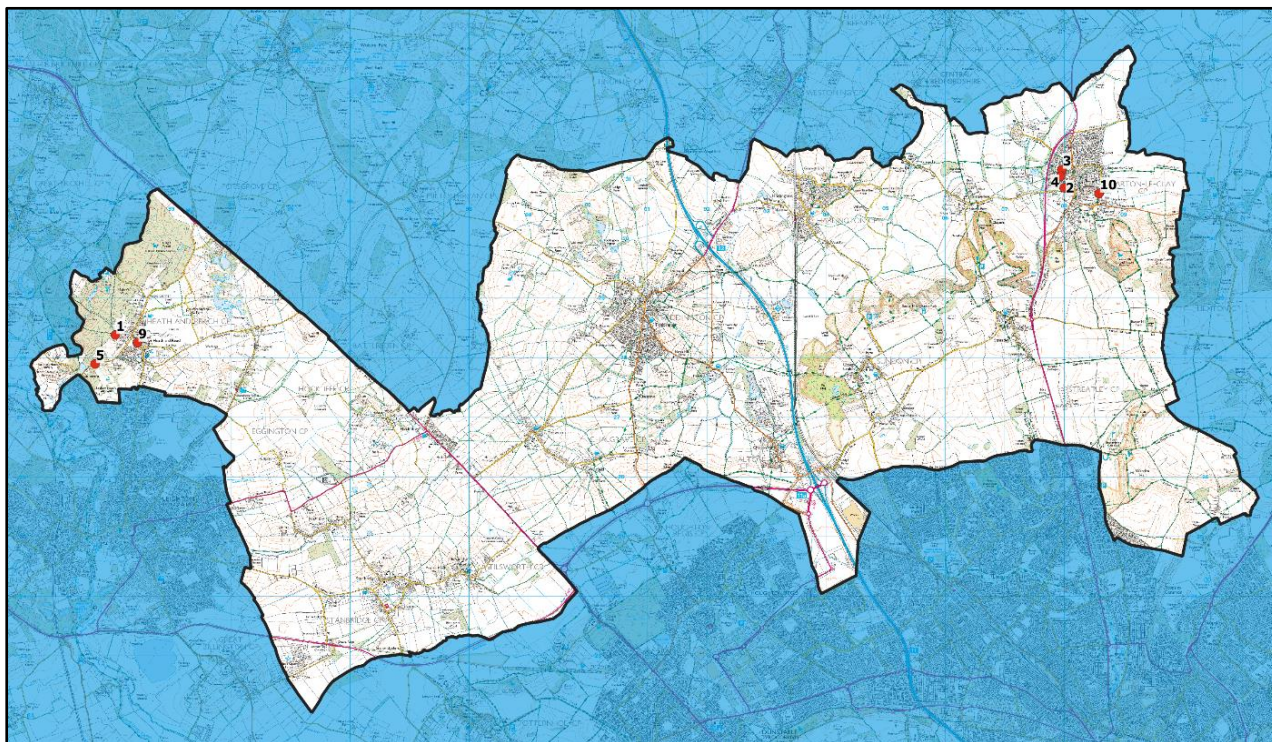
| No. | Scheme type | Description |
|---------|------------------|---|
| (PT/01) | Public Transport | New timetable cases at bus stops – Route 42, Houghton Conquest. |
| (PT/03) | Public Transport | New timetable cases at bus stops – Routes 73 and 74. Moggerhanger, Northill, Upper Caldecote. |
| (PT/04) | Public Transport | New timetable cases at bus stops – Routes 71 and 72, Haynes. |
| (GT/10) | General Traffic | New horse warning sign, including solid white lines. Bedford Road, Northill. |

See **Appendix E** for schemes that remain on the 'long list'. All schemes on the LTP programme were delivered.

Heath & Reach, Toddington and Barton-le-Clay

(including Chalgrave, Chalton, Eggington, Harlington, Hockliffe, Stanbridge, Steatley, Sundon and Tilsworth)

This area has seen several improvements and additions to the cycle network. Bus stop flags have been replaced throughout the area. Heath and Reach has benefited from a traffic calming scheme, including two raised zebra crossings.



Schemes in the LTP Programme for Heath & Reach, Toddington and Barton-le-Clay that were delivered

| No. | Scheme Type | Description |
|----------------|-------------|---|
| 1 (H/CY/02) | Cycling | Development of village cycle network: Route into Rushmere Park, Thrift Road, Heath & Reach |
| (B/CY/01) | Cycling | Signage of village cycle routes, Barton-le-Clay |
| 2 (B/CY/02) | Cycling | Development of village cycle network: Sharpenhoe Road & Brookend Drive, Barton-le-Clay |
| 3 (B/CY/02) | Cycling | Development of village cycle network: Cycle access through the bus gate - Franklin Avenue & Ravensburgh Close, Barton-le-Clay |
| 4 (B/CY/02) | Cycling | Development of village cycle network: Brookend Drive & Franklin Avenue, Barton-le-Clay |

| No. | Scheme Type | Description |
|------------------|---------------------------|--|
| 5 (H/CY/02) | Cycling | Signage of village cycle routes: route into Rushmere Park, Linslade Road, Heath & Reach |
| 6 H/PT/06 | Public Transport | Provision of replacement flags, timetable cases, and bespoke timetables at bus stops across plan area (Heath & Reach) |
| 7 T/PT/07 | Public Transport | Provision of replacement flags, timetable cases, and bespoke timetables at bus stops across plan area (Toddington) |
| 8 B/PT/02 | Public Transport | Provision of replacement flags, timetable cases, and bespoke timetables at bus stops across plan area (Barton-Le-Clay) |
| 9 (H/MM/01) | General Traffic / Walking | Raised zebra crossings - Birds Hill / Linslade Road. Raised tables with uncontrolled crossing points - Leighton Road / Woburn Road Heath & Reach |
| 10 (B/SRS/03) | School Safety Zone | Footway build-out with uncontrolled crossing point at Ramsey Lower School - Manor Road, Barton-le-Clay |
| 11 (H/PT/01) | Public Transport | New flags, poles, timetable cases, replacement shelters and raised kerbs – 70 bus route (LSTF funded) |

Additional schemes delivered

| No. | Scheme Type | Description |
|---------|------------------|---|
| B/MM/01 | Multi-modal | 20mph zone – TRO, signage, gateway features, village centre, Barton-le-Clay. |
| B/MM/02 | Multi-modal | 20mph zone – TRO, signage, gateway features, traffic calming, village centre, Barton-le-Clay. |
| B/PT/01 | Public Transport | New flags, poles, timetable cases, replacement shelters, raised kerbs, 81 bus route, Barton-le-Clay. |
| B/PT/03 | Public transport | New flags, poles, timetable cases, replacement shelters, raised kerbs, real time information screens, Village centre bus stops, Barton-le-Clay. |
| T/FR/01 | Freight | Area-wide HGV restrictions, Toddington, Chalton, Chalgrave. |
| T/GT/01 | General Traffic | Traffic calming scheme, Leighton Road, Toddington. |

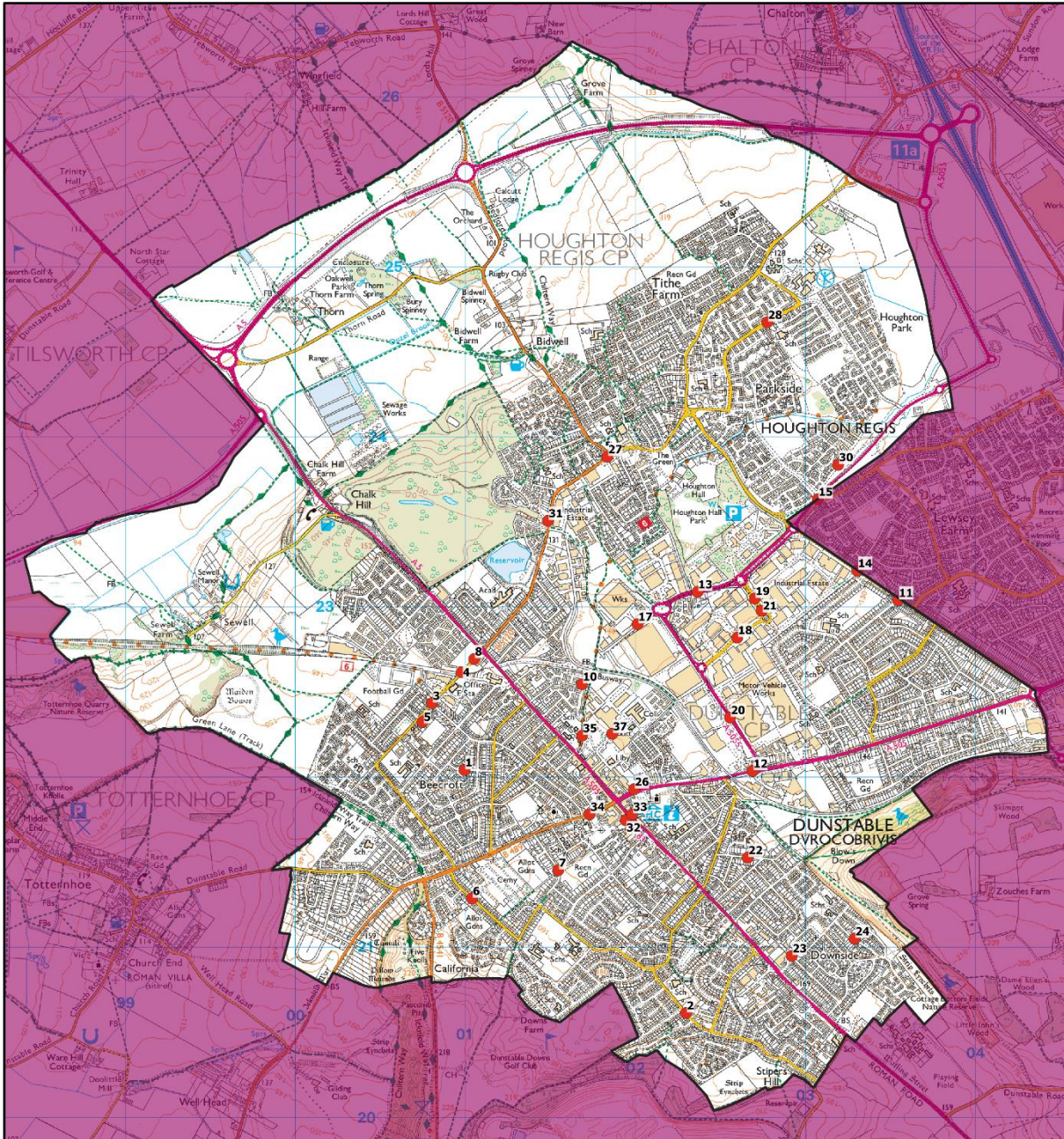
| No. | Scheme Type | Description |
|---------|------------------|--|
| T/MM/01 | Multi-modal | 20mph zone, including signage, traffic regulation orders, and gateway features, Village centre and schools, Toddington. |
| T/MM/02 | Multi-modal | 20mph zone, including signage, traffic regulation orders, and gateway features, village centre, Harlington. |
| T/MM/04 | Multi-modal | 20mph zone, including signage, traffic regulation orders, and gateway features, Tebworth. |
| T/MM/05 | Multi-modal | 20mph zone, including signage, traffic regulation orders, gateway features, and associate calming, village centre and schools, Toddington. |
| T/MM/06 | Multi-modal | 20mph zone, including signage, traffic regulation orders, gateway features, and associate calming, village centre, Harlington. |
| T/MM/09 | Multi-modal | Better Streets treatment, village centre, Harlington. |
| T/MM/10 | Multi-modal | Better Streets treatment, Dunstable Road, Market Square, Toddington. |
| T/PT/05 | Public Transport | New flag, poles, timetable cases, replacement shelters, and raised kerbs, 42 and X31 routes, Toddington. |
| T/PT/06 | Public Transport | New flag, poles, timetable cases, replacement shelters, and raised kerbs, X31 route, Chalgrave. |
| H/CY/14 | Cycling | Additional cycle parking at Rushmere Country Park, Heath and Reach. |
| H/GT/09 | General Traffic | New parking restrictions close to Rushmere Park, Heath and Reach. |
| H/MM/02 | Multi-modal | 20mph zone, including signage, traffic regulation orders, and gateway features, Tilsworth Road, Stanbridge. |
| H/GT/02 | General Traffic | Extend 40mph speed limit approaching A5, Woburn Road and Leighton Road. |
| H/GT/04 | General Traffic | 40mph speed limit, Woburn Road, Heath and Reach. |

| No. | Scheme Type | Description |
|----------|--------------------|---|
| H/MM/05 | Multi-modal | 20mph zone, including signage, traffic regulation orders, gateway features, and associate calming, Birds Hill, Linslade Road, Woburn Road, Heath and Reach. |
| H/MM/09 | Multi-modal | Better Streets treatment, Birds Hill, Linslade Road, Woburn Road, Heath and Reach. |
| H/PT/02 | Public transport | New flags, poles, timetable cases, replacement shelters and raised kerbs, X31 route, Hockliffe. |
| H/PT/03 | Public transport | New flags, poles, timetable cases, replacement shelters and raised kerbs, 150 route, Heath and Reach. |
| H/PT/04 | Public transport | New flags, poles, timetable cases, replacement shelters, raised kerbs, and real time information, Birds Hill Bus Stops, Heath and Reach. |
| H/PT/05 | Public transport | New bus stops, with laybys, raised kerbs, flags, poles, and timetable cases, Woburn Road, near the Flying Fox roundabout, Heath and Reach. |
| H/SRS/02 | School Safety Zone | 20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, Stanbridge Lower School, Stanbridge. |
| H/WK/05 | Walking | New controlled pedestrian and cycle crossing of A5, near Footpath 1 and Bridleway 15, Heath and Reach. |

See **Appendix F** for schemes included in the LAMP programme for Haynes and Old Warden that were not delivered, and schemes that remain on the 'long list'.

Dunstable and Houghton Regis

Dunstable and Houghton Regis have benefited from the implementation of several 20mph schemes and traffic calming in residential areas. A gyratory system was implemented at Boscombe Road to improve traffic flow. Growth Area Funding allowed for several walking and cycling improvements around Woodside Industrial Area. The whole area has benefited from the Luton and Dunstable Guided Busway which included several bus stops to be upgraded with raised kerbs, bus shelters and Realtime information at key stops. Dunstable town centre area has also benefited from it being de-trunked, with funding made available from National Highways to enhance the area.



Schemes in the LAMP Programme for Dunstable and Houghton Regis that were delivered

| No. | Scheme type | Description |
|----------------------------|---|--|
| 1 (1.2) | General Traffic | 20mph speed limit, area West of A5. |
| 2 (1.3) (1.5) (5.4) | Walking / cycling / School Safety Zone | Traffic calming measures, Lowther Road, Langdale Road & Meadway. |
| 3 (1.4) (5.4) | Walking | Improvements to the 2 x uncontrolled crossings - Brewers Hill Road, Dunstable (near to junction with Aldbanks) |
| 4 (1.4) (5.4) | Walking | Zebra crossing on a raised table, & footway improvements Brewers Hill Road (outside Incuba) |
| 5 (5.2) | Parking | Additional parking bays provided - Brewers Hill Road, Dunstable (opposite to junction with Aldbanks) |
| 6 (1.7) (1.8) (5.4) | Cycling | Cycle crossing - Meadway, Dunstable (near to Cemetery Lane) |
| 7 (1.7) (1.8) (5.4) | Cycling | Cycle crossing - Canesworde Road, Dunstable (near to Bennetts Close) |
| 8 (1.6) (5.4) | Cycling | Footway widening & resurfacing to create shared use - Brewers Hill Road, Dunstable |
| 9 (5.3) (5.4) | Cycling | Install cycle parking at key destinations (various locations). |
| 10 (2.1) (2.6) | General Traffic | 20 mph speed limit area north east of the A5. |
| 11 (2.3) | Freight | 7.5 tonne weight limit - Poynters Road, Dunstable |
| 12 (6.2) | General Traffic | Gyratory improvements & scheme to improve traffic flow at junction - Boscombe Road & A505, Dunstable |
| 13 (2.4) (2.7) (5.4) | Walking / Cycling | Footway improvement, resurfacing & cycle route signs to create shared use - Porz Avenue, Dunstable |

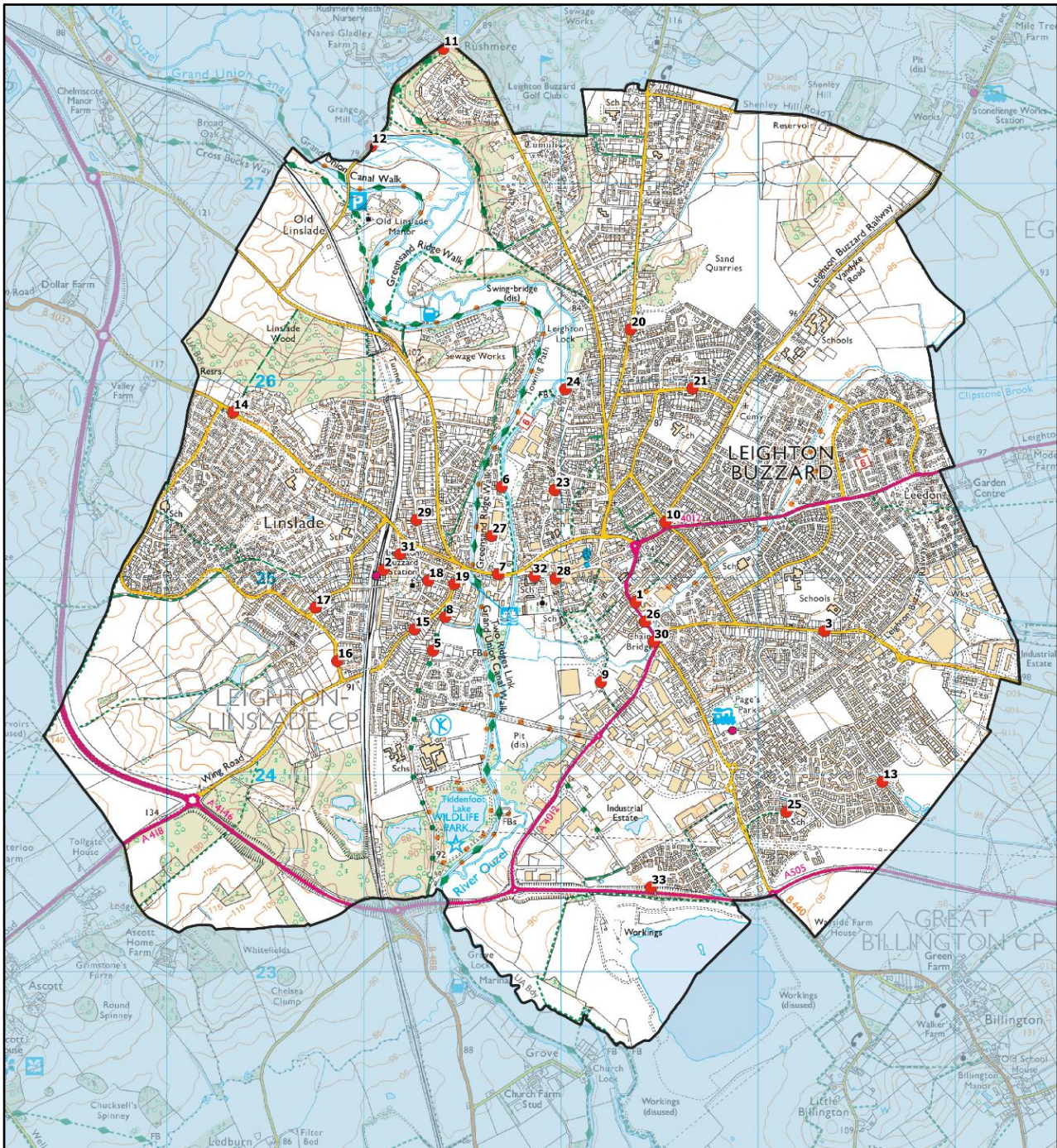
| No. | Scheme Type | Description |
|----------------------------|-------------------|--|
| 14 (2.4) (2.7) (5.4) | Walking | Footway widening - Poynters Road, Dunstable |
| 15 (2.4) (5.4) | Walking | Footway widening & an uncontrolled pedestrian crossing - Wheatfield Road, Luton |
| 16 (1.9) | Public Transport | Improvements to Public Transport Infrastructure. Make good, damaged shelters and posts – ensure all have information display boards. Replace flags to show Central Bedfordshire Council not BCC. |
| 17 (2.4) (2.7) (5.4) | Walking / Cycling | Shared use path - Arenson Way, Houghton Regis |
| 18 (2.4) (2.7) (5.4) | Cycling | Cycle lanes - Eyncourt Road, Dunstable |
| 19 (2.4) (2.7) (5.4) | Walking / Cycling | Toucan crossing - Lovett Way, Dunstable |
| 20 (2.4) (2.7) (5.4) | Walking / Cycling | Footway widening, resurfacing & cycle route signs to create shared use - Boscombe Road, Dunstable |
| 21 (2.4) (2.7) (5.4) | Walking / Cycling | Toucan crossing - Boscombe Road, Dunstable (near to junction with College Drive) |
| 22 (2.5) (5.4) | Walking / Cycling | Trial of one-way with cycle contraflow arrangement - Downs Road, Dunstable |
| 23 (2.5) (5.4) | Walking / Cycling | Improvements to area, including resurfacing & new street furniture - Mayfield Road, Dunstable (outside of shops) |
| 24 (2.5) (5.4) | Walking / Cycling | Implementation of one-way - Graham Road, Dunstable |
| 25 (2.8) (7.1) | Public Transport | Improvements to public transport infrastructure on key corridors into the main local centre (Mayfield Road shops). Various locations. |

| No. | Scheme Type | Description |
|----------------------------|-------------------|---|
| 26 (2.10) | Public Transport | Improvements to bus stop, new shelters & an extended raised bus stop kerb - Church Street, West Street, High Street, Dunstable |
| 27 (3.1) (3.3) | General Traffic | 20mph speed limit with raised tables & zebra crossing - High Street, Houghton Regis |
| 28 (3.2) (5.4) | Walking | Uncontrolled crossing point changed to raised zebra crossing - Elm Park Close & Parkside Drive, Houghton Regis |
| 29 (2.9) (5.6) | Public Transport | Support works for guided busway. |
| 30 (3.3) (3.5) (5.4) | Walking / Cycling | Shared use path - Sandringham Drive, Houghton Regis |
| 31 (3.3) (3.5) (5.4) | Walking / Cycling | Shared use path & footway widening - Houghton Road & High Street, Houghton Regis (from All Saints to Town Centre) |
| 32 (4.1) (6.4) | General Traffic | A5 de-trunking works, paving improvements (Phase 1) - The Square, Dunstable |
| 33 (4.1) (6.4) | General Traffic | A5 de-trunking works, uncontrolled raised crossing (Phase 1) - High Street South, Dunstable |
| 34 (4.1) (6.4) | General Traffic | Raised crossing, planters & seating - West Street, Dunstable |
| 35 (4.1) (6.4) | General Traffic | Paving improvements - Grove House Gardens, Dunstable |
| 36 (3.4) | Public Transport | Upgrade bus stops on main corridors accessing the town centre (various locations). |
| 37 (6.1) | Multi-Modal | Busway integration & shared space - Court Drive, Dunstable |
| 38 (7.2) | Multi-Modal | Improvements to alternative forms of transport particularly enabling non-car owners access core services. Assisting with improved potential to access NHS direct etc. |

See Appendix G for schemes included in the LAMP programme for Dunstable and Houghton Regis that were not delivered. Dunstable and Houghton Regis are growth areas; all schemes were prioritized to be delivered. There is no 'long list' for this area.

Leighton-Linslade

As a growth area, Leighton-Linslade has benefited from additional funding from a variety of sources that has helped to deliver many highways improvement schemes. 20mph speed limits have been installed in several residential streets in Linslade. Walking and cycling improvements have been made at various locations throughout the area. A 20 Zone scheme with walking, cycling and public transport improvements was installed in Lake Street, Leighton Buzzard. Improvements have been made to Leighton Buzzard Railway Station. Public transport has seen upgraded bus stops with raised bus stop kerbs, shelters and Realtime information including a new bus service, to connect Sandhills area to the town centre and station.



Schemes in the LAMP Programme for Leighton-Linslade that were delivered

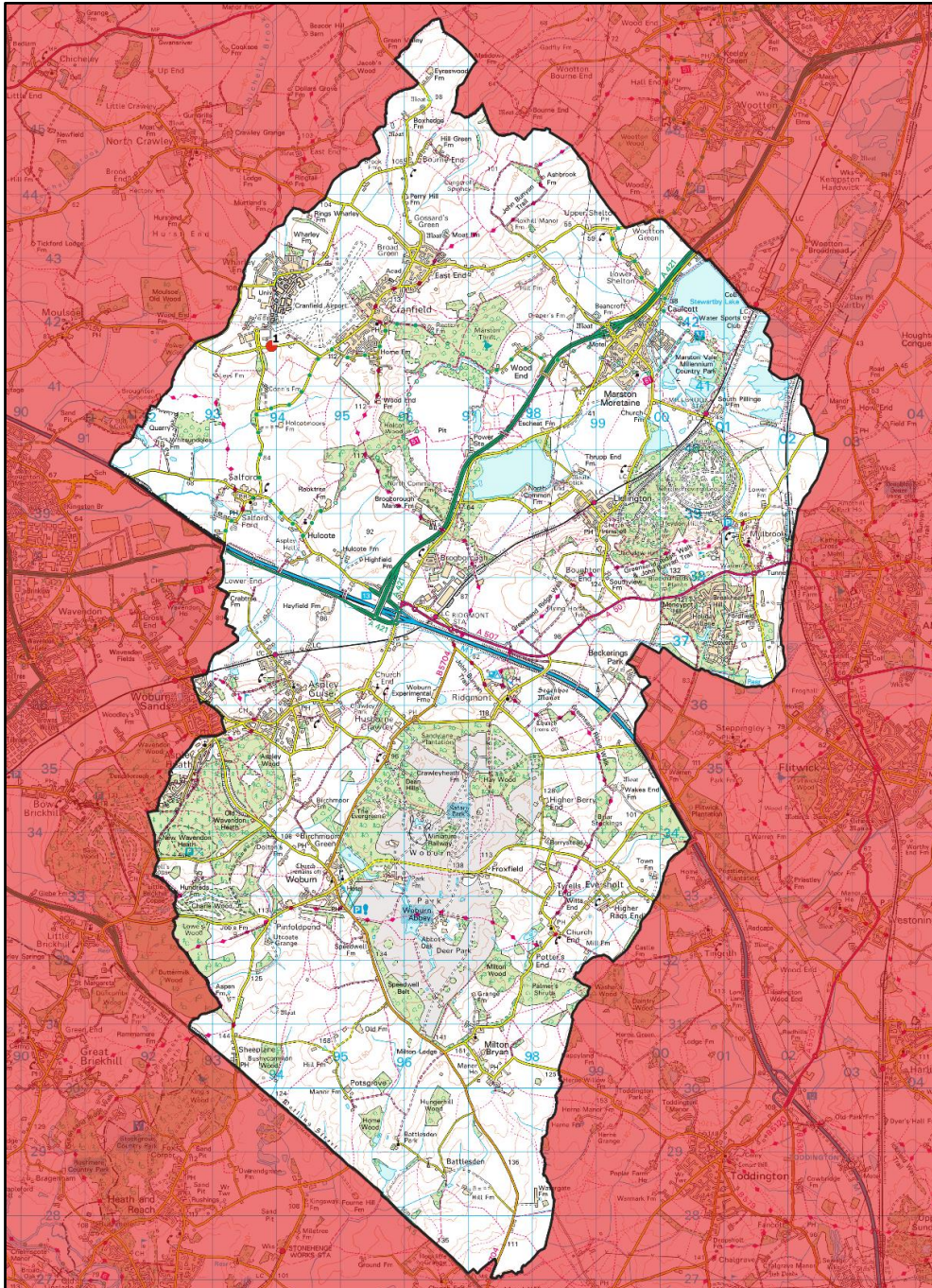
| No. | Scheme Type | Description |
|---------------------|--------------------------------------|--|
| 1 (1.3) (5.3) | Multi-Modal | Raised tables, zebra crossings, traffic signal removal, 20mph zone, shared use works & mini roundabouts - Lake Street (part Developer funded). |
| 2 (1.4) | Walking / Cycling / Public Transport | Access improvements, zebra crossing, lifts, island works, cycle parking, lighting & shared use works - Leighton Buzzard Station (part funded by London Midland). |
| 3 (2.1) | Public Transport | New bus stops, shelters, raised kerbs & real-time info - Stanbridge Road & Soulbury Road (F70 Corridor) (Funded by Local Sustainable Transport Fund) |
| 4 (2.1) | Public Transport | Bus stop improvements starting with the strategic stops, not included in the upgrades as part of the Exemplar project. |
| 5 (4.1) | Parking | Leighton Linslade Commuter Parking Study: residents parking zones - Knaves Hill, Mentmore Road & Wing Road |
| 6 (5.1) | Walking / Cycling | Path upgrade - Town Bridge Mill path (behind Vimy Road) |
| 7 (5.1) | Walking | Improvements to footway to give pedestrian priority - Leighton Road (outside Energie Fitness, Shell Garage & Surgery) |
| 8 (5.1) | Walking | Footway widening - Mentmore Road (from The Wharf to Memorial Ground) |
| 9 (5.1) | Walking / Cycling | Footpath widening to create shared use - Grovebury Road & Parsons Close Recreation Ground |
| 10 (5.1) | Walking | Footway widening & zebra crossing - Beaudesert to Hockliffe Street (part Developer funded) |
| 11 (5.1) | Walking | Routes to and from Rushmere Park & improvements to steps - Old Linslade Road |
| 12 (5.1) | Cycling | Additional signs & speed limit reduction as part of Cycle Innovation Scheme - Old Linslade Road & Linslade Road |
| 13 | General Traffic | Bridge to Astral Park - Johnson Drive (Developer funded) |
| 14 (5.2) | Cycling | Walking & cycling improvements, link to bridleway - Soulbury Road (near to Bideford Green junction) |
| 15 | General Traffic | Traffic calming & 20mph zone - Wing Road |

| No. | Scheme Type | Description |
|-------------|---------------------------|---|
| 16 (5.1) | Cycling | Cycle lane - Bunkers Lane |
| 17 (5.1) | Walking | Uncontrolled crossing point improvements & footway widening - Southcourt Avenue & Orchard Drive (by Rock Lane footpath) |
| 18 (5.2) | Cycling | Contraflow amendments - Church Road |
| 19 | General Traffic | 20mph speed limits on all roads off - Wing Road, Mentmore Road & Stoke Road |
| 20 | Cycling | Cycle lanes - Heath Road (Developer funded) |
| 21 | General Traffic | 20mph zone scheme, raised zebra crossing, mini-roundabouts at key junctions - Clarence Road (outside shops) (Developer funded) |
| 23 | School Safety Zone | 20mph speed zone, dropped kerbs, waiting restrictions & build out by school entrance - Bassett Road (Developer funded) |
| 24 (5.2) | Walking / Cycling | Riverside Walk improvements, removal of barriers, replaced with bollards & signage - Leighton Road to Plantation Road |
| 25 | School Safety Zone | Traffic calming - Kestrel Way (Developer funded) |
| 26 (5.3) | Public Transport | Upgrade of 2 bus stops near Morrisons - Lake Street (Developer funded) |
| 27 | Public Transport | New bus shelter outside Tesco (Developer funded) |
| 28 | Public Transport | Real-time information installed at bus stops - High Street (Developer funded) |
| 29 | General Traffic | Traffic calming, planters installed to act as build-outs and 2 x speed activated signs - Roseberry Avenue (Developer funded) |
| 30 (5.3) | Walking / Cycling | Shared use path, zebra crossing & 20mph zone - Lake Street leading to Grovebury Road & Billington Road (Developer funded) |
| 31 (1.4) | Walking | Improvements to pedestrian approaches, signage, Wing Road finger post signs & dropped kerbs at junction - Railway Station |
| 32 (5.1) | General Traffic | Pedestrian guardrail removal & amendments to waiting restrictions - Bridge Street |
| 33 | General Traffic / Freight | Route to industrial areas signage for HGVs whilst downgrading - Billington Road, Grovebury Road, Stanbridge Road, A505/A4146 (Developer funded) |

See **Appendix H** for schemes included in the LATP programme for Leighton-Linslade that were not delivered. Leighton-Linslade is a growth area; all schemes were prioritized to be delivered. There is no 'long list' for this area.

Marston Vale

(including Aspley Guise, Aspley Heath, Battlesden, Brogborough, Cranfield, Eversholt, Husbourne Crawley, Hulcote, Salford, Lidlington, Marston Moretaine, Millbrook, Milton Bryan, Potsgrove, Ridgmont and Woburn.)



Schemes in the LAMP Programme for Marston Vale that were delivered

| No. | Scheme Type | Description |
|--------------|------------------|---|
| 1 (CY/06) | Cycling | Cycle link - University Way & Unnamed Road, Cranfield |
| 2 (CY/09) | Cycling | Cycle link between old A421 Salford Road traffic lights and Station Road including the upgrade of junction to facilitate cyclists crossing the old A421 |
| 3 (CY/11) | Cycling | Improvements to Station Road, Marston Moreteyne to improve access to for cyclists on NCN to Marston Vale Country Park |
| 4 (WK/08) | Walking | Improvements to existing Rights of Way linking the High Street with College Road, Cranfield |
| 5 (WK/10) | Walking | Pedestrian priority improvements in and on approaches to The Square, Aspley Guise. |
| 6 (PT/03) | Public Transport | Implementation of Station Travel Plan covering the Stations in Millbrook, Lidlington, Ridgmont and Aspley Guise. |

Additional schemes delivered

| No. | Scheme Type | Description |
|-------|------------------|--|
| FR/01 | Freight | Weight limit for HGVs through Woburn. |
| FR/02 | Freight | Weight restriction on the old A421. |
| FR/03 | Freight | Weight limit signing into village, Lidlington. |
| FR/04 | Freight | HGV ban on inappropriate roads in Marston Moretaine, Brogborough and surrounding areas |
| GT/02 | General Traffic | Signing of routes to minimise through traffic in villages, particularly freight. LAMP wide. |
| GT/03 | General Traffic | 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. |
| GT/06 | General Traffic | Junction improvement on access from Lidlington to the A507. |
| PT/02 | Public Transport | Bus stop improvement programme across the Plan area, particularly at the stations. LAMP wide. |

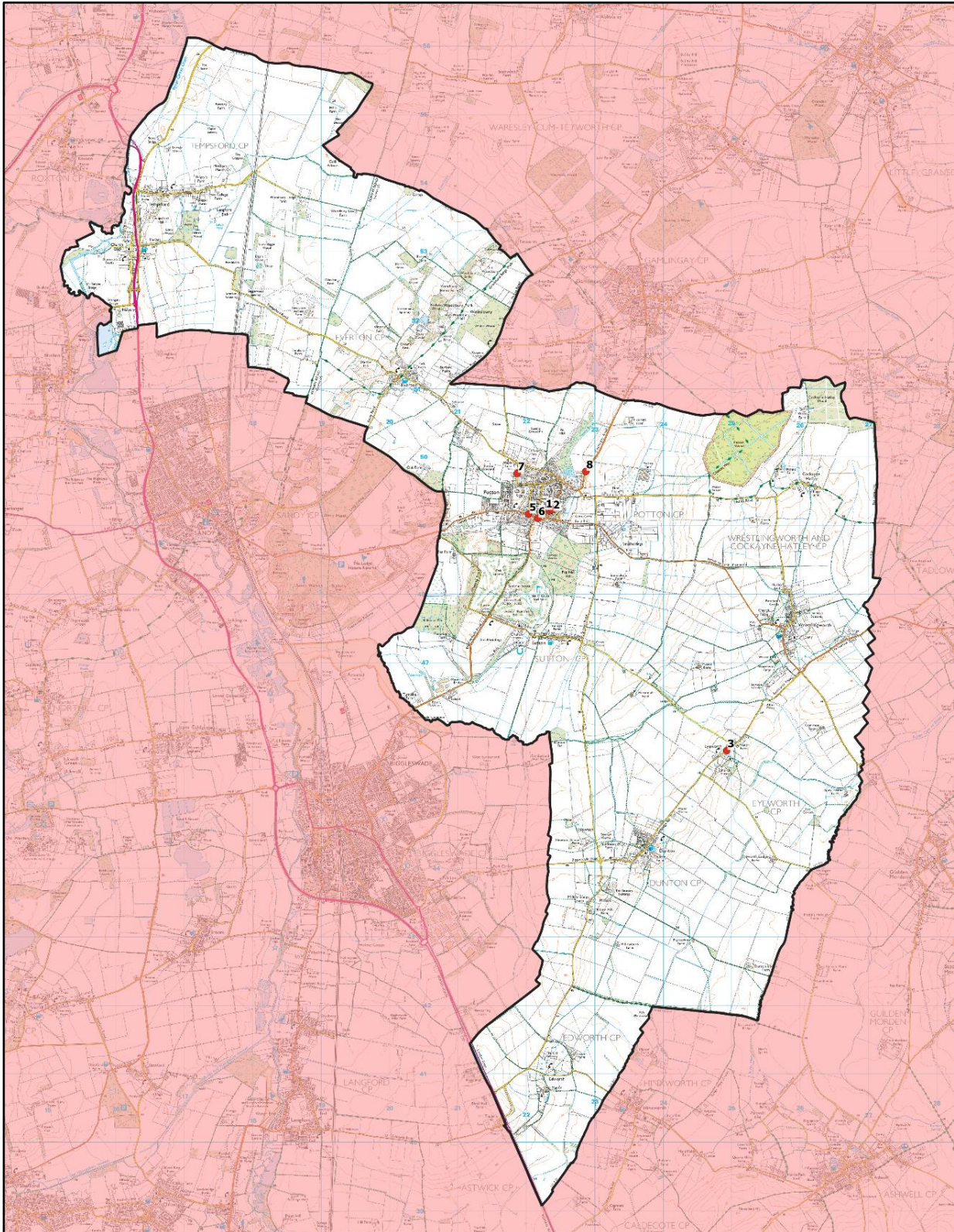
| No. | Scheme Type | Description |
|-------|------------------|--|
| PT/05 | Public Transport | Real time information provision at bus stops, LATP wide. |
| PT/07 | Public Transport | New timetables and bespoke maps at bus stops, LATP wide. |
| WK/04 | Walking | Controlled pedestrian crossing points, Bedford Street and Leighton Street, Woburn. |
| WK/06 | Walking | Development of shared space in the centre of Marston Moretaine. |
| WK/09 | Walking | Pedestrian improvements in the Square, Aspley Guise / Woburn Sands. |
| WK/11 | Walking | Pedestrian crossing on Crane Way, Cranfield, at the junction with Broad Green and Mill Road. |
| WK/12 | Walking | Installation of dropped kerbs throughout the village, Cranfield. |
| WK/13 | Walking | Pedestrian crossing on Mill Road near to the junction with Portnall Place, Cranfield. |

All proposed schemes included in the LATP programme for Marston Vale were delivered. See **Appendix I** for schemes that remain on the 'long list'.

Potton

(including Dutton, Edworth, Everton, Eyeworth, Sutton, Tempsford, Wrestlingworth and Cockayne Hatley.)

There have been some general traffic improvements at various locations throughout the area. Public transport has seen new bus stop flags implemented, and Realtime information installed at one location.



Schemes in the LAMP Programme for Potton that were delivered

| No. | Scheme Type | Description |
|-----------|------------------|---|
| 1 (GT/03) | General Traffic | 20mph speed limit implemented - town centre, Potton |
| 2 (PT/01) | Public Transport | Real-time information display installed - Market Square, Potton |
| 3 (PT/02) | Public Transport | Bus shelter with flag, timetable case & raised kerb - High Street, Eyeworth |

Additional schemes delivered

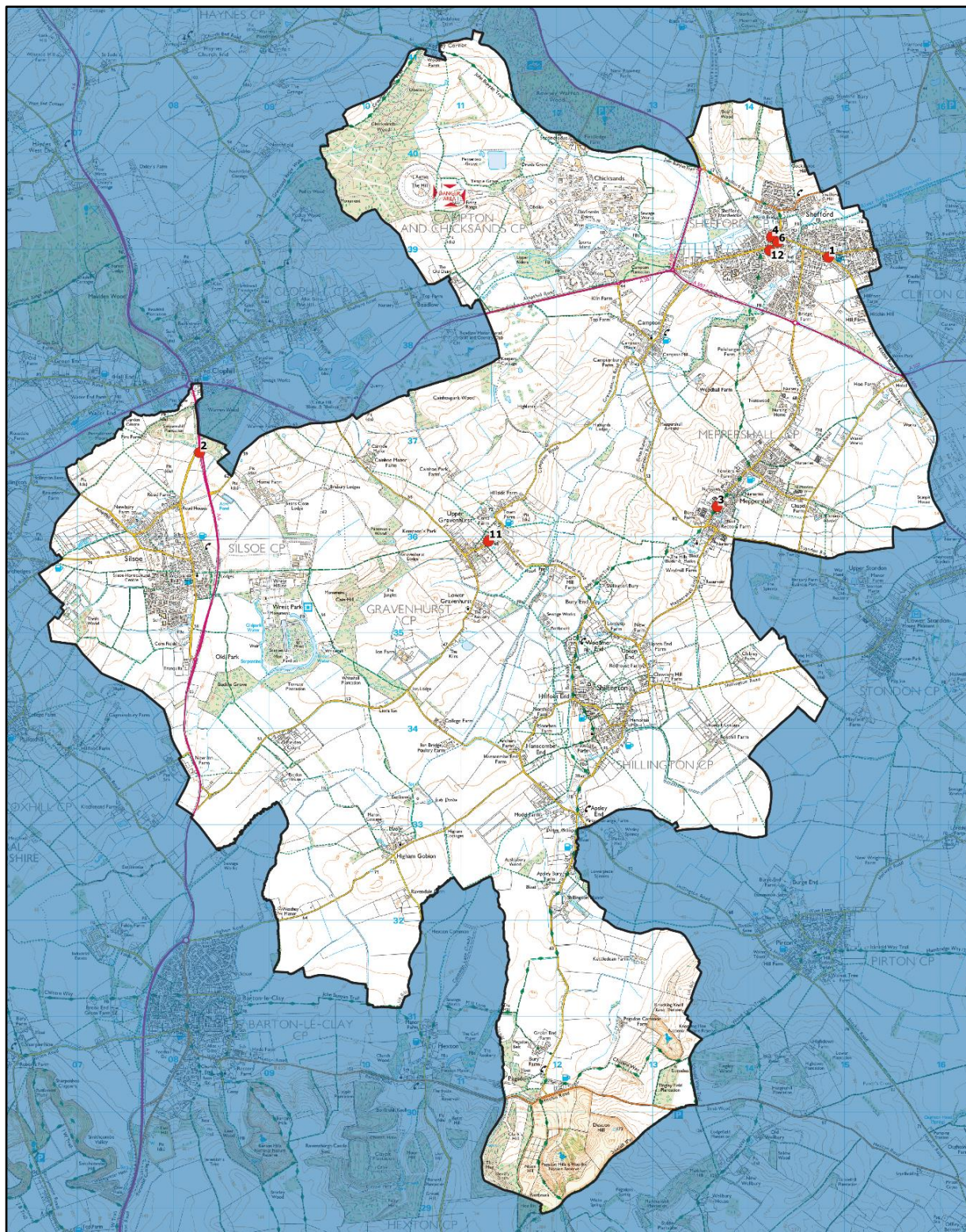
| No. | Scheme Type | Description |
|-----------|------------------|---|
| 4 (PT/03) | Public Transport | Replace 20 bus stop flags and timetable cases across the Plan area, Potton. |
| 5 (GT/09) | General Traffic | Narrow junction to improve pedestrian visibility & shorten crossing distance - Willow Road & Station Road, Potton |
| 6 | General Traffic | Zebra crossing added at the junction of Chapel Street and Blackbird Street, Potton |
| 7 (GT/07) | Walking | Build-out with uncontrolled crossing - Everton Road, Potton |
| 8 (GT/02) | General Traffic | Gateway feature with dragons' teeth installed - Gamlingay Road, Potton |
| 9 FR/01 | Freight | Restrictions on movement of HGVs (study of issues together with delivery of recommendations). |
| WK/08 | Walking | Zebra crossing on Sandy Road, Potton. |
| GT/03 | General Traffic | Introduce a 20mph speed limit across the whole of Potton. |
| GT/08 | General Traffic | Safety improvements at Carthage Road / Deepdale / Sandy Road junction, Potton. |
| GT/09 | General Traffic | Safety improvements at the Willow Road and Chapel Street junctions with Station Road |

All proposed schemes included in the LAMP programme for the Potton area were delivered. See **Appendix J** for schemes that remain on the 'long list'.

Shefford and Silsoe

(including Campton, Chicksands, Gravenhurst, Meppershall and Shillington).

Shefford has benefited from the introduction of two new raised zebra crossings and two school safety zones. Additional signs have been installed at three locations to improve way finding.



Schemes in the LATP Programme for Shefford and Silsoe that were delivered

| No. | Scheme Type | Description |
|-------------------------|------------------|--|
| 1 (WK/08) | Walking | Zebra crossing on raised table - Hitchin Road, Shefford (outside The Woolpack Pub) |
| 2 (GT/01) (GT/02) | General Traffic | Access signage for Wrest Park to divert HGVs from driving through the village - A6 north of Silsoe |
| 3 (GT/04) | General Traffic | Traffic calming measures & 20mph speed limit with sections of imprint surfacing - High Street, Meppershall |
| 4 (ST/01) | General Traffic | 2 x electric charging points installed at Town Meadow Car Park - Old Station Way, Shefford |
| 6 (PT/03) | Public Transport | 3 x real-time information screens - Shefford Town Centre |
| CY02 | Cycling | Warning signs for cycle crossing of B655, Pegsdon |
| CY06 | Cycling | Advanced stop lines at Shefford traffic signals x 2 |

Additional schemes delivered

| No. | Scheme Type | Description |
|---------------|--------------------|---|
| 11 (SR/01) | School Safety Zone | 20mph speed limit & high friction surfacing in School Safety Zone outside Gravenhurst Lower School - High Street, Gravenhurst |
| 12 | Walking | Zebra crossing on raised table - Old Bridge Way, Shefford (near to junction with High Street) (Developer funded). |
| GT03 | General Traffic | Junction on A6 to Wrest Park, A6 Silsoe Bypass. |
| GT/07 | General Traffic | Traffic islands to protect turning traffic, A507 / Greenway junction, Campton. |
| P/02 | Parking | Double yellow lines to control parking, Clifton Road, Shefford. |
| PT/01 | Public Transport | Move bus stop location, Hillfoot Road, Shillington. |
| W07 | Walking | Improve access to Health Centre for pedestrians by shortening route from bus stops in Clifton Road, Shefford. |

See **Appendix K** for schemes included in the LATP programme for Shefford and Silsoe that were not delivered, and schemes that remain on the 'long list'.

LATP Summary

The plans above give an overview of the schemes that have been delivered for each LATP area since 2011. As an authority we have grown since 2011; the schemes delivered demonstrates the Council's ability to successfully manage the implementation of new developments and to manage growth in a sustainable way, by ensuring each new development is connected to the existing transport networks and by providing upgrades through highway improvement schemes where possible.

The implementation of 20 zones and 20mph speed limits (in some cases with traffic calming) has seen a reduction in collisions and a reduction in the severity of collisions in treated streets authority wide. This is particularly the case in urban areas, whilst also making our urban streets more attractive to walk and cycle. This is an area that we should continue to focus on in the next LTP.

The program of School Safety Zones that have been implemented focused on vehicle speeds being reduced outside of schools, waiting restrictions installed or extended where required to ensure good visibility for pedestrians crossing and improved pedestrian crossing facilities. Our focus going forward will be to continue to encourage more trips to and from schools to be carried out using sustainable modes of travel wherever possible; by reducing vehicle movements outside of schools at peak times safety will further improve and make walking and cycling more attractive options.

Several bus infrastructure improvements have been completed across the authority with focus on consistent bus stop flags and timetable cases, raised kerbs, Realtime information and bus shelters. We are working towards providing bus services that are accessible for all, with raised bus stop kerbs being implemented at several bus stops throughout the authority. The addition of Realtime information at key stops has made service times easier to understand. The aim of these improvements is to make bus services an attractive mode of transport for all. In the next LTP further bus stop upgrade works will be proposed for locations that are yet to benefit from such improvements.

In the lifetime of this LATP the Luton to Dunstable Guided Busway was completed, opening in September 2013. On the fifth anniversary of the opening of the busway, it was reported in the local press that 10.5 million passenger journeys had taken place on the busway since it opened. This has had a hugely positive impact on reducing congestion in Luton, Dunstable, Houghton Regis, and the surrounding areas, and has promoted bus travel as an efficient viable alternative to the car. Going forward the busway must continue to be promoted, particularly as residential growth is planned for the area.

What about the requested schemes that haven't been delivered?

Many of the schemes that were originally on each LATPs list of proposed schemes that were funded and programmed have been delivered. There are a handful of schemes that were on the list that have been considered but have not been delivered for a variety of reasons:

- Permission from a private landowner was required but not forthcoming
- Additional funding was required but not forthcoming
- Something changed which meant the scheme was no longer necessary
- A feasibility design was completed, and the decision was taken not to progress the scheme

All the schemes will be reassessed and if still deemed necessary and viable, these schemes will be carried forward to the next LTP. See the appendices for the list of schemes that haven't been delivered, with their status.

For some of the LTP areas there was a 'long list' of scheme requests that at the time were not funded. Some of the schemes will have now been delivered. See the appendices for the 'long list' for each LTP area, with the scheme's status. The schemes that haven't been delivered will be reassessed with an updated Scheme Prioritisation Framework to ensure they accord with the Councils 2050 Vision and Sustainability Plan, the Council's Local Plan and wider government and regional transport strategies and policies. If still a priority and deemed viable these schemes will be carried forward to LTP 4.

LATP format

The LATP format focused on localism, giving local people and Elected Members a say in what highway improvements took place within their area. The LATP budget was divided amongst the 11 LATP areas according to population figures for each LATP area which meant that every area saw some highway improvements take place. The drawback to this was that some of the more rural LATP areas ended up with small amounts of funding which limited what could be delivered.

Priorities within each LATP area differed; even when all schemes were ranked using the Scheme Prioritisation Framework, which meant that the intended overall strategies were not clearly implemented in every LATP area. The allocation of funding per LATP area also meant that a few smaller scale schemes were delivered with no opportunity to deliver any larger schemes. The outcome was that schemes naturally became prioritized by the availability of funding rather than need.

The way forward

Although initially the LATP documents were intended to extend until 2026, there have been several changes within the Council and national policy which requires a review and a change in focus. It was agreed at Executive Committee in 2016 that the next Local Transport Plan (LTP4) will focus on an authority wide approach, rather than being split into areas. The focus was agreed to be on sustainable growth. The proposal is to have LTP4 and all associated documents approved and in place by summer 2024. Until then, schemes will continue to be prioritized through the outstanding schemes on the long lists. The *Transport Infrastructure Delivery Plan* will set out scheme selection and prioritisation for LTP4.

Other plans, visions and strategies that will influence LTP 4

Department for Transport guidance documents

Central government produce many transport-related guidance documents that Central Bedfordshire Council must adhere to. Recent publications include [Gear Change](#) which focuses on improvements to walking and cycling networks and [LTN 1/20 Cycle Infrastructure Design](#).

England's Economic Heartland Regional Transport Strategy

In February 2021 England's Economic Heartland (EEH) published [England's Economic Heartland Regional Transport Strategy](#) with the overarching aim to support sustainable economic growth against an ambition to achieve net zero carbon emissions from transport by 2040. Central Bedfordshire Council was involved through the strategy's formulation and endorsed the policies therein.

The EEH Strategy notes that current patterns of travel and consumption of resources are incompatible with the ambition to achieve net zero carbon emissions ahead of 2050, nor with the need to ensure the long-term sustainability of the region. Hence, the necessary to effect a change in travel patterns; both by reducing the need to travel and by achieving changed travel behaviours and patterns of demand, including reducing reliance on the private car, with active travel modes (pedestrians and cyclists) prioritised. To achieve this, one element will be considering how parked vehicles affects pedestrians and cyclists' ability to get around, especially in streets where footway parking is common.

The Local Plan

The [Local Plan](#) sets the Council's vision to 2035 and focuses on six key themes: local character, environment, transport, jobs and business, growth and infrastructure and homes. The transport theme is shown below; as an authority we need to align our other strategies and planning documents to achieve what is set out in the Local Plan.



SO9 Reduce the reliance on the use of the car by improving facilities at bus and train stations, delivering transport interchanges and by promoting safe and sustainable forms of transport, such as improved walking and cycling routes.

SO10 Ensure a reliable network of east / west and north / south public transport routes to improve access to local services and facilities, especially for those without a car, through well planned routes and integrated public transport. Encouraging the shift from road to rail freight to reduce demands on the highway network.

Central Bedfordshire 2050 Embracing our Future

Central Bedfordshire Council has recently consulted on a vision for 2050, to consider where we are now and starting to think about the long-term future of Central Bedfordshire. The vision is split

into six areas – living, working, mobility, environment, infrastructure and digital. The aim of the exercise is to create a vision for Central Bedfordshire for 2050; shorter term strategies and plans such as the Local Transport Plan can then be aligned to achieve the longer-term vision in incremental steps.

Sustainability Plan

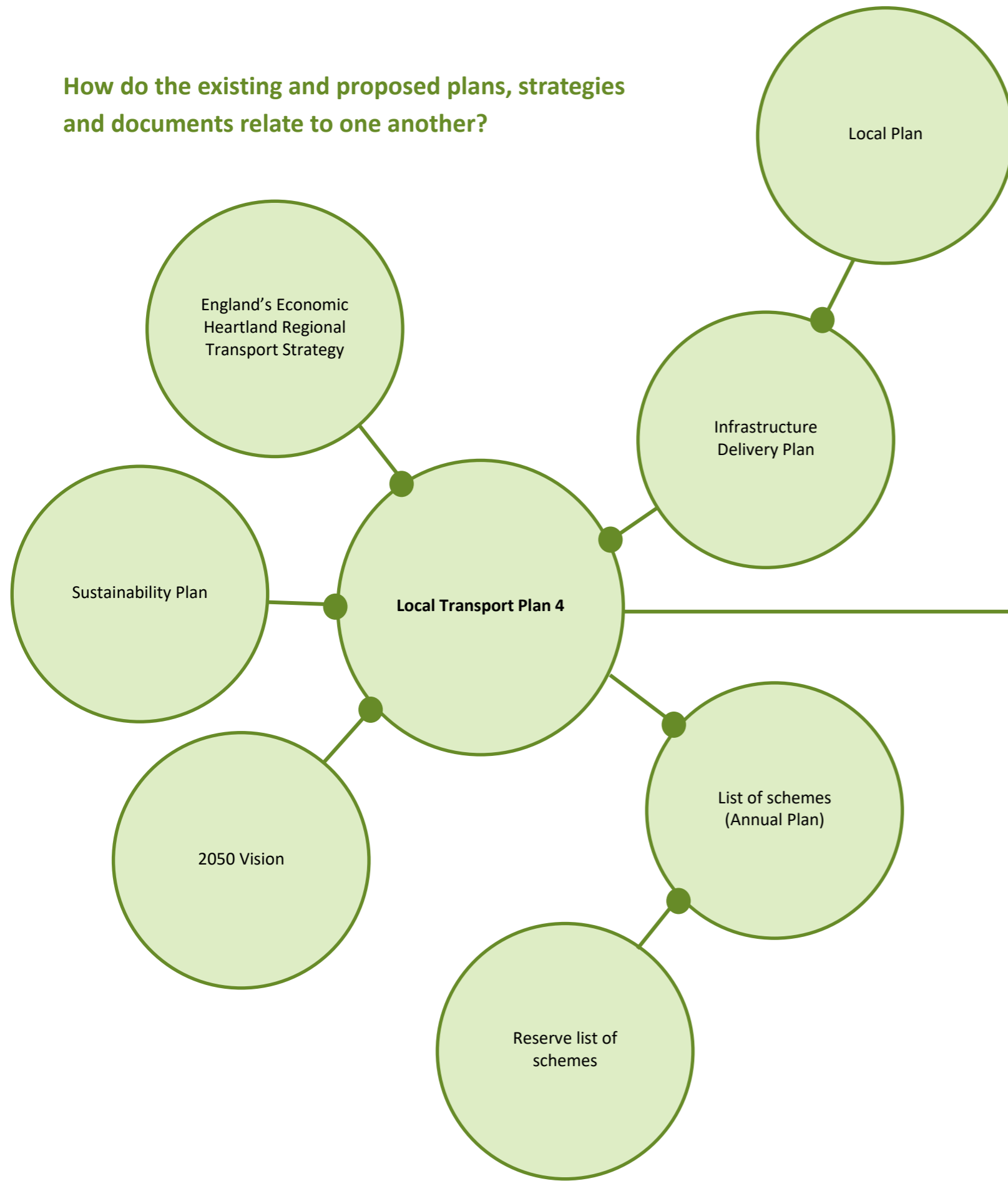
In September 2020, the Council adopted its [Sustainability Plan](#). In that plan, we aim to lead by example in our everyday practices, encouraging and supporting our residents and businesses to do likewise. We will also be looking to invest in programmes that support a carbon neutral Central Bedfordshire for 2030 and beyond.

The transport choices that people make will strongly influence the Council's ability to achieve this target; the focus must be on promoting the use of sustainable modes of transport such as walking, cycling and use of public transport.

Schools for the Future

Across Central Bedfordshire 43,000 new homes are expected to be built by 2035, and that means a lot more school places will be needed. Our schools have been working together with the Council on a long-term plan to make sure we have the right schools, in the right places delivering the best education. The long-term plan focuses on providing additional places at many schools throughout Central Bedfordshire. Notwithstanding the proposed expansions, the Council is also looking to change the existing three-tier school system to a two-tier system, which will require some schools to increase the number of year groups accommodated on their school sites. The impact additional pupils at each school site will have will need to be carefully considered, particularly from a transport perspective on the local road network surrounding each school. That is why it will become even more important to encourage the use of sustainable modes of travel for school journeys.

How do the existing and proposed plans, strategies and documents relate to one another?



| | |
|-------------------------|---|
| Statutory documents | Central Bedfordshire Council Local Transport Plan 4 Transport Infrastructure Delivery Plan Equality Impact Assessment Strategic Environment Assessment (including Health Impact Assessment) Habitats Impact Assessment Engagement and Consultation Report |
| Active Travel | Walking Strategy Cycling Strategy Sustainable Modes of Travel to Schools and Colleges Strategy Rights of Way Improvement Plan |
| Shared Transport | Rail Strategy Bus Strategy Future Shared Mobility Strategy |
| Road Safety | Road Safety Strategy Guidance document: Speed Management Guidance document: Speed Indicator Devices Guidance document: Road Safety Audits Guidance document: Safety Cameras Guidance document: Pedestrian Guardrail |
| Network Management | Network Maintenance Management Plan Highways Asset Management Strategy Highways Asset Management Policy Highway Demand and Capacity Strategy Air Quality Annual Status Report Highways Resilient Network Policy document: Street Lighting Freight Strategy On-street Parking Management Strategy Policy document: Disabled parking Policy document: Vehicle crossovers Guidance document: Electric vehicle charging Off-street Parking Management Strategy Parking Enforcement Strategy Supporting document: Fees and charges (statutory) Supporting document: Fees and charges (discretionary) |
| Accessible Developments | Highway Design Guide Guidance Document: Highways Construction Standards and Specifications Supplementary Planning Document: Parking Standards for New Developments Documents that are in bold indicate core LTP4 documents. |

Appendix A: Arlesey and Stotfold 'Long List'

Proposed schemes that were not delivered

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason why the scheme did not go ahead |
|----------------|--------------------|--|--|---|
| 6 (PT/09) | Public Transport | Replace 100 bus stop flags and timetable cases across the Plan area | N | The bus services in this area are privately operated. The services have retained the bus stop flags and timetable cases provided by the operator. |
| 20 (SSZ/01) | School Safety Zone | Development of a School Safety Zone, Clifton All Saints Lower School | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |

Schemes that remain on the 'long list'

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------|--------------------|--|--|---|
| (GT-02) | General Traffic | Traffic calming and safety measures along the length of Station Road & Shillington Road, Stondon. | Y | A speed limit review should be completed first to determine the speed of traffic compared to the speed limit, before deciding if a traffic calming scheme is necessary. |
| (SSZ-02) | School Safety Zone | Development of a School Safety Zone, Derwent Lower School, Hitchin Road, Henlow | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| (SSZ-03) | School Safety Zone | Development of a School Safety Zone, Raynsford Academy, Park Lane, Henlow | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| (SSZ-06) | School Safety Zone | Henlow Academy, Church Road, Henlow | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| (CY-08) | Cycling | Upgrade the link from Arlesey Station Car Park (east side - accessed off Old Oak Close) and the A507 to allow shared use and improve cycle network signage at both ends of the link. | Y | Scheme designed. Requires permission from private landowner before the scheme can be implemented. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------|-----------------|--|--|--|
| (CY-06) | Cycling | Cycle safety improvements to the junction of the A6001 and Arlesey Road, Henlow | Y | Requirement for a scheme to be reviewed considering recent collision data and aspirations to reroute NCN12 away from this junction. |
| (WK-01) | Walking | Pedestrian crossing (pelican suggested although there may be more appropriate alternative) on Station Road, Stondon | N | Crossing improvements to be planned and delivered as part of S 278 works in association with development proposals. |
| (GT-01) | General Traffic | 20mph limit, junction of Orchard Way / Bedford Road, Stondon | Y | A speed limit review should be completed first to determine the speed of traffic compared to the speed limit, before deciding whether a scheme is necessary. |
| (WK-08) | Walking | New footpath from the mill to the cemetery on Mill Lane, Stotfold | Y | There may not be enough space to provide a footway. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (WK-15) | Walking | Upgrade footpath from Arlesey Station car park north to bus stop, and the creation of 530m of pavement along grass verge, Arlesey | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (CY-16) | Cycling | Secure permissive rights for cyclists to use FP19 - providing a connection between Henlow High Street and the proposed alignment of NCN12, Coach Road, Henlow | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (GT-06) | General traffic | New access point to rear of Samuel Whitbread School | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| (CY-01) | Cycling | Formalise contra-flow cycling on Park Lane, Henlow by enhancing signage and lane markings, together with the provision of a cycle link between Park Lane and Groveside across the Recreation Ground to provide a link to Henlow Middle School. | N | Scheme delivered. Further improvements proposed as part of the <i>Schools for the Future</i> program. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------|-----------------|--|--|--|
| (CY-14) | Cycling | Secure permissive rights for cyclists to use FP7 - providing a connection between Church Road, Henlow and the proposed alignment of NCN12 via Henlow Middle School | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (CY-11) | Cycling | Upgrade the existing footpath between Astwick Road and Saxon Avenue, Stotfold to allow shared use. | y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (WK-06) | Walking | Public footpath 2km in length from Holme Mills to Langford along east side of River Ivel, Langford. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (WK-13) | Walking | Footpath along Stanford Lane from Stockbridge Road to Clifton Cricket Club, Clifton. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (CY-25) | Cycling | Upgrade existing footpaths across the churchyard to provide a multi-user path between Church Lane (West) and Chequers Close (East) Stotfold | Y | This is partly on private land so would require the permission of the landowner. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (WK-02) | Walking | Completion of footpath from the church in Upper Stondon to the rest of Stondon, Meppershall Road, Stondon | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (GT-07) | General Traffic | Variable message signs on gateways to villages | N | New guidance document on vehicle activated signs issued with LTP 4. |
| (CY-15) | Cycling | Upgrade the pedestrian link between Valerian Way (south of Stotfold) and Grange Drive, Stotfold to allow shared use | Y | There may be insufficient width to provide shared use to current standards. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (GT-04) | General Traffic | Signalised junction at the junction of the exit from the car park to the west of Arlesey Station and the A507. | N | No right turn ban implemented. Signalisation not required. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------|------------------|---|--|--|
| (PT-03) | Public Transport | New bus shelter in Station Road, Stondon, and elsewhere as required. | N | No – Station Road Stondon only has 2-3 buses per day, we have worked with Stondon PC to deliver realtime screens at stops in Bedford Road which are served more regularly. |
| (WK-09) | Walking | Extend pavements out to Twin Acres in Arlesey (south of the village) | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (WK-10) | Walking | Create public footpath along brook to link Brook Close and existing footpath 2, Henlow | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| (WK-11) | Walking | Create public footpath along brook to link Stockbridge Road to Baulk Wood, Henlow | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| (WK-03) | Walking | Create new bridleways to provide a circuit east of the railway line, Langford | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| (CY-13) | Cycling | Provide an off-road alternative for the Kingfisher Way Walk to the north of the town Taylor's Road, Stotfold | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (CY-10) | Cycling | Safety improvements for cyclists using Hitchin Road, Arlesey to travel between Arlesey and Hitchin | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| (PT-02) | Public Transport | Provision of new bus stop at Arlesey Station, including changes to the station forecourt to provide a suitable turning circle. | Y | Design completed, requires permission from private landowner. |
| (PK-01) | Parking | Extend car parking provision at Arlesey Station | N | Delivered by private development. |
| (CY-22) | Cycling | Install measures to improve the safety of cyclists travelling between Lower Stondon and Shillington along Shillington Road, Stondon | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------|-------------|---|--|--|
| (WK-04) | Walking | Provide a footbridge over the A1 close to Wrayfields, Stotfold | N | Too expensive to be a scheme delivered as part of LTP 4. |
| (WK-12) | Walking | New footbridge over the River Ivel between Poppy Hill Lakes and Millennium Meadow, Henlow | Y | |

Appendix B: Ampthill and Flitwick ‘Long List’

Proposed schemes that were not delivered

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason why the scheme did not go ahead |
|--------------|------------------|---|--|---|
| 6 (PT/03) | Public Transport | Replace 77 bus timetable cases across the plan area | N | The bus services in this area are privately operated. The services have retained the bus stop flags and timetable cases provided by the operator. |

Schemes that remain on the ‘long list’

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-------------|---|--|--|
| 11 (CY/02) | Cycling | Shared use footway and cycleway with signing, junction treatment and localised widening, Woburn Street northern footway between A507 and Alameda Road, Ampthill | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 12 (CY/03) | Cycling | Signing of cycle friendly routes within Ampthill focusing on routes to the town centre, schools, and the railway station | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 13 (CY/04) | Walking | Zebra crossing on A507 between One-o-One and Doolittle Mill roundabouts, junction of Ampthill Road, Flitwick Road, and the A507 Ampthill | N | Scheme developer funded, so will be delivered outside of LTP 4. |
| 14 (CY/05) | Cycling | Cycleway from Ampthill to the Millennium Country Park, various routes, Ampthill | Y | No proposed route specified. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 15 (CY/06) | Cycling | Create a high-quality cycle link between Shefford and Center Parcs A507 and various other roads | Y | No proposed route specified. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-------------|---|--|--|
| 16 (CY/07) | Cycling | Shared use footway and cycleway with signing, junction treatment and localised widening, Steppingley Road eastern footway between Tesco and the Rufus Centre, Flitwick | Y | Route provided may be substandard due to restricted width. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 17 (CY/08) | Cycling | Shared use footway and cycleway with signing, junction treatment and localised widening, Ampthill Road, western footway between A507 roundabout and Station Square, Flitwick | Y | Route provided may be substandard due to restricted width. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 18 (CY/09) | Cycling | Signing of cycle friendly routes within Flitwick focusing on routes to the town centre, schools, and leisure centres | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 19 (CY/10) | Cycling | Upgrade footpath to shared use, Froghall Road to Windmill Road, Flitwick | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 20 (CY/11) | Cycling | Shared use footway and cycleway on the northern side of the A5120 bridge over the railway, requiring narrowing of the footway on the southern side of the bridge and widening on the northern side, High Street / Dunstable Road Flitwick | Y | The footways over the bridge appear to be relatively wide. Instead of widening any further, this could be a signing scheme only to allow shared use. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 22 (CY/13) | Cycling | New shared use footway and cycleway with signing, lighting, junction treatment and localised widening between Westoning and Flitwick, Flitwick Road (A5120). | Y | Some works already completed, further improvements recommended. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 23 (CY/14) | Cycling | Cyclists crossing point of A507 at junction with Ampthill Road to connect with New Road cycle link, Hollington Turn, Flitton | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-------------------|---|--|---|
| 24 (CY/15) | Cycling | New cycle link between A5120 and (Old) Flitwick Road, Westoning | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 25 (CY/16) | Cycling | New cycle link Bell Close and (Old) Flitwick Road, Westoning including crossing of the A5120 | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 26 (CY/17) | Walking / Cycling | Signing of walking and cycling routes between towns and villages in plan area (including Rural Rights of Way) | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 27 (CY/18) | Cycling | Upgrade of footpath to shared use, Readshill to High Street, Clophill | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 28 (CY/19) | Cycling | Upgrade Bridleway 60 and footpath 15 to facilitate cycling, Woburn Road and Station Road, Ampthill. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 29 (CY/20) | Cycling | Provide a cycle link between Station Road and Parmiter Way, Ampthill | Y | Unable to obtain permission from landowner, may require compulsory creation of right of way. |
| 30 (CY/21) | Cycling | New cycle link between Neotsbury Road and Wingate Drive, Ampthill | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 31 (CY/22) | Cycling | New shared use path, Parkhill and Brewery Lane, Ampthill | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 32 (CY/23) | Cycling | Upgrade two existing footpaths to shared use, Manor Way and Kendal Drive, Flitwick | Y | Manor Way to be taken forward and assessed as part of the LCWIP process. Kendal Drive to be looked at as part of <i>Schools for the Future</i> program (the path is adjacent to Woodlands Middle School). |
| 33 (CY/24) | Cycling | Upgrade footpath to shared use, Eagle Drive to Steppingley Road, Flitwick (Manor Way) | Y | See above. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-----------------|--|--|---|
| 34 (CY/25) | Cycling | Upgrade footpath to shared use, Hornes End Road to Water Lane, Flitwick | N | Too expensive to be a scheme delivered as part of LTP 4. |
| 35 (CY/26) | Cycling | Upgrade footpath to shared use, Kings Road to Easton Road (via Kingsmoor Close), Flitwick | N | The path is narrow with no opportunity to widen it. Unlikely to meet standards in LTN 1/20. |
| 36 (CY/27) | Cycling | Upgrade footpath to shared use, The Ridgeway to Maulden Road, Flitwick | Y | The path is narrow with no opportunity to widen it at The Ridgeway end. There is prohibition of cycling signs on the path that could be removed. This may require an order to be revoked. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 37 (FR/01) | Freight | Provide weight limit sign, A507 at right turn into Woburn Street, Ampthill | N | Already in place – there is an advanced weight limit roundel on the advanced direction sign. |
| 38 (FR/02) | Freight | Creation of a "Clear Zone" to ensure deliveries are restricted to certain times of the day. Flitwick and Ampthill town centres | Y | |
| 39 (FR/03) | Freight | Re-routing of HGVs away from Flitwick and Ampthill town centres | Y | There is already a weight limit on the B 530 (Ampthill Road), Woburn Street and Flitwick Road x 2 and Clophill Road, Clophill. Advanced warning signs should be checked on each approach. |
| 41 (GT/02) | General Traffic | Speed reduction measures, Oliver Street, Ampthill | Y | A speed limit review to be completed before deciding on whether any treatment is necessary. |
| 42 (GT/03) | General Traffic | Extension of 20mph zone in Ampthill town centre | Y | Speed data to be checked before deciding on whether any additional traffic calming is necessary. |
| 43 (GT/04) | General Traffic | Dedicated left turn into Woburn Road, Ampthill from A507 | N | There is insufficient traffic at this junction to warrant this. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-----------------|---|--|--|
| 44 (GT/05) | General Traffic | Right turn lane into Waitrose, Bedford Street, Ampthill | N | There is insufficient carriageway width to provide a dedicated right turn lane. A yellow box marking has recently been added at this junction. |
| 45 (GT/06) | General Traffic | Signing strategy which directs through traffic away from the town centres and HGVs away from the low bridge on Froghall Road | Y | Combine with 39 above. |
| 46 (GT/07) | General Traffic | Flitwick – Westoning Bypass between A5120 south of Westoning and the A507 to the northwest of Ampthill, A5120 and the A507 | N | Not shown to be required through modelling conducted as part of the Local Plan. |
| 48 (GT/10) | General Traffic | Realignment of road network to enable development of town centre masterplan proposals, Dunstable Road and Steppingley Road, Flitwick | N | Scheme to be delivered as part of Flitwick Station interchange project – Steppingley Road. |
| 51 (GT/13) | General Traffic | Reconfiguration of junction including the review of traffic lights and priorities, Junction of Church Road, Sampshill Road and High Street, Westoning | Y | A review of traffic volumes and collision data should be completed before deciding if any changes are required at this junction. |
| 53 (GT/15) | General Traffic | One-way system on Church Road, Westoning | N | The scheme has been reviewed but isn't feasible. For the narrowest parts of Church Road there is no alternative route. |
| 54 (PR/01) | Parking | Provision of electric charging points in car parks | Y | Will be considered as part of CBCs Charge Point Plan. |
| 55 (PR/02) | Parking | Additional parking bays in "herringbone" style Bedford Street and Woburn Street, Ampthill | Y | Herringbone style parking is not feasible for Woburn Street. A parking scheme is being considered for Bedford Street. |
| 56 (PR/03) | Parking | Off street parking provision on verge, Oliver Street, Ampthill | N | It is not a CBC policy to surface verges to provide additional parking. |
| 59 (PR/06) | Parking | New park and ride site to serve Ampthill and Flitwick, A507 | N | Too costly to be a LTP 4 scheme. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------------|--------------------|--|--|---|
| 60 (PR/07) | Parking | New park and "stride" site to serve Flitwick station and town centre, off Maulden Road, Flitwick. | N | Too costly to be a LTP 4 scheme. |
| 62 (PT/04) | Public Transport | Provision of new rail station in Ampthill | N | Too costly to be a LTP 4 scheme. |
| 63 (PT/05) | Public Transport | New bus shelters, raised kerbs and lighting at stops, Ampthill, and Flitwick | N | Has been delivered as part of a wider scheme. |
| 64 (PT/06) | Public Transport | Development of new public transport interchange at Flitwick station | N | Being delivered outside of LTP 4. |
| 65 (PT/07) | Public Transport | Better lighting at and on approaches to Flitwick Station | N | Being delivered outside of LTP 4 as part of Flitwick Interchange scheme. |
| 66 (PT/08) | Public Transport | New bridge at Flitwick Station providing lift access to platforms | N | Being delivered outside of LTP 4 as part of Flitwick Interchange scheme. |
| 67 (PT/09) | Public Transport | New access to Flitwick Station platforms from Station Road car park | N | Being delivered outside of LTP 4 as part of Flitwick Interchange scheme. |
| 73 (SRS/06) | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage (Level 1 intervention). Kingsmoor Lower School, Flitwick | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 74 (SRS/07) | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention). | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 75 (SRS/08) | School Safety Zone | Development of a School Safety Zone, Woodland Middle School, Flitwick | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 76 (SRS/09) | School Safety Zone | Development of a School Safety Zone, Greenfield Lower School, Greenfield | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 77 (SRS/11) | School Safety Zone | Development of a School Safety Zone, Pulloxhill Lower School, Pulloxhill | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------------|------------------------|--|--|--|
| 78 (SRS/12) | Safer Routes to School | Development of a School Safety Zone, Westoning Lower School, Westoning | N | Improvements outside of schools to be delivered as part of the Schools for the Future program. |
| 79 (WK/01) | General Traffic | Creation of shared space to readdress road user priorities and provide a better-balanced streetscape, Ampthill town centre | Y | Improvements to Ampthill town centre particularly for pedestrians and cyclists are a priority. The correct solution will need further consideration based on the expected levels of pedestrian and cycle traffic vs vehicular traffic. The outcome may not be a shared space scheme. |
| 80 (WK/02) | Walking | New controlled pedestrian crossing replacing the existing central reservation, Junction of A6 and Clophill Road, Clophill | Y | A different location for the crossing to that specified may need to be explored due to the constrained width between the two junctions. Complete with 44. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 81 (WK/03) | Walking | Development of a new green corridor between Flitton and Ampthill | Y | Scheme partly delivered. Further works part of Ampthill and Flitwick Green wheel. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 84 (WK/06) | Walking | New raised zebra pedestrian crossing, Manor Way, Flitwick | Y | Location required. Only likely to be delivered if part of a route to school. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 86 (WK/08) | Walking | Safe walking route between Greenfield and Pulloxhill | Y | May prove difficult due to restricted width. This will be considered as part of the review of the Rights of Way Improvement Plan. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-------------|--|--|---|
| 87 (WK/09) | Walking | Provide a safe walking route between Steppingley and Flitwick, Fordfield Road, Steppingley | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 88 (WK/10) | Walking | Pedestrian priority measures across access to Waitrose car park, Church Street, Ampthill | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

Appendix C: Biggleswade and Sandy 'Long List'

Proposed schemes that were not delivered

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason why the scheme did not go ahead |
|-----|---|--|--|---|
| 4 | New cycle routes to extend and link into the existing network | Based upon the Biggleswade pedestrian and cycling priority networks. | Y | Some aspects of the scheme delivered, but further works proposed. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 8 | Junction Improvements | Shortmead Street / St Andrews Street / High Street | N | Reviewed and shown not to be required through modelling work completed to support the Local Plan. |

Schemes that remain on the 'long list'

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|--------------|------------------|---|--|---|
| 1 (PT/01) | Public Transport | Public transport interchange at Biggleswade Station | N | Being delivered outside of LTP 4. |
| 2 (CY/03) | Cycling | Cycle route from Sandy to Potton | Y | Sandy to RSPB complete. Further works proposed. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 4 (PT/05) | Public Transport | Real time information at bus stops in Biggleswade, Sandy and Blunham | Y | Some have been delivered but Biggleswade could still do with more Real time screens. |
| 5 (PT/04) | Public Transport | Development of Station Travel Plans | N | Station Travel Plans are the responsibility of rail operators. |
| 7 (WK/09) | Walking | Raised zebra crossings on Bedford Road, St Neots Road and High Street roundabout, Sandy | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 9 (FR/01) | Freight | Implement the recommendations of the Sandy Freight Study | Y | Dependent on works at the A1 junction with New Road (National Highways responsibility). |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-----------------|--|--|---|
| 10 (CY/15) | Cycling | Provide a shared use path along London Road between the junction with Dunton Lane and Eagle Farm Road, and Eagle Farm Road and the High Street, Biggleswade | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 11 (GT/03) | General Traffic | 20mph limit on St Swithuns Way and the remainder of Cambridge Road and Brickhill Road, Sandy | Y | Speed limit review recommended to determine suitability of 20mph speed limit and whether features are required. |
| 14 (CY/29) | Cycling | Implement measures to improve the safety of cyclists using Potton Road between the junctions with Rose Lane in Biggleswade and Station Road in Potton | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 16 (CY/33) | Cycling | Secure a right of way and provide a multi-user path between Ivel Lane and the entrance of the proposed Tesco Store on New Road, Sandy | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| 17 (CY/14) | Cycling | Shared use path alongside Sunderland Road including between: - Georgetown (A1 Bridge), Woodpecker Way and Kestrel Way. Works to include constructing new section of footway, crossing of Sunderland Road at approach to roundabout, provision of signing - north/west side of the carriageway between the link to Friars Walk and BW22, Sandy | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 18 (GT/04) | General Traffic | Traffic calming measures on Sunderland Road, Sandy | Y | A speed limit review is recommended before deciding if any changes are required. |
| 20 (CY/20) | Cycling | Upgrade the footpath between NCN 12 and Berwick Way to allow shared use and provide spur link to Winchester Road, Sandy | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 21 (CY/24) | Cycling | Upgrade Chapel Fields to provide a cycle route linking Church Street and Brunt's Lane, together with the upgrade of existing footpath between Brunt's Lane and Sun Street to allow shared use, Biggleswade | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------------|--------------------|---|--|---|
| 22 (SSZ/05) | School Safety Zone | 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway/cycleway enhancements (Level 4 intervention) Edward Peake Middle School, Potton Road, Biggleswade | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 23 (SSZ/06) | School Safety Zone | 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway/cycleway enhancements (Level 4 intervention) Stratton Upper School, Eagle Farm Road | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 24 (SSZ/03) | School Safety Zone | 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). Biggleswade Academy, Biggleswade | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 25 (CY/08) | Cycling | Introduce measures to improve the safety of cyclists using Dunton Lane on the route between Biggleswade and Dunton | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 26 (CY/16) | Cycling | Implement measures and order to allow contraflow cycling on Longfield Road, Sandy | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 27 (WK/10) | Walking | Pedestrian crossing on London Road, Sandy | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 28 (CY/25) | Cycling | Upgrade existing rights of way to provide an off-road route between Biggleswade (Bells Brook) and Upper Caldicote via FP7 and FP9 | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| 30 (PR/02) | Parking | Additional parking at Sandy Station with associated improvements to pedestrian and vehicle access. | N | Providing additional parking is not a LTP 4 priority. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------------|--------------------|---|--|---|
| 31 (SSZ/01) | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage (Level 1 intervention) St Andrews Lower School, Brunts Lane, Biggleswade | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 32 (SSZ/02) | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention). Lawnside Lower School, Biggleswade | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 33 (SSZ/04) | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention). John Donne C of E Primary School, High Street, Blunham | Y | John Donne C of E Primary has already converted to a primary school so won't be included in the <i>Schools for the Future Program</i> . Therefore the scheme should be considered as part of LTP 4. |
| 34 (WK/03) | Walking | Upgrade surface quality of the bridleway on Biggleswade Common to tarmac with associated structure improvements at points of access, Biggleswade Common | Y | Is likely to involve private land. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 36 (CY/31) | Cycling | Provide safe, off-road pedestrian and cycle link between Great North Cycleway, Furzenhall Road - Stratford Road Biggleswade and Sandy | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 37 (WK/12) | Walking | Upgrade the existing narrow footway on Potton Road (north side) between the Furzenhall Post Office (opposite Havelock Road) and the railway bridge, and improve the junction of Potton Road and Havelock Road to include: - a safe crossing of Potton Road accessible to both cyclists and pedestrians - surfacing the desire line path trodden into the verge, Biggleswade | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 39 (PT/02) | Public Transport | New bus stops in Blunham | N | Not clear where this would be for. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-------------------|--|--|---|
| 40 (PT/03) | Public Transport | New bus shelter and raised kerb on St Neots Road, Sandy | N | Not clear where this would be for. |
| 41 (CY/07) | Cycling | Improve the safety of cyclists using Tempsford Road including a feasibility study to assess the options to reduce accidents in the vicinity of the bridge / road narrowing, Blunham | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 43 (WK/04) | Walking | Create 900m public footpath from Barford Road along farm tracks to promote access to Great Barford in west. Upgrade footpaths between Blunham and Great Barford to bridleways, Bedford Road, Blunham | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 45 (WK/07) | Walking | Footpath along the length of New Road, Sandy to the A1, including uniform carriage width, kerbing and drainage. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 46 (CY/30) | Cycling | Rose Lane cycle improvements incorporating: - crossing of Sun Street for cyclists using Rose Lane including installation of ASLs with lead-in lanes on each approach - Sign a cycle route between Rose Lane and Church Street through the Asda car park for cyclists travelling south, Biggleswade | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 47 (CY/17) | Cycling | Cycle route through the grounds of Sandye Place School to connect Swansholme Gardens and Park Road, Sandy | N | This school has closed. |
| 48 (CY/27) | Cycling | Install measures to permit contraflow cycling on Church Street, Biggleswade including alterations to the pelican crossing serving the Asda store | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 51 (WK/02) | Walking / Cycling | Connect Park Lane / Blunham weir east of river by upgrading Sandy Footpath 1 to cycleway/bridleway. | Y | |
| 52 (CY/26) | Cycling | Upgrade existing footpaths between Mulberry Close and Birch Road, Biggleswade to allow shared use | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|------------------|--|--|---|
| 53 (CY/06) | Cycling | Secure the necessary permissions to provide a multi-user route from Hitchmead Road to Baden Powell Way - routing through land that is part of Stratton Upper School, Biggleswade | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 54 (CY/22) | Cycling | Secure the necessary permissions to provide a multi-user route from Dunton Lane to Pegasus Drive, Stratton Business Park via Stratton Farm utilising existing farm road and access tracks | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 55 (GT/05) | General Traffic | Safety improvements at the junction of High Street / Potton Road with Swaden, Sandy | Y | Review of collision data required before deciding whether any treatment is needed. |
| 56 (PT/07) | Public Transport | New bus shelter on the northbound side of St Neots Road, Sandy | N | Same as No. 40. |
| 57 (CY/13) | Cycling | Upgrade existing rights of way (BW14, FP16) to provide a multi-user surfaced path between the Pegasus crossing on Potton Road and Stonecroft utilising the bridge across the rail line, Stonecroft Sandy | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 58 (CY/19) | Cycling | Upgrade the footpath between Western Way and St Neots Road to allow shared use, Sandy | Y | The footpath is narrow at the St Neots Road end and may not be wide enough for cycling. |
| 59 (WK/06) | Walking | Removal of town centre guard railing, High Street, Shortmead Street Biggleswade | N | Same as No. 10. Scheme complete. |
| 60 (CY/28) | Cycling | Provide a link between Potton Road and NCN12 north of Biggleswade by upgrading existing rights of way, specifically FP12 and FP13. Near Sandy railway bridge – Pegasus crossing | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 61 (PT/08) | Public Transport | New bus stop on the A603, west of the A1, close to the farm shop, Sandy | N | This would be highly expensive, and no doubt very lightly used. |
| 62 (CY/10) | Cycling | Shared use path running the length of Bedford Road on the northern side, together with a cycle crossing to link Church Path and Mill Lane, Sandy | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-------------|--|--|--|
| 63 (CY/12) | Cycling | Upgrade BW7 and BW8 to allow shared use, providing a connection between The Baulk and Mill Lane | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 64 (CY/18) | Cycling | Upgrade the footpath between South Road and Laburnum Road to allow shared use, Sandy | Y | This section of Laburnum Road is private land. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 65 (PR/01) | Parking | Park and ride scheme, Land close to A1, Biggleswade | N | Too costly to be a LTP4 scheme. |
| 66 (CY/04) | Cycling | Cycle route from Sandy to Gamlingay, including a new bridleway parallel to Everton Road linking Swaden and Stone Lodge including a safe crossing of Everton Road from Sand Lane, Sandy | Y | Likely to involve private land. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 67 (CY/32) | Cycling | Upgrade existing rights of way and secure the necessary permissions to provide an off-road cycle route between Stratton Way, Biggleswade and Wrestlingworth | Y | Not clear what route this would take? All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

Appendix D: Chiltern 'Long List'

Proposed schemes that were not delivered

All proposed schemes were delivered.

Schemes that remain on the 'long list'

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------------|--------------------|--|--|---|
| 8 (GT/13) | General Traffic | Speed reduction measures through the village, various locations: Church Rd, Markyate Road, Pepperstock near Half Moon & Woodside, Slip End | Y | Speed limit assessment recommended before deciding if any intervention is required. |
| 10 (WK/07) | Walking | Improved walking access to local facilities (assessment and recommendations) village wide - predominantly access to local facilities in Slip End | N | Unclear what could be delivered. |
| 12 (SSZ/03) | School Safety Zone | St Mary's Catholic Primary, and Manshead CE Academy, surface access to the sites from the A5 footpath. | N | Path within the grounds of the school, would need to be delivered by the Academy. |
| 14 (GT/04) | General Traffic | Junction visibility improvements - Dunstable Rd / Bower Lane, Eaton Bray | Y | Review of collision data required before deciding whether any treatment is needed. |
| 15 (GT/05) | General Traffic | Speed management & junction improvements - Church Lane / High St, Eaton Bray | N | Unlikely to come forward without a collision history. Possibly requires maintenance only (refreshing give way road markings) which would not be a LTP 4 scheme. |
| 16 (CY/02) | Cycling | Assessment of improving cycling infrastructure between villages and areas, Caddington, Harpenden & Woodside links | N | Too vague |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------------|--------------------|--|--|--|
| 17 (GT/11) | General Traffic | Junction visibility & speed management Improvements - Little Green Lane / Mancroft Rd Caddington | N | Unlikely to come forward without a collision history. Possibly requires maintenance only (trimming back vegetation so that signs are visible) which would not be a LTP 4 scheme. |
| 20 (GT/17) | General Traffic | Speed reduction measures through the village, Studham | Y | A speed limit assessment is recommended before deciding if any intervention is required. |
| 21 (GT/16) | General Traffic | Speed reduction measures through the village, Lynch Hill, Kensworth | Y | A speed limit assessment is recommended before deciding if any intervention is required. |
| 22 (SSZ/02) | School Safety Zone | School Safety Zone to level 2/3 (upon assessment), Totternhoe CE Academy, Church Lane | N | Any works proposed should be linked to a planning application for expanding the school. |
| 23 (WK/10) | Walking | Walking & cycling infrastructure improvements, various locations prominently the B4540 | N | Implementing paths would change the character. The land is not public highway. |
| 25 (GT/06) | General Traffic | Speed reduction throughout the village, Castle Hill Road, Totternhoe | Y | A speed limit assessment is recommended before deciding if any intervention is required. |
| 26 (GT/08) | General Traffic | Speed management & junction improvement - Newlands Rd / A1081, Caddington | N | Same as 19. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-----------------|---|--|---|
| 27 (GT/12) | General Traffic | Speed reduction measures through the village, Luton Road, Mancroft Road, Chaul End Lane, Manor Road & Dunstable Road, Caddington | Y - part | Mancroft Road complete. A speed limit assessment is recommended for the other roads mentioned before deciding if any intervention is required. |
| 29 (CY/01) | Cycling | Improvements to bridal way surface to allow cycling. Between Totternhoe and Dunstable Road via The Comp and School Lane, Eaton Bray | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 30 (WK/09) | Walking | Walking & Cycling infrastructure improvements - Kensworth to Whipsnade along the B4540 | N | Same as 23. |
| 31 (GT/14) | General Traffic | Junction safety Improvements - Grove Road / Woodside Road, Slip End | Y | Subject to review of collision data. |
| 32 (WK/05) | Walking | Pedestrian crossing facility – Pepperstock, near Half Moon bend, Slip End | N | There is unlikely to be sufficient demand for a pedestrian crossing, as the proposed location is not sufficiently close enough to a trip generator. |
| 34 (WK/08) | Walking | Walking & Cycling infrastructure improvements - Kensworth to Studham, various as indicated in the Green Infrastructure Plan | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 35 (WK/03) | Walking | Footpath improvements, Chaul End Lane & various locations used to access local facilities | N | This is a scheme that the Parish Council could part fund through the Rural Match Fund. |
| 36 (GT/03) | General Traffic | Junction visibility improvements - A4146 / Stanbridge Rd, Billington | N | The junction has been changed to a roundabout as part of the East of Leighton development. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-----------------|---|--|--|
| 37 (WK/02) | Walking | Improvements and upgrades to local footpaths and rights of Way (Assessment and feasibility), Totternhoe | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| 38 (GT/10) | General Traffic | Vehicular and pedestrian access improvements - Little Green Lane, Caddington | N | Not clear if it is possible to make improvements. |
| 40 (GT/09) | General Traffic | Traffic management options for school route - Caddington Village School, Five Oaks, Caddington | Y | The school has already converted to a primary school so will not be included in the <i>Schools for the Future</i> program. |
| 41 (WK/01) | Walking | Footpath improvements, School Lane at the Main Rd end Eaton Bray | N | This is a scheme that the Parish Council could part fund through the Rural Match Fund. |

Appendix E: Haynes and Old Warden ‘Long List’

Proposed schemes that were not delivered

All proposed schemes were delivered.

Schemes that remain on the ‘long list’

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|--------------|------------------|---|--|---|
| 1 (CY/01) | Cycling | New walking and cycling route from Houghton Conquest to Wixams Station, Bedford Road / B530, Houghton Conquest. | Y | Some parts may be delivered as part of the residential developments proposed for the area. Any remaining parts will be considered as part of the LCWIP process. |
| 2 (WK/10) | Walking | Extend footpath from Thickthorn Farm to Bedford Road, Houghton Conquest. | Y | Some parts may be delivered as part of the residential developments proposed for the area. Any remaining parts will be considered as part of the LCWIP process. |
| 6 (CY/14) | Cycling | Provide measures to improve the safety of cyclists travelling between Houghton Conquest and Ampthill via B530, including junction redesign and segregated routes. High Street, The Grove, How End Road, B530, Houghton Conquest | N | Too costly to be a LTP scheme. |
| 7 (GT/05) | Freight | Area-wide weight restriction, Upper Caldecote, Ickwell, Northill. | Y | Review of HGV signage in the surrounding area. |
| 8 (PT/16) | Public Transport | Real time bus information, new bus shelters, and raised kerbs at stops (x2), High Street, Houghton Conquest. | Y | New bus shelters and kerbs implemented. Realtime information screens required. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|------------------|---|--|--|
| 9 (PT/17) | Public Transport | Real time bus information, new bus shelters, and raised kerbs at stops (x2), Bedford Road, Houghton Conquest. | Y | Realtime information screens required (shelters and raised kerbs have been delivered using S106 funding). |
| 10 (PT/18) | Public Transport | Real time bus information, new bus shelters, and raised kerbs at stops (x2), B530, near Thickthorn Lane turn, Kempston Hardwick. | Y | These stops have been relocated as part of the development works but would still benefit from additional facilities. |
| 11 (CY/02) | Cycling | New cycle track between Houghton Conquest and Stewartby, Bedford Road / B530, Houghton Conquest. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 12 (PT/02) | Public Transport | New timetable cases at bus stops – Routes 44 and 81, Haynes West End. | N | These are stops on the A6 and all have adequate timetable cases. |
| 13 (GT/06) | General Traffic | Improve run-off and entry access roads to A1 in Lower Caldecote. Reduce speeds on approaches on A1 to 50mph, High Road and A1, Lower Caldecote. | N | Too costly to be a LTP scheme. |
| 14 (PT/14) | Public Transport | Upgrade all stops to include raised kerbs, flags, flag poles, timetable cases, and footway works where appropriate (19 stops). Bus routes 73 and 74, Moggerhanger / Northhill / Upper Caldecote | N | Too costly to be a LTP scheme. |
| 15 (PT/15) | Public Transport | Upgrade all stops to include raised kerbs, flags, flag poles, timetable cases, and footway works where appropriate (13 stops), Bus routes 71 and 72, Haynes. | N | Too costly to be a LTP scheme. |
| 16 (GT/01) | General Traffic | Traffic calming measures, Thorncote Road & Hatch Road, Hatch | Y | Speed limit assessment recommended before deciding whether traffic calming is required. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------------|--------------------|--|--|---|
| 17 (GT/04) | General Traffic | Traffic calming measures, Warden Road, Ickwell | Y | Speed limit assessment recommended before deciding whether traffic calming is required. |
| 18 (PT/06) | Public Transport | New bus stop to replace unmarked bus stop, including raised kerb, flag, and timetable case, Penible House, Ickwell Road, Ickwell | N | There is no suitable location anywhere near the site for such an upgrade. |
| 19 (PT/19) | Public Transport | Real time bus information, new shelters if appropriate, and raised kerbs at stops (x2), Silver End Road, Haynes | Y | Yes, this would still be beneficial – presume these are the stops near the village sign? |
| 20 (PT/20) | Public Transport | Real time bus information, new shelters if appropriate, and raised kerbs at stops (x2), Bedford Road, Moggerhanger. | Y | Yes, this would still be beneficial. |
| 21 (CY/22) | Cycling | Cycle safety improvements on route between Southill and Biggleswade via Broom, High Street, Southill Road, Gypsy Lane. | N | Unclear what could be delivered. |
| 22 (CY/23) | Cycling | Cycle safety improvements between Northill and Southill, via Old Warden and Ickwell, Un-named Road, Bedford Road, Warden Road, Ickwell Road. | N | Unclear what could be delivered. |
| 23 (SSZ/03) | School Safety Zone | School Safety Zone – 20mph signage, carriageway markings, traffic regulation orders, pedestrian advantage features, carriageway surface treatments. Moggerhanger Lower School, Moggerhanger. | Y | Moggerhanger Lower has already converted to a Primary school so will not be looked at as part of the <i>Schools for the Future</i> program. |
| 24 (SSZ/04) | School Safety Zone | School Safety Zone – 20mph signage, carriageway markings, traffic regulation orders, pedestrian advantage features, carriageway surface treatments. Northill Lower School, Northill. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 25 (PT/13) | Public Transport | Upgrade all stops to include raised kerbs, flags, flag poles, timetable cases, and footway works where appropriate (4 stops). Bus routes 44 and 81, Haynes and West End. | N | Too costly to be a LTP scheme. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|------------------|---|--|--|
| 26 (PT/12) | Public Transport | Upgrade all stops to include raised kerbs, flags, flag poles, timetable cases, and footway works where appropriate (12 stops). Bus route 42, Houghton Conquest. | N | Too costly to be a LTP scheme. |
| 27 (GT/08) | General Traffic | Speed detection signage, Church End Road, Haynes Church End. | N | This is a scheme that the Parish Council could part fund through the Rural Match Fund. |
| 28 (GT/09) | General Traffic | Speed restriction on Appley Wood Corner, Standalone Warren, Haynes. | Y | A speed limit review is recommended before determining if any treatment is required. |
| 29 (CY/05) | Cycling | Development of village cycle network, Houghton Conquest. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 30 (CY/10) | Cycling | Development of village cycle network, Upper Caldecote. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 31 (CY/12) | Cycling | Development of village cycle network, Moggerhanger. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 32 (CY/13) | Cycling | NCN Route 51 Cycle Link from Moggerhanger Park. Park Road, St John's Road, Blunham Road, Moggerhanger | Y | Would need a bit more detail to what this would involve. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------------|--------------------|---|--|---|
| 33 (CY/19) | Cycling | Provide measures to improve the safety of cyclists travelling between Haynes and Southill, including cycle safety improvements at A600 Standalone Warren Junction, Northwood End Road, Standalone Warren, Unnamed Road (x3) | N | Unclear what could be delivered. |
| 34 (CY/21) | Cycling | Provide measures to improve the safety of cyclists travelling between Southill and Stanford. High Street, Stanford Road, B658. | N | Unclear what could be delivered. |
| 35 (CY/24) | Cycling | Provide measures to improve the safety of cyclists travelling between Northill and Beeston. Thorncote Road, Vinegar Hill, Un-named Road. | N | Unclear what could be delivered. |
| 36 (CY/25) | Cycling | Provide measures to improve the safety of cyclists travelling between Northill and Moggerhanger. Thorncote Road, Budna Green, St John's Road | N | Unclear what could be delivered. |
| 37 (PT/07) | Public Transport | Install current unmarked bus stops. To include raised kerbs, flag poles, flags, timetable cases, and appropriate footways. | N | No location specified. |
| 38 (PT/08) | Public Transport | Install current unmarked bus stop. To include raised kerbs, flag poles, flags, timetable cases, and appropriate footways. Opposite Rooktree Way, Silver End Road, Haynes. | N | A bus stop post, flag and timetable case has been installed here. |
| 39 (PT/09) | Public Transport | Install current unmarked bus stop. To include raised kerbs, flag poles, flags, timetable cases, and appropriate footways. Opposite The Old School, Northwood End Road, Haynes. | N | Not clear on location. |
| 40 (SSZ/01) | School Safety Zone | School Safety Zone – 20mph signage, carriageway markings, traffic regulation orders, pedestrian advantage features, carriageway surface treatments. Caldecote Lower School, Upper Caldecote. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------------|--------------------|---|--|---|
| 41 (SSZ/05) | School Safety Zone | School Safety Zone – 20mph signage, carriageway markings, traffic regulation orders, pedestrian advantage features. Southill Lower School, Southill. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 42 (CY/26) | Cycling | Provide measures to improve the safety of cyclists between Ickwell and Upper Caldecote, including provision of new and upgraded rights of way in Upper Caldecote linking Hitchin Road and Biggleswade Road. Caldecote Road, Hitchin Road, Un-named Road, FP7, New Rights of Way Link. | N | Unclear what could be delivered. |
| 43 (WK/13) | Walking | Create new footpath from village hall car park to Haynes Lower School via playing field. Haynes. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 44 (WK/12) | Walking | Create segregated foot and cycle way on southbound A6 to Clophill. A6, Haynes West End. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 45 (CY/03) | Cycling | Segregated cycle path from Houghton Conquest to Wilstead and crossing of A6. Chapel End Road, Houghton Conquest. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 47 (GT/07) | General Traffic | Reassess parking areas. Includes review of offset parking areas, constrain use of lay-bys, hard border no-go areas. Ickwell and Upper Caldecote. | N | Unclear what could be delivered. |
| 48 (CY/08) | Cycling | Development of cycle network, Southill. | N | Unclear what could be delivered. |
| 49 (CY/09) | Cycling | Development of cycle network, Northill and Ickwell. | N | Unclear what could be delivered. |
| 50 (CY/17) | Cycling | Provide measures to improve the safety of cyclists between Haynes West End and Maulden, Limbersey Lane, Haynes. | N | Unclear what could be delivered. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------------|--------------------|---|--|---|
| 51 (CY/18) | Cycling | Provide measures to improve the safety of cyclists between Haynes West End and Haynes (Appley Corner), Haynes West End, Old Man Road, Church End Road, Standalone Warren. | N | Unclear what could be delivered. |
| 52 (PT/05) | Public Transport | Move 2 unmarked bus stops from B530 / Millbrook Road junction to The Chequers PH. To include raised kerbs, flag poles, flags, timetable cases, and appropriate footway works. | Y | This would still be worth doing although usage would be very limited. |
| 53 (PT/11) | Public Transport | Install 2 current unmarked bus stops. To include raised kerbs, flag poles, flags, timetable cases, and appropriate footway works. Chalton Farm, Blunham Road, Chalton. | N | Would be very expensive with very limited usage as in a very rural location. |
| 54 (WK/08) | Walking | Create off-road footpath to link How End to The Grove, Houghton Conquest. Start from Footpath 1. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| 55 (CY/11) | Cycling | Upgrade track across Caldecote Green between Biggleswade Road and Hitchin Road to shared use footpath / cycleway. Introduce street lighting and hard surfacing, Caldecote Green, Upper Caldecote. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 56 (CY/06) | Cycling | Development of village cycle network, Haynes. | N | Unclear what could be delivered. |
| 57 (SSZ/06) | School Safety Zone | Create larger drop-off facility. Widen and open footpath between Forester's Close and Rooktree Way for one-way traffic during school term time. Controlled via retractable bollard. Haynes Lower School, Haynes | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| 58 (WK/04) | Walking | New footway to new pedestrian entrance to Conquest Woods. Chapel End Road, Houghton Conquest. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-------------|---|--|---|
| 59 (CY/16) | Cycling | Provide measures to improve the safety of cyclists travelling between London Lane, Houghton Conquest / Haynes West End. | N | Unclear what could be delivered. |
| 60 (WK/02) | Walking | Footpath between Haynes Church End turning on A6 and bus stop (Wilstead Hill Southbound) A6, Haynes Church End. | N | Too costly to be a LTP scheme. |
| 61 (CY/04) | Cycling | Segregated cycle link between Manor Farm Cottages and Stewartby Way. B530, Houghton Conquest. | N | Too costly to be a LTP scheme. |
| 62 (WK/01) | Walking | Widening of footpath in front of Haynes Village Hall, Northwood End Road, Haynes. | N | There is insufficient space to widen the footpath |
| 63 (WK/09) | Cycling | Upgrade Houghton Conquest Footpath 1 to allow cycle access – either by permissive access or bridleway, How End, Houghton Conquest. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| 64 (CY/07) | Cycling | Development of village cycle network, Broom. | N | Unclear what could be delivered. |
| 65 (WK/11) | Walking | Extend Houghton Conquest Footpath A8 to Sybils Way, Houghton Conquest. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| 66 (WK/03) | Walking | Extension of pedestrian footway at Haynes West End / A6 Junction to Haynes West End by 50m, Haynes West End. | N | Too costly to be a LTP scheme. |
| 67 (WK/05) | Walking | Connect Old Warden Bridleway 3 to Southill Bridleway 4 by upgrade and creation of connecting routes, Southill and Old Warden. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| 68 (WK/07) | Walking | Connect Southill Bridleways 3 and 10 with Old Warden Footpaths 4 and 10 by upgrade to bridleway inside field edge, Southill and Old Warden. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------------|-------------|--|--|--|
| 69 (WK/06) | Walking | Connect by creation or permission Southill Bridleway 2 to Bridleway 3 to avoid road section, Southill. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |

Appendix F: Heath & Reach, Toddington and Barton le Clay ‘Long List’

Proposed schemes that were not delivered

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason why the scheme did not go ahead |
|--------------------|-------------|--|--|--|
| T/WK/01 T/WK/02 | Walking | Princes Street and Luton Road, Toddington. Pedestrian build-outs in key locations. | Y | Scheme to be taken forward to LTP 4. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| T/CY/04 | Cycling | Development of village cycle network, Toddington | Y | Scheme to be taken forward to LTP 4. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| T/CY/03 | Cycling | Signage of village cycle routes, Toddington | Y | Scheme to be taken forward to LTP 4. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

Schemes that remain on the ‘long list’

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------|-------------|---|--|---|
| B/CY/05 | Cycling | Remedial works to crossing of A6, Streatley roundabout. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| B/CY/06 | Cycling | Upgrade A6 cycle route, including paving and signing, Barton-le-Clay. | N | This wouldn't be compliant with LTN 1/20. |
| B/FR/01 | Freight | Luton Northern Bypass, Streatley | N | Not a LTP scheme |
| B/FR/02 | Freight | Replacement signage for freight restrictions, Streatley. | N | To be delivered as part of M1 – A6 link road scheme. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------|--------------------|--|--|--|
| B/GT/01 | General Traffic | 50mph speed limit on Moleskin Hill, Sharpenhoe Road, Streatley. | Y | A speed limit assessment is recommended before determining if any treatment is required. |
| B/GT/02 | General Traffic | New off-street parking, village centre, Barton-le-Clay. | N | It is not a LTP priority to provide parking. |
| B/GT/03 | General Traffic | Develop case for a new road from A6 Streatley roundabout to Luton Airport, Streatley. | N | Not a LTP scheme. |
| B/MM/03 | Multi-modal | 20mph zone – TRO, signage, gateway features, village centre, Sharpenhoe | N | Scheme complete, including traffic calming. |
| B/MM/04 | Multi-modal | 20mph zone – TRO, signage, gateway features, traffic calming, village centre, Sharpenhoe. | N | Same as B/MM/03. |
| B/MM/05 | | Better Streets treatment, village centre, Barton-le-Clay. | N | This is a scheme that the Parish Council could part fund through the Rural Match Fund. |
| B/SRS/01 | School Safety Zone | 20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, Ramsey Manor Lower School, Barton-le-Clay. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| B/SRS/02 | School Safety Zone | 20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, carriageway surface treatments, Arnold Academy, Barton-le-Clay. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| B/WK/01 | Walking | Improve sections of footways by widening and improving surfacing, Barton-le-Clay, Streatley and Sharpenhoe. | Y | Scheme to connect Sharpenhoe and Barton-Le-Clay to be taken forward. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------|-----------------|---|--|--|
| B/WK/04 | Walking | Zebra crossing, Bedford Road, Barton-le-Clay. | N | Would either need to come forward as part of the <i>Schools for the Future</i> program or a development. |
| B/WK/08 | Walking | New multi-user crossing, Sundon Road, Streatley. | Y | Would need to be reviewed once M1-A6 link road in place. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| T/CY/01 | Cycling | Segregated off-road cycle link between Harlington Road, Toddington and M1 Junction 12 | Y | Feasibility study complete. Needs to be updated in line with LTN 1/20. All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| T/CY/02 | Cycling | Segregated off-road cycle link between M1 Junction 12 and Harlington. | N | Combined with T/CY/01. |
| T/CY/07 | Cycling | Access only into Wingfield from B5120. | N | Not clear on what a scheme could be. |
| T/GT/02 | General Traffic | One-way system, Princes Street, The Crescent, Toddington. | Y | |
| T/GT/03 | General Traffic | New off-street car parking, Village centre, Toddington. | N | It is not a LTP priority to provide parking. |
| T/GT/04 | General Traffic | New off-street car parking, The Lane, Tebworth. | N | It is not a LTP priority to provide parking. |
| T/GT/06 | General Traffic | Quiet Lane, including signage and traffic regulation order, The Lane, Tebworth. | Y | |
| T/GT/07 | General Traffic | Residents Parking Zone, close to rail station, Harlington. | Y | Wait for parking study in this area. |
| T/MM/03 | Multi-modal | 20mph zone, including signage, traffic regulation orders, and gateway features, Village centre and school, Chalton. | N | Speed limit assessment completed, no requirement for a 20mph speed limit. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------|---------------------|--|--|---|
| T/MM/07 | Multi-modal | 20mph zone, including signage, traffic regulation orders, gateway features, and associate calming, village centre and school, Chalton. | N | See T/MM/03. |
| T/MM/08 | Multi-modal | 20mph zone, including signage, traffic regulation orders, gateway features, and associate calming, Tebworth. | N | See T/MM/04. |
| T/PT/01 | Public transport | Enhanced station forecourt, including bus stops with real time information, additional cycle parking, and drop-off facilities, Harlington Station. | N | Not a LTP scheme. National Access Forum Scheme (Network Rail). |
| T/PT/02 | Public transport | Additional station car parking to the East side of Harlington Station. | N | It is not a LTP priority to provide parking. |
| T/PT/03 | Public transport | Step-free access to station platform, Harlington Station. | N | Not a LTP scheme. National Access Forum Scheme (Network Rail). |
| T/PT/04 | Public transport | New flag, poles, timetable cases, replacement shelters, and raised kerbs, 42 route, Harlington. | Y | |
| T/PT/08 | Public transport | New bus stops, with laybys, raised kerbs, flags, poles, and timetable cases, Poplars Nursery, Harlington. | Y | |
| T/PT/10 | Public transport | New bus stops, with laybys, raised kerbs, flags, poles, and timetable cases, B5120 near Wingfield | N | Would be very expensive with very limited usage as in a very rural location. |
| T/SRS/01 | School Safety Zone | 20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, carriageway surface treatments, Parkfields Middle School, Toddington. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| T/SRS/02 | School Safety Zones | 20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, Toddington St George Lower School, Toddington. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------|---------------------|--|--|---|
| T/SRS/03 | School Safety Zones | 20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, carriageway surface treatments. Chalton Lower School, Chalton. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| T/SRS/04 | School Safety Zone | 20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, Sundon Lower School, Sundon. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| T/SRS/05 | School Safety Zones | 20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, carriageway surface treatments, traffic calming measures, footway / cycleway enhancements, Harlington Upper School, Harlington. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| T/WK/03 | Walking | Widening of footway, Harlington Road, Toddington. | N | Part of feasibility study T/CY/01 and T/CY/02. |
| T/WK/04 | Walking | Improve sections of footway by widening and improving surfacing, Harlington. | Y | Locations need to be determined. |
| T/WK/10 | Walking | Footway extension and multi-user crossing near Buttercup Farm, Wingfield Road, Chalgrave | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| H/CY/12 | Cycling | Cycle links between Rushmere Park and Grand Union Canal, including improving Bragenham Crossroads, Heath and Reach | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| H/CY/13 | Cycling | Re-alignment of NCN Route 6 between Stanbridge and Leighton Buzzard | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|---------|-----------------|--|--|--|
| H/FR/01 | Freight | HGV restrictions, Heath and Reach. | N | Existing neighbouring weight limits prevent HGVs using Heath and Reach as a through route. HGVs associated with neighbouring developments to be managed through Construction Management Plans. |
| H/GT/01 | General Traffic | Reduce speed limit to 30mph in village, A5, Hockliffe | N | Completed by National Highways. |
| H/GT/03 | General Traffic | Vehicle activated sign, Hockliffe Lower School, Hockliffe. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| H/GT/05 | General Traffic | Yellow no-stop boxes on A5, Whitehorse Close, Birchs Close, Hockliffe. | N | 'Keep clear' markings completed by National Highways. |
| H/GT/06 | General Traffic | Improve timings of signals at Woburn Road / Leighton Road/ A5 junction, Hockliffe. | N | Not a LTP scheme. National Highways scheme. |
| H/GT/07 | General Traffic | Left filter lights on signals at Woburn Road / Leighton Road / A5 junction, Hockliffe. | N | Not a LTP scheme. National Highways scheme. |
| H/GT/08 | General Traffic | Hockliffe Bypass | N | Not a LTP scheme. National Highways scheme. |
| H/MM/03 | Multi-modal | 20mph zone, including signage, traffic regulation orders, gateway features, and associate calming, Stanbridge Road, Tilsworth. | N | Scheme in progress (gateways in Tilsworth). |
| H/MM/04 | Multi-modal | 20mph zone, including signage, traffic regulation orders, and gateway features, High Street, Eggington. | Y | A speed limit assessment is recommended before determining if any treatment is required. |
| H/MM/06 | Multi-modal | 20mph zone, including signage, traffic regulation orders, gateway features, and associate calming. Junction remedial works at Billington Road, Tilsworth Road, Stanbridge. | Y | A speed limit assessment is recommended before determining if any treatment is required. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|----------|--------------------|---|--|---|
| H/MM/07 | Multi-modal | 20mph zone, including signage, traffic regulation orders, gateway features, and associate calming, Stanbridge Road, Tilsworth. | N | See H/MM/03 |
| H/MM/08 | Multi-modal | 20mph zone, including signage, traffic regulation orders, gateway features, and associate calming, High Street, Eggington. | N | See H/MM/04 |
| H/SRS/01 | School Safety Zone | 20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features. St Leonards VA Lower School, Heath and Reach. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| H/SRS/03 | School Safety Zone | 20mph speed limit, signage, carriageway markings, TROs on school keep clears, pedestrian advantage features, carriageway surface treatments, Hockliffe Lower School, Hockliffe. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| H/WK/01 | Walking | Improve road crossings to Blackgrove Wood, Stanbridge. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| H/WK/04 | Walking | Shared use foot and cycleway, Leighton Road to Goose Green, Hockliffe. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| H/WK/06 | Walking | New controlled pedestrian and cycle crossing of A5, near Bridleway 9 and Footpath 5, Heath and Reach. | N | Not a LTP scheme. Highways England scheme. |

Appendix G: Dunstable and Houghton Regis

Proposed schemes that were not delivered

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|-----|-------------|---|--|---|
| 6.3 | | B489 West Street corridor improvements – access improvements into the town centre. Improvements in terms of walking and cycling • Two elements required to the scheme a) planning and design to enable costs to inform CILb) capital works to implement improvements. | N | Scheme in progress for scheme between Whipsnade Road, and Drivers Way to remove a carriageway lane to allow more space for walking and cycling. |

Dunstable and Houghton Regis did not have a ‘long list’ of schemes. All schemes were prioritized for this area as it is a growth area.

Appendix H: Leighton-Linslade

Proposed schemes that were not delivered

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|-----|-------------|---|--|---|
| 1.1 | Multi-modal | Shared space scheme, High Street and treatment for roads leading into High Street to improve safety, improve integration between modes and to encourage the use of sustainable modes. | Y | Feasibility designs complete. Lack of political support at the time to take the scheme forward. May be brought forward again due to Covid-19 measures and the trial of a High Street closure. |
| 1.2 | Walking | Zebra crossings, Brooklands Drive | Y | Was awaiting a decision on School Crossing Patrols. Unable to recruit new School Crossing Patrol Officers. |

Leighton-Linslade did not have a 'long list' of schemes. All schemes were prioritized for this area as it is a growth area.

Appendix I: Marston Vale ‘Long List’

Proposed schemes that were not delivered

All proposed schemes were delivered.

Schemes that remain on the ‘long list’

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|-------|-------------|---|--|--|
| CY/01 | Cycling | Shared use footway and cycleway between Millbrook Station and Millbrook Proving Ground | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. May be part developer funded. |
| CY/02 | Cycling | Cycle parking provision at stations, Millbrook, Lidlington, Ridgmont and Aspley Guise Stations. | N | Any improvements to stations will be delivered as part of East-West Rail. Cycle parking delivered at Millbrook. |
| CY/03 | Cycling | Cycle parking provision at key trip generators, GP practice, village hall and St Marys Church, Woburn | N | Sites identified are not on the public highway. |
| CY/04 | Cycling | New cycle link and signs to raise awareness of cyclists on Bedford Road, Aspley Guise. | N | Not required. The latest advice from the DfT is that sign clutter should be reduced; only signing potential hazards that may not be obvious. |
| CY/05 | Cycling | Cycle link improvements between Mill Road and Ridgmont Road, Husborne Crawley | Y | Scheme to be reviewed against LTN 1/20 requirements. |
| CY/07 | Cycling | Create new shared use path on footway no.22 Cranfield with upgraded surfacing and signing. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| CY/08 | Cycling | Upgrade NCN Route 51 through Hulcote Wood and Brogborough Landfill site, Cranfield. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. May be part developer funded. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|-------|-----------------|--|--|---|
| CY/10 | Cycling | Cycle link between Sheeptick End and Ridgmont Station with spur to Ridgmont Road, Brogborough. | N | Improved routes to be delivered as part of the Marston Vale development. |
| CY/12 | Cycling | Cycle link between Allen Court and FP to the rear, Marston Moretaine. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| CY/13 | Cycling | Cycle link between Arundel Road and Beancroft Road, Marston Moretaine. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| CY/14 | Cycling | Improvements to Greensand Walk between Brook End and Water End, Marston Moretaine. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| CY/15 | Cycling | Cycle link between Millbrook village and Center Parcs, various bridleways, Millbrook. | N | Delivered as part of Center Parcs development. |
| CY/16 | Cycling | Walking and cycling link between Millbrook village and Millbrook Station. | N | Same as CY/01. |
| CY/17 | Cycling | Contra-flow cycle lane on the one-way route through Marston Moretaine. Link to C94. | N | Improvements to be completed through the Marston Vale development. |
| CY/18 | Cycling | Cycleway to the Forest Centre from Lidlington, various routes, Lidlington. | N | Improvements to be completed through the East-West Rail project. |
| GT/01 | General Traffic | Speed reduction measures on key routes into Ridgmont - Eversholt Road, Station Road and High Street. | Y | A speed limit assessment is recommended before determining if any treatment is required. |
| GT/04 | General Traffic | Speed reduction measures on key routes into Aspley Guise and Woburn Sands - Bedford Road, West Hill, Weathercock Lane, Salford Road. | Y | A speed limit assessment is recommended before determining if any treatment is required. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|-------|------------------|---|--|---|
| GT/05 | General Traffic | Junction improvements in the village, Woburn Lane / The Square Weathercock Lane / West Hill / Woodside crossroads, Aspley Guise | N | Various schemes considered but there are site constraints. |
| GT/07 | General Traffic | Speed reduction measures on key routes into Lidlington. | Y | A speed limit assessment is recommended before determining if any treatment is required. Locations need to be identified. |
| GT/08 | General Traffic | Speed reduction measures on key routes into Marston Moretaine. | Y | A speed limit assessment is recommended before determining if any treatment is required. Locations need to be identified. |
| PR/01 | Car parking | Additional car parking at Ridgmont station. | N | Not a LTP priority. Improvements to be completed through the East-West Rail project. |
| PR/02 | Car parking | Additional car parking at Millbrook Station. | N | Not a LTP priority. |
| PR/03 | Car parking | Additional car parking at Aspley Guise station. | N | Not a LTP priority. Improvements to be completed through the East-West Rail project. |
| PT/01 | Public Transport | New and relocated bus stop in Ridgmont, outside 40 High Street. | N | There is an existing bus stop outside no 40, certainly not a new stop. Shelter here is parish owned. |
| PT/04 | Public Transport | Removal of bus shelter on corridor no longer served, Upper Shelton Road, Marston Moretaine. | N | Shelter is still there and is served by the C1 service, so don't remove. |
| PT/06 | Public Transport | Development of a transport information website, LAMP wide. | N | Duplicated scheme. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|--------|--------------------|---|--|---|
| SRS/01 | School Safety Zone | 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. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SRS/02 | School Safety Zone | 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), Marston Moreteyne VC School. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SRS/03 | School Safety Zone | 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. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SRS/04 | School Safety Zone | Level 4 intervention, Husborne Crawley Lower School. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SRS/05 | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on SKC's, pedestrian advantage features (Level 2 intervention), Cranfield C of E Academy. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SRS/06 | School Safety Zone | 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. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SRS/07 | School Safety Zone | 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. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|--------|--------------------|---|--|---|
| SRS/08 | School Safety Zone | 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. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SRS/09 | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage (Level 1 intervention), Thomas Johnson Lower School, Lidlington. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SRS/10 | School Safety Zone | 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. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SRS/11 | School Safety Zone | 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. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| WK/01 | Walking | Widening of footways within Ridgmont, High Street near the school and nursery. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| WK/02 | Walking | New footways to be provided to plug gaps in rural routes, Greensand Ridge Path, Ridgmont. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| WK/03 | Walking | Widening of the footway on Station Road, Marston Moretaine - between the Social Club and Millbrook Station, Station Road | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| WK/05 | Walking | Signing of the rural rights of way network, LAMP wide. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|-------|-------------|---|--|--|
| WK/07 | Walking | New footpath along Moulsoe Road, Cranfield. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| WK/14 | Walking | Footpath around Brogborough Lake, Lidlington. | Y | Improvements to be completed through the Marston Vale development and as part of the review of the Rights of Way Improvement Plan. |

Appendix J: Potton ‘Long List’

Proposed schemes that were not delivered

All proposed schemes were delivered.

Schemes that remain on the ‘long list’

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|--------|--------------------|---|--|--|
| CY/01 | Cycling | Potton to Sandy Cycleway [ALSO IN BIGGLESWADE / SANDY LAMP] | N | Duplicated. See Biggleswade and Sandy Long List. |
| WK/12 | Walking | Pedestrian crossing(s) in Potton, Market Square. | N | Any additional crossings would be linked to changes implemented as part of the <i>Schools for the Future</i> program. |
| SSZ/06 | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 Intervention), Burgoyne Academy Mill Lane, Potton. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| GT/02 | General Traffic | Defined physical entry points into the town at the 30mph speed limits are needed, various locations. | Y | Superseded by implementation of 20mph limit. Consideration could be given to buffer zones subject to a Speed Limit Review. |
| WK/02 | Walking | Widening of footways within Potton, various locations. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| SSZ/01 | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 intervention), Potton Lower School Everton Road, Potton. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|--------|--------------------|---|--|--|
| SSZ/02 | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 intervention), p Clears, pedestrian advantage features (Level 2 intervention) Everton Lower School Potton Road, Everton. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SSZ/03 | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage (Level 1 Intervention), Wrestlingworth Lower School Church Lane, Wrestlingworth. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SSZ/04 | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features, Lower School High Street, Dunton. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| SSZ/05 | School Safety Zone | Development of a School Safety Zone incorporating: 20 mph signage, carriageway markings, TRO's on School Keep Clears, pedestrian advantage features (Level 2 Intervention), Sutton Lower School High Street, Sutton. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| GT/10 | General Traffic | Speed reduction measures through the village. | N | Same as GT/03. |
| GT/07 | General Traffic | Safety improvements at Everton Road / Mill Lane junction, Potton. | N | Assessed as part of <i>Schools for the Future</i> program. Other improvements proposed nearby instead. |
| WK/06 | Walking | Dropped kerbs to improve pedestrian access, various. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. Locations need to be identified. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|-------|-----------------|--|--|---|
| WK/01 | Walking | Upgrade of bridleway between Sutton and Wrestlingworth. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| GT/01 | General Traffic | Safety improvements on Sandy Road roundabouts, Potton. | Y | |
| WK/07 | Walking | Create permanent right of way on existing permissive routes in Pegnut Wood. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| GT/06 | General Traffic | Safety improvements at the Hatley Road / Gamblingay Road junction, Potton. | Y | |
| WK/04 | Walking | Dropped kerbs to improve pedestrian access, various. | N | Same as WK/06 (see above) |
| WK/10 | Walking | Potton Bw14 to Wrestlingworth Bw 15 by upgrading Wrestlingworth Fp 14 and connection within Cambs. Potton to Wrestlingworth and County Boundary. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| WK/11 | Walking | Create 3.0 km bridleway north from Sandy Bw 21 along east side of main ditch to Tempsford Rd, then on the west side of ditch to Station Rd, Tempsford near railway crossing. Sandy to Tempsford. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| WK/03 | Walking | New crossing point for pedestrians and general safety improvements on Hatley Road near Gamlingay Road junction. Hatley Road close to St Marys Church. | Y | Combine with GT/06. |
| GT/04 | General Traffic | Safety improvements at the Horslow Street / Everton Road junction, Potton. | Y | A review of collision data is recommended first before deciding if any treatment is required. |
| WK/05 | Walking | Improved pedestrian links to Biggleswade, Potton and Wrestlingworth | N | No specific scheme identified. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|-------|-----------------|--|--|--|
| CY/02 | Cycling | Potton to Gamblingay cycle route | N | Being progressed separately to LTP through Greensand Country Project. |
| WK/09 | Walking | Upgrade Potton Fp1 and Sutton Fp2 to cycleway/bridleway – 1 mile. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| GT/05 | General Traffic | Safety improvements at the Everton Road / Myers Road junction, Potton. | N | There is no recent collision history to suggest there is a safety concern. |

Appendix K: Shefford, Silsoe and Shillington ‘Long List’

Proposed schemes that were not delivered

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason why the scheme did not go ahead |
|------|-------------|---|--|---|
| CY05 | Cycling | Additional signs to encourage use of cycle paths, Shefford | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| W04 | Walking | Improve safety for pedestrians at junction, Church Street / High Road, Shillington. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| W06 | Walking | Provide improved footpaths for pedestrians, Upton End Road and Hanscombe End Road, Shillington. | N | Insufficient space available to widen the footpaths. |

Schemes that remain on the ‘long list’

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|------|-----------------|---|--|--|
| CY01 | Cycling | Shared use cycleway / footpath, Ampthill Road, Shefford. | N | It isn't possible to extend the shared use any further due to lack of space / level differences. |
| CY03 | Cycling | Hard surface for bridleway, Gravenhurst to Wrest Park. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| CY04 | Cycling | Advance stop lines for cyclists at traffic lights, Junction of High Street / North Bridge Street / South Bridge Street, Shefford. | N | Same as CY06. |
| GT05 | General Traffic | Traffic calming measures, Greenway, Campton. | Y | A speed limit assessment is recommended before determining if any treatment is required. |

| No. | Scheme Type | Description | Scheme to be brought forward to LTP 4? | Reason? |
|------|--------------------|---|--|---|
| GT06 | General Traffic | Traffic calming measures, High Road, Shillington. | Y | A speed limit assessment is recommended before determining if any treatment is required. |
| P01 | Parking | Revised signing to Station Way Car Park, Ampthill Road / High Street, Shefford. | N | This is a scheme that the Parish Council could part fund through the Rural Match Fund. |
| RS01 | Street lighting | Install street lighting, Shefford Road between A507 and Meppershall. | N | Any street lighting would need to come as part of a proposed development. |
| SR02 | School Safety Zone | Shared cycleway / footpath, Between Shefford Lower School and Middle School, Shefford. | N | Improvements outside of schools to be delivered as part of the <i>Schools for the Future</i> program. |
| W02 | Walking | Adopt current permissive footpath and seal surface, Shefford Road between A507 and Meppershall. | Y | This will be considered as part of the review of the Rights of Way Improvement Plan. |
| W03 | Walking | Reinstatement of footpath, West side of Clophill Road between Newbury Lane and A6, Silsoe. | Y | All proposed walking and cycling improvements will be reviewed through the LCWIP process. |
| W05 | Walking | Improve safety for pedestrians at junction, Crossing of A600 at A600 / A507 roundabout, Shefford. | Y | This may be delivered as part of <i>Schools for the Future</i> program. |
| W09 | Walking | Improve pedestrian safety for crossing A507, junction with Shefford Road. | N | To be considered as part of wider works to A507 corridor (outside of LTP). |

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