APPENDIX C

Central Bedfordshire

Biggleswade, Potton & Sandy Local Cycling & Walking Infrastructure Plan

Making walking, wheeling, and cycling the preferred choice for getting around Central Bedfordshire

2023

Revision History

Version	Description	Date	Initials
V1	Biggleswade, Sandy & Potton LCWIP (Consultation Version)	30/10/2023	OW/LC/SL/TP

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Introduction from Executive Member

Improving our cycling and walking links is key to increasing people's freedom to travel when they want, and how they want. Not only will better links allow people to get to where they want to go for free, so-called "active travel" should improve their health by cycling, wheeling, or walking, and also allowing them to reach their destination without adding to their carbon footprint.

I am pleased to present the Local Cycling and Walking Infrastructure Plan for Biggleswade, Potton & Sandy which sets out how we will grow the network of cycle paths, roads, and footpaths to become safe routes that people can use to travel to schools, leisure facilities, workplaces, friends and family, and shops. They could also be used to walk or cycle safely just for fun!

This plan is important for many reasons. As the UK Walking & Cycling Strategy "Gear Change" highlights, cycling and walking can help tackle some of the most challenging issues we face; improving air quality, combatting climate change, improving health and wellbeing, and tackling congestion on our roads.

Gear Change also highlights increased physical activity can help prevent and manage more than 20 chronic conditions and diseases, including some cancers, heart disease, type 2 diabetes, and depression.

Physical inactivity is responsible for one in six UK deaths (equal to smoking) and is estimated to cost the UK £7.4 billion annually (including £0.9 billion to the NHS alone).

We are also facing the unprecedented challenge of the climate crisis. In Central Bedfordshire, 40 per cent of Green House Emissions (GHG) are down to transport, a percentage that will rise as other sources of emissions are systematically tackled.

This LCWIP, and the network it details, is not just about encouraging people to take up more leisure cycling, it's to provide transport options so they don't have to rely on motor vehicles.

The plan will also benefit people who use pushchairs, mobility scooters, and walking aids, as well ensuring the routes themselves are safer in other ways, such as considering lighting at night.

Once built, the routes will give people another option in how they make their journey, and if the choice is walking and cycling, the benefits are clear.

Cllr Tracey Wye
Executive Member for Sustainability & Climate Resilience

Executive Summary

What is a Local Cycling & Walking Infrastructure Plan and what does it do?

This Local Cycling & Walking Infrastructure Plan (LCWIP) sets out the strategic approach to identifying cycling and walking infrastructure improvements required at the local level, supporting the government's target that by 2030 over half of all local journeys in larger towns and cities will be walked, wheeled, or cycled.

This will enable the Council to take a long-term approach to developing local cycling and walking networks, ideally over the next 10 years, and will form a vital part of the government's strategy to increase the number of trips made by walking, wheeling, and cycling.

This document is the LCWIP for Biggleswade, Potton & Sandy and provides a network blueprint for this area. This addresses the needs of both cyclists and pedestrians, reflecting the high standard of infrastructure required by Active Travel England, as specified in Local Transport Note (LTN) 1/20.

It's important to stress that the network and infrastructure improvements detailed in this plan considers and benefits not just cycling and walking, but also a host of mobility issues, such as pushchairs, mobility scooters, walking aids, as well as the need for lighting at night.

The LCWIP network sets out how cyclists and pedestrians (including those groups listed above) can safely and conveniently access important and popular local destinations. These 'trip attractors', include schools, supermarkets and shops, rail stations, leisure centres, sports pitches, playgrounds, and other places people want to regularly travel to.

The network has been shaped and refined through an extensive public engagement exercise with residents living in the area, and surrounding settlements. This engagement has been integral as it has allowed us to develop a network that reflects routes and journeys that our residents are telling us represent frequently visited local destinations, as well as shaping where the routes themselves should go.

The LCWIP will help the Council to identify cycling and walking infrastructure improvements for future investment in the short, medium, and long term. In addition, it will ensure that consideration is given to cycling and walking within both local planning and transport policies and strategies, and make the case for future funding for cycling and walking infrastructure.

Delivering the Local Cycling & Walking Infrastructure Plan

By focusing on those key journeys and the local destinations that residents want to go to, the LCWIP for Biggleswade, Potton & Sandy provides a network of preferred routes and core zones for further development. This is shown on Figure 11.

Each route is in turn broken down into a list of improvements or schemes that provides the Council with a pipeline of how the overall LCWIP will be delivered.

The LCWIP doesn't detail the design specifics of the myriad route sections it identifies, but it does detail the overarching design principles which embody the government's design standards for active travel, LTN1/20.

The national guidelines specify that these routes should embrace the following principles:

- Cycle infrastructure should be accessible to everyone from age 8 to 80, and beyond
- Cycles must be treated as vehicles and not as pedestrians
- Cyclists must be physically separated and protected from high volume motor traffic, both at junctions and on the stretches of road between them
- Cycle infrastructure should be designed for significant numbers of cyclists, and for non-standard cycles
- Cycle infrastructure must join together, or join other facilities together by taking a holistic, connected network approach
- Cyclists, pedestrians, and motorists alike must be in no doubt where the cycle route runs, where the pedestrian and vehicle space is, and where each different user is supposed to be
- Schemes must be clearly and comprehensively signposted and labelled
- As important as building a route itself is maintaining it properly afterwards.

1. Introduction

1.1 Local Cycling & Walking Infrastructure Plans (LCWIPs)

1.1.1 Six Local Cycling & Walking Infrastructure Plans (LCWIPs) are in development covering the entirety of Central Bedfordshire. These plans are:

- Biggleswade, Potton & Sandy (this plan)
- Ampthill & Flitwick
- Arlesey, Fairfield, Henlow & Stotfold
- Dunstable & Houghton Regis
- Leighton Linslade
- Rural routes, including other conurbations not referenced above

1.1.2 LCWIPs were first referenced in the 2017 statutory Cycling & Walking Investment Strategy (CWIS). This document set out the government's ambition to make cycling and walking the natural choice for shorter journeys, or as part of a 'stage' of a longer journey. The ambition was recommitted by government in the second iteration of the strategy (CWIS2), which set out the aim by 2025 to:

- Double the levels of cycling (from a starting level of 2013).
- Increase walking activity (to 300 stages per person per year).
- Increase the percentage of children aged 5 to 10 that walk to school from 49% (2014) to 55%.

1.1.3 A Local Cycling & Walking Infrastructure Plan is a working blueprint for delivering high-quality cycling and pedestrian infrastructure within a defined geographic area. The plan provides the detail of how the network will be constructed, breaking routes down into sections that once in place, will make towns and villages more cycling, scooting, and pedestrian friendly.

1.1.4 At the heart of each plan is an interconnected web of routes and links, accommodating pedestrians and cyclists. Some routes will already exist whilst others need to be created. The complete network will be constructed over the period covered by the Council's 'Local Transport Plan'.

1.1.5 Once adopted by the Council, LCWIPs shape how monies are invested. This includes the funding received annually in the form of a grant from central government known as the 'Integrated Transport Block'. The network plans are a key component of the evidence base for securing improvement works through new development. The plans also inform bids for funding made available by bodies such as Active Travel England.

1.1.6 All routes within the network are digitally recorded and once the plan is approved, will be publicly accessible via the Council's online mapping system. Each LCWIP will be reviewed and where appropriate, revised within three years of adoption.

1.1.7 Schemes of work to deliver the plan will be subject to appropriate consultative processes at the time they are brought forward.

1.1.8 Promotional and other initiatives designed to drive behaviour change in favour of more sustainable and active travel are addressed in other strategy and policy documents. Listed at Appendix 1, these documents are part of the authority's Local Transport Plan.

1.2 Objectives

1.2.1 Objectives, common across all LCWIPs, are to:

- Upgrade current cycling and walking infrastructure, in this case within Biggleswade, Potton and Sandy, ensuring routes serving important local destinations are of a high quality, accessible and safe.
- Provide a comprehensive, interconnected network of routes serving the places people visit regularly. Known as 'trip attractors', these places include schools and nurseries, shops and service centres, places of work and recreation, leisure centres, playing fields and play spaces, train stations and public transport interchanges.
- Facilitate delivery of the government's Gear Change[1] document, released in 2020 and the Department for Transport's CWIS2[2] targets that envisage half of all local journeys in towns and cities being walked, cycled, or scooted by 2030.
- Provide a prioritised pipeline of interventions and improvement schemes to be brought forward through the 'Highways Integrated Schemes Programme' and to inform funding bids, as these are announced.
- Provide guidance for planning decisions and for developers promoting development opportunities in Biggleswade, Potton and Sandy, ensuring new residents have options to travel sustainably.
- Provide routes to connect Biggleswade, Potton and Sandy to surrounding smaller settlements, extending sustainable accesses to local services and amenities. Such routes to be of a form that can accommodate micro mobility technologies as these are adopted, with mobility scooters, e-bikes and e-scooters being examples.
- Improve the health and wellbeing of residents by facilitating more active modes of travel for people of all ages.
- Reduce car dominance, carbon and particulate emissions and improve air quality within towns and neighbourhoods.
- As far as is practicable, eliminate injurious collisions involving vehicles and pedestrians and cyclists, helping deliver wider Road Safety Strategy improvement plans and aspirations.

1.3 Biggleswade, Potton & Sandy LCWIP

1.3.1 The Biggleswade, Potton and Sandy LCWIP sets out how the Council proposes to deliver the improvements needed to upgrade and improve cycling and walking infrastructure to achieve the Government's ambition of half of all local journeys being walked, cycled, or scooted.

1.3.2 At the heart of the LCWIP is a set of route proposals and enhancement schemes that once implemented, will improve the local journey experience for all users, irrespective of how they choose to travel. The result will be greener, healthier, and more active streets.

[1] Gear Change: A bold vision for cycling and walking

[2] The second cycling and walking investment strategy (CWIS2)

1.4 Network Design Principles

1.4.1 The LCWIP for Biggleswade, Potton and Sandy has been produced in accordance with 'Local Transport Note (LTN) 1/20: Cycle Infrastructure Design'[3] guidance issued by the Department for Transport in 2020.

1.4.2 The LTN1/20 guidance sets out the standards all local authorities are required to meet when providing new or upgrading existing cycling infrastructure.

1.4.3 Whilst local authorities are responsible for setting design standards for their roads, these should reflect current best practice, standards, and legal requirements. In this regard, the guidance has inclusive design as a central underlying theme, ensuring the needs of people of all ages and abilities are considered[4].

1.4.4 The guidance recognises that cyclists and pedestrians are 'traffic', within the meaning of the Road Traffic Regulation Act 1984 and the Traffic Management Act 2004. Consequently, as a highways authority, the Council has a duty to manage its roads and streets to secure 'expeditious and safe movement for all traffic'. This duty applies to pedestrians and cyclists as well as motorised modes.

1.4.5 To achieve more people travelling by cycle or on foot, networks and routes should accord with five core principles set out in Table 1 and five key design principles set out in Table 2.

Table 1: Core Principles

Core Principle	Description
Coherent	Movement networks should be planned and designed to allow people to reach their day-to-day destinations easily, along routes that connect, are simple to navigate and of a consistent high quality.
Direct	Routes should advantage people on foot or cycle over motorised modes, wherever feasible.
Safe	Infrastructure should be designed to be safe by eliminating hazards and conflicts, wherever practical, and to be perceived as safe.
Comfortable	Footpath and cycle track surfaces should be of a good quality, smooth and well maintained with adequate width, minimal need to stop and of acceptable gradients.
Attractive	Infrastructure should help deliver public spaces that are well designed.

[3] Local Transport Note 1/20: Cycle Infrastructure Design

[4] The Equality Act 2010 requires authorities to comply with the Public Sector Equality Duty in carrying out their functions. This includes making reasonable adjustments to the built environment to ensure the design of infrastructure is accessible to all.

Table 2: Design Principles

Design Principle	Description	Consideration
Traffic Segregation	Cyclists must be treated as vehicles and wherever feasible, kept separate from pedestrians by being afforded their own physically protected space.	Where there is limited width within the highway the ability to provide cyclists with segregated facilities may not be feasible. Therefore, in some instances, designing space so it can be safely shared will be necessary.
Accessibility	Routes and networks should be accessible to everyone, aged from 8 to 80 and beyond. There should be no excluded areas.	Routes should avoid excessive gradients, be suitably surfaced and free of obstructions and hazards, including vegetation, barriers, standing water and parked vehicles.
Safe	Infrastructure should be safe, and to be perceived as safe.	Routes should be perceived to be safe for people of all ages and genders. Routes that are isolated and that lack lighting and are poorly surveilled should be avoided in urban and, where feasible, rural environments.
Comfortable	Footpath and cycle track surfaces should be of a good quality, smooth and well maintained with adequate width, minimal need to stop and of acceptable gradients.	The network should be accessible to anyone riding a disability scooter and for children riding in a pushchair.
Attractive	Infrastructure should help deliver public spaces that are well designed.	Towns, villages, neighbourhoods and streets should progressively become more people and less car-centric with regard to movement, supporting wider determinants of health and wellbeing.

1.5 Plan Development

1.5.1 The Department for Transport's (DfTs) recommended process for the delivery of Local Cycling and Walking Infrastructure Plans was followed to produce this document.

1.5.2 The guidance[5] issued by DfT sets out the following key outputs from the LCWIP process:

- A network plan which identifies preferred/promoted routes for cycling and core zones for walking, to be prioritised for development.
- A prioritised list of infrastructure improvements for future investment.
- A report which sets out the underlying analysis and provides a narrative that supports the identified network and associated improvements.

1.5.3 This document delivers the first and second of those outputs. The evidence used to develop this LCWIP is the third output and can be found in the 'LCWIP Engagement Reports'[6], published separately to this plan.

1.5.4 Network plans will be regularly reviewed and made accessible online, in map form.

1.6 Links between LCWIPs, Green Wheels and Public Rights of Way

1.6.1 As a parallel initiative and working with partners, Central Bedfordshire Council is developing a suite of Green Wheel Masterplans for its larger settlements.

1.6.2 Masterplans have the aim of providing an accessible route around each conurbation, connecting and improving access to local green spaces. Linked paths create a circular 'rim' which is supported by 'spokes' of paths leading from the towns and villages out to the circular 'rim' and beyond. Wheels are 'green' due to their natural setting and because they promote trips using sustainable transport. There is by design some overlap between LCWIP and Green Wheel routes, particularly routes that form 'spokes' connecting the centres of towns out to the 'rim' of the wheel.

1.6.3 In addition to improving public access, Green Wheels have the objective of protecting and enhancing biodiversity, landscape, and heritage. Over time, the aim is to improve habitats, landscape, and the quality of green spaces around the urban fringe. The equivalent aim for LCWIPs is to improve and enhance the quality of the urban public realm.

1.6.4 The foundation of Green Wheels are public rights of way, footpaths, and bridleways. As with LCWIPs, Green Wheel masterplans require the creation of new routes and rights to fill gaps in the network. For Green Wheels, the ideal is to have paths that walkers, cyclists and equestrians share rather than going separate ways.

1.6.5 Where the creation of routes requires new or amended 'public rights of way', as defined by the Council's 'Definitive Map and Statement', these will be recorded in the Council's 'Rights of Way Improvement Plan'. LCWIPs, Green Wheel Masterplans and the Rights of Way Improvement Plan (RoWIP) are all part of the suite of integrated plans that form the Council's Local Transport Plan.

1.6.6 The Green Wheel Masterplan maps for the Biggleswade, Potton and Sandy wheels are reproduced at Appendices 2 to 4.

[5] Local Cycling &Walking Infrastructure Plans Technical Guidance
[6] LCWIP Engagement Reports

2. Background

2.1 Coverage

2.1.1 This LCWIP covers the Bedfordshire towns of Biggleswade, Potton and Sandy that combined have a population of 40,500[7].

2.1.2 A key requirement of the LCWIP is to ensure the most frequented local destinations are accessible to residents travelling on foot or by bicycle. Such destinations include:

- Rail stations and transport interchanges
- Schools and pre-school nurseries
- Shops and supermarkets
- Parks, recreation grounds and play facilities
- Cinemas, theatres, clubs and other public venues, meeting rooms and conferencing facilities
- Leisure centres and sport grounds and facilities
- Public service buildings including libraries and registrars
- Health facilities
- Business and industrial parks and office complexes

2.1.3 Important local destinations, reflecting the above list, have been mapped for Biggleswade, Potton and Sandy.

2.1.4 The LCWIP also includes routes that extend to the boundary of nearby settlements so that residents therein can access local facilities by bike, e-bike or in future, e-scooter under the assumption that this form of transport will at some point be made legal.

2.1.5 These routes, local facilities, and links out to adjacent settlements are shown spatially in Figures 12-14 in Section 3 of this report.

2.2 Previous Cycling and Walking Network Blueprints

2.2.1 In developing the Biggleswade, Potton and Sandy LCWIP, the Council did not start from scratch having mapped routes early in 2000 for the 'Mid Beds' part of the authority.

2.2.2 In 2009, the mapped blueprint was updated in conjunction with Sustrans, the Sustainable Transport charity, as part of works to extend the approach across the entirety of the Central Bedfordshire Council authority area. The work was also subject to a public consultation involving all town and parish councils.

2.2.3 The detailed route network maps produced by Sustrans for the towns of Biggleswade, Potton and Sandy including links out to nearby local villages, are reproduced at Appendix 5.

[7] Office for National Statistics

2.2.4 In 2015, the Council commissioned a suite of route planning maps to be hosted on its Travel Choices website [8] for the six major conurbations within the authority, including Biggleswade and Sandy. The Travel Choices maps were designed to be pragmatic and less aspirational. In this regard they were based on currently available walking and cycling routes within both towns, making use of existing infrastructure where this existed.

2.2.5 The work undertaken in conjunction with Sustrans in 2009, and by the authority in 2015, served as a useful stepping stone towards the creation of LCWIPs. The work provided the framework for investment decisions managed through the implementation of Local Area Transport Plans[9], which were a core component of the Council's third Local Transport Plan.

2.3 Network Quality

2.3.1 In January 2022, the Council commissioned Tetra Tech to review the promoted mapped routes within the six urban areas covered by the 2015 Travel Choices maps. This review used the standards required by central government, set out in Local Transport Note 1/20: Cycling Infrastructure Design, as the basis for its assessments of route quality.

2.3.2 The result of the audit showed the promoted Biggleswade and Sandy 'Travel Choices' cycle route network fell a long way short of the standards of infrastructure now required by government. It found over half of the network to be of inadequate quality.

2.3.3 A summary of the route assessment classification from the Tetra Tech study for Biggleswade and Sandy combined is shown in Table 3. Some 67.5% of the promoted network requires cyclists to share road space with other traffic with little if any protection, a position that few cyclists enjoy or perceive as safe.

Table 3: Summary of route assessment for Biggleswade and Sandy from the Tetra Tech audit

Level of infrastructure provided for cyclists	Total Length (km)	Percentage of Network
None: On-Road (No physical segregation from general traffic, cycle lanes less than 1.8m wide)	46.9	60.1%
Some: On-Road (Cycle lanes greater than 1.8m wide and traffic speeds less than 30mph)	5.8	7.4%
Full: Full physical segregation from traffic (including use of kerbs and off-road routes)	25.3	32.4%
TOTAL	**78.0**	**100%**

[8] Central Bedfordshire Travel Choices

[9] Central Bedfordshire Local Area Transport Plans

2.3.4 The conclusion drawn from the Tetra Tech analysis was that previous blueprints were no longer fit-for-purpose; therefore a new and more ambitious network proposal was needed.

2.3.5 To meet LTN 1/20 standards, the new network proposal would need to eliminate, as far as is reasonably practical, the requirement for cyclists to share the road with general traffic. The exception would be using quiet streets where vehicle speeds and flows are low, or very low.

2.3.6 This conclusion is supported by a review of the accident data within Biggleswade, Potton and Sandy, particularly where reported collisions involved vulnerable road users, specifically pedestrians or cyclists. The data shows most collisions occur at busy junctions. The reasonable assumption is that with improved road safety engineering and better infrastructure, these collisions can in future be avoided. This issue is explored further in Section 2.5.

2.3.7 Whilst some high-quality sections of cycle route provision exist, this is the exception. The lack of a continuous routes has undermined efforts to increase levels of cycling for local journeys such as those to schools and shops.

2.3.8 In response to the above, the Council's Sustainable Transport & Active Travel team undertook a major network re-planning exercise from autumn 2021 through to summer 2022. This work produced a new network blueprint, shown in Figures 12-14 in Section 3.

2.4 Network Planning Considerations and Constraints

2.4.1 Whilst Biggleswade, Potton and Sandy are all unique, many of the issues facing people walking, wheeling, and scooting are in common. These can be summarised as poor accessibility to many popular local destinations, gaps in provision, hazards, and obstructions, and for many cyclists, inconvenient and inadequate facilities at both ends of a trip.

2.4.2 The towns of Biggleswade and Sandy host National Cycle Network (NCN) Route 12. This route, envisaged as the 'Great North Cycleway', provides a 'backbone' to the cycle network in both towns. It also provides an off-road connection linking the two conurbations.

2.4.3 In 2018, the quality of all routes designated as part of the National Cycle Network was audited by Sustrans under their 'Paths for Everyone' project. Many of the on-road sections of the route within Sandy and Biggleswade were classed to be unsatisfactory and deleted by Sustrans from their online mapping. This added further gaps within the route, evident in Figure 1.

Figure 1: National Cycle Network Route 12 through Biggleswade and Sandy (on-road sections are blue, off-road are yellow)

2.4.4 Figure 2 (overleaf) is a reproduction of a chart from LTN1/20. It summarises the traffic conditions when 'protected space' for cycling is considered appropriate.

2.4.5 Protected space ranges from fully kerbed cycle tracks, to stepped cycle tracks, to 'lightly segregated' cycle tracks that use bollards or similar to deter other vehicles from infringing the track, to marked cycle lanes. At the bottom of the hierarchy is signage and road markings such as cycle symbols and coloured road surface treatments.

2.4.6 In accord with the above guidance, cyclists on promoted routes should not mix with traffic on roads road where the speeds are 40mph or above.

2.4.7 Roads with speeds of 20mph and 30mph are acceptable where traffic flows are low, typically below 3,000 movements a day. Above this threshold, most prospective cyclists would no longer be comfortable sharing the road space and hence deterred from traveling by bike.

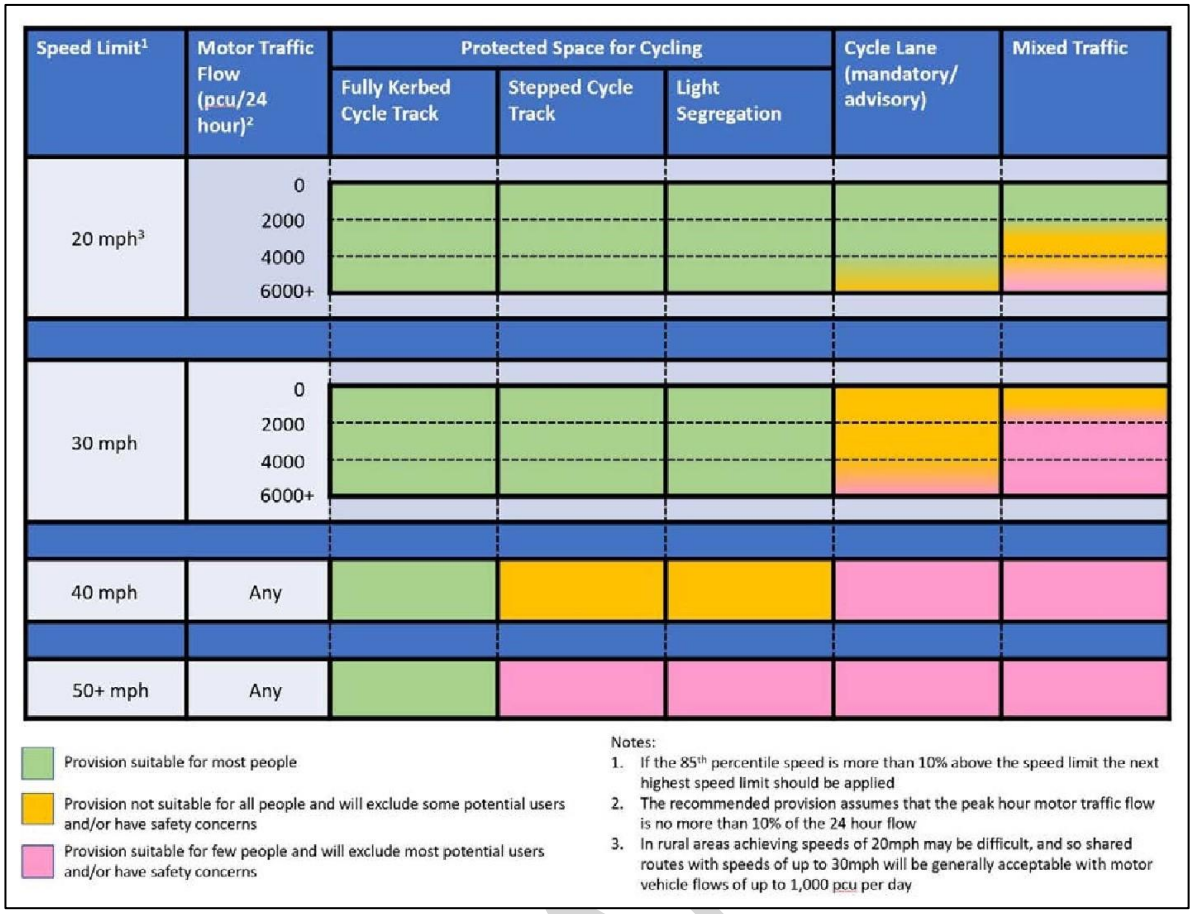


Figure 2: LTN1/20 guidance on appropriate protection for cyclists based on traffic speeds and flows

2.4.8 In interpreting the guidance, this LCWIP has classed roads and streets as unsuited for promotion as cycle routes where:

- The speed limit is 40mph, or above and where traffic volumes are above the 3,000 movements a day threshold; and
- There is no reasonable prospect of reducing levels of traffic to below the threshold as might be achieved for example through applying filters or other restrictions; and
- There is insufficient width within the highway to provide cyclists with dedicated, suitably segregated facilities for example by reallocating road space, and
- There are features along the road that create hazards for cyclists and that cannot be reasonably mitigated, such as pinch points.

2.4.9 Roads deemed as 'out-of-bounds' for cycle route planning purposes, applying the above criteria, are shown in Figure 3.

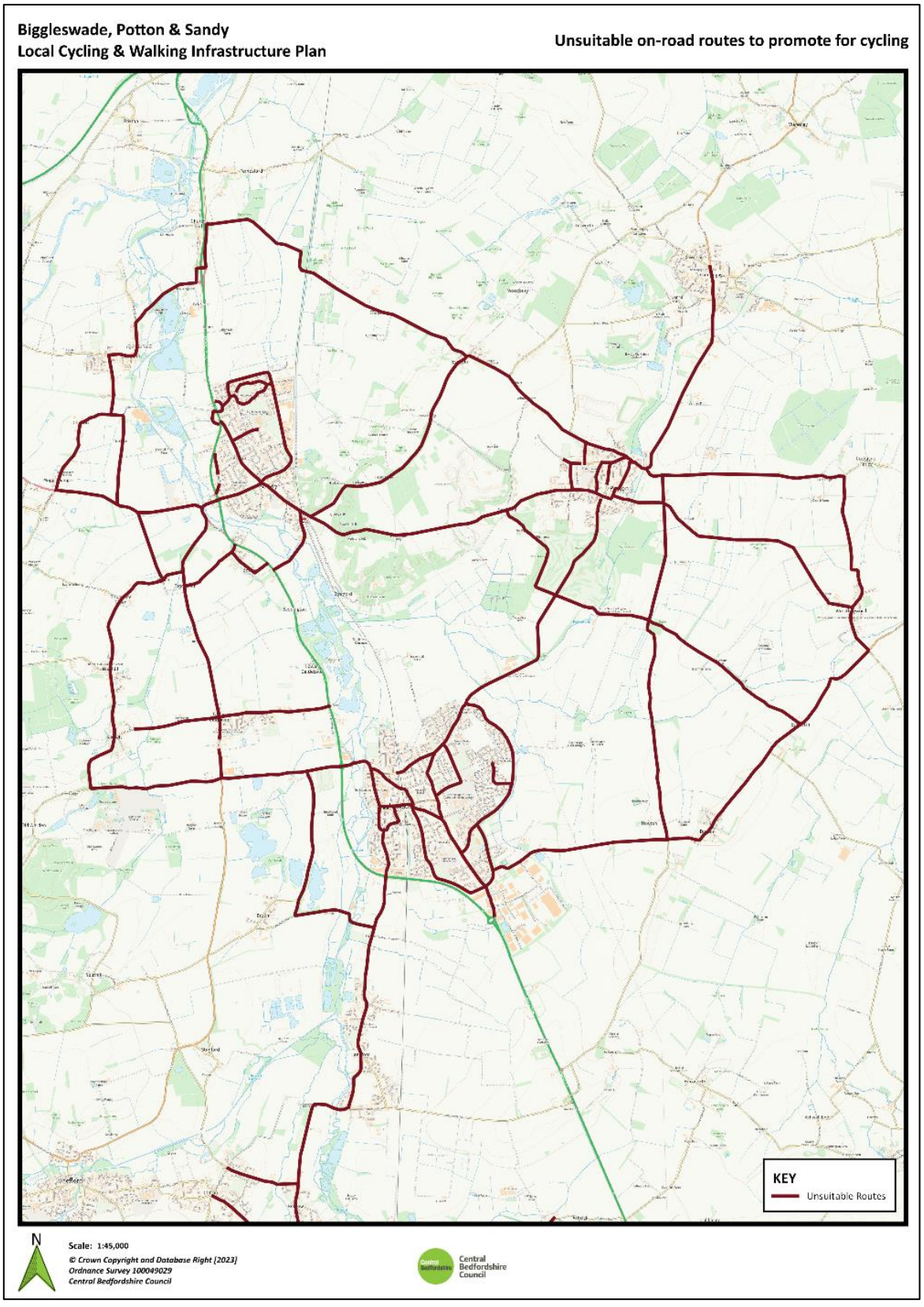


Figure 3: Roads assessed as unsuitable for cycling based on traffic speeds and flows

2.5 Road Safety Considerations

2.5.1 A further additional consideration for network planning and investment purposes is the safety record of road and junctions, evidenced by the number and nature of collisions. These are recorded by the police using the 'STATS19' accident report form, used to capture detailed data about the circumstances of each collision and other incidents on roads resulting in a casualty.

2.5.2 Not all collisions are reported to, or recorded by the police. This may be the case where there is no personal injury, or the collision is minor and no ambulance is called. Hence, the picture presented is partial and excludes 'vehicle damage only' incidents. It is important to note the maps contain no attribution of causality. They show where collisions have occurred, not why.

2.5.3 The maps presented in Figures 4 to 11 support a contention that vulnerable road users, notably those travelling on foot or by bike, are most at risk when negotiating busy junctions on the road network.

2.5.4 Wider efforts to reduce the number and severity of traffic collisions falls to the Council's Road Safety Team. They have the facility to interrogate individual collision reports and the conclusions of the police as to contributing factors such as inattention, excessive speed, intoxication, etc. Cluster analysis involves assessing locations that experience a higher incidence of reported accidents in a specified time period, typically three or five years.

2.5.5 As is evident from the data shown in Figures 4 and 5, recorded collisions often cluster around road junctions. Also, the severity of collisions is generally higher on more rural roads. This is the case with the B1042 between Sandy and Potton, though what the maps don't show is that the collisions on this road reduced after measures were introduced.

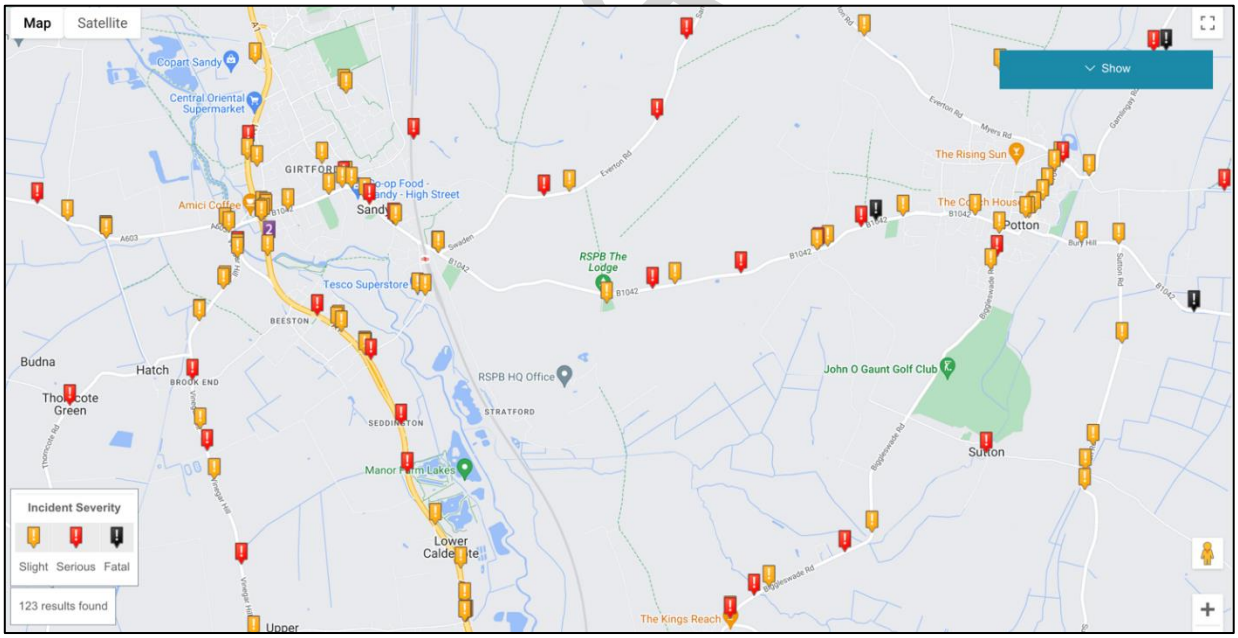


Figure 4: Reports of collisions (all vehicle types) on the Sandy / Potton area road network
Data period: 2017-2021 Source: Google Maps / CrashMap

2.5.6 Within Biggleswade, Figure 5 shows collisions of a minor nature are a common occurrence along the High Street and London Road.

2.5.7 Figure 6 covers the same area but shows only those collisions where a cyclist was involved.

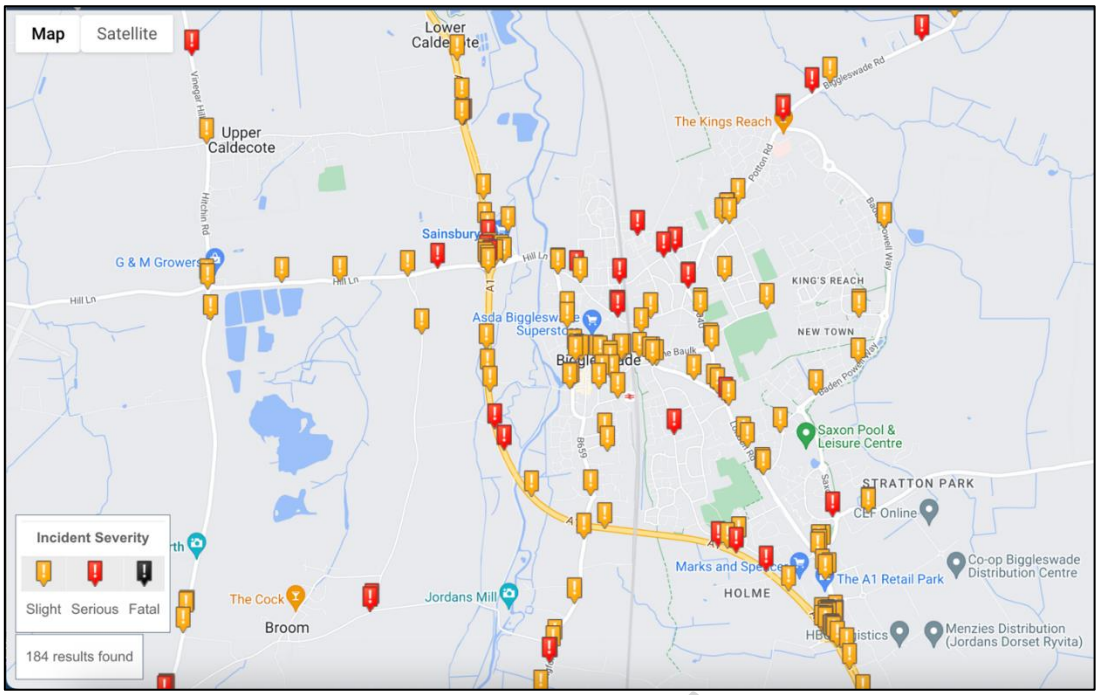


Figure 5: Reports of collisions (all vehicle types) on the Biggleswade area road network
Data period: 2017-2021 Source: Google Maps / CrashMap

2.5.8 Within Biggleswade, there have been relatively few collisions involving cyclists and no discernible pattern other than a small cluster at the south end of London Road, at or close to the junction with Saxon Drive.

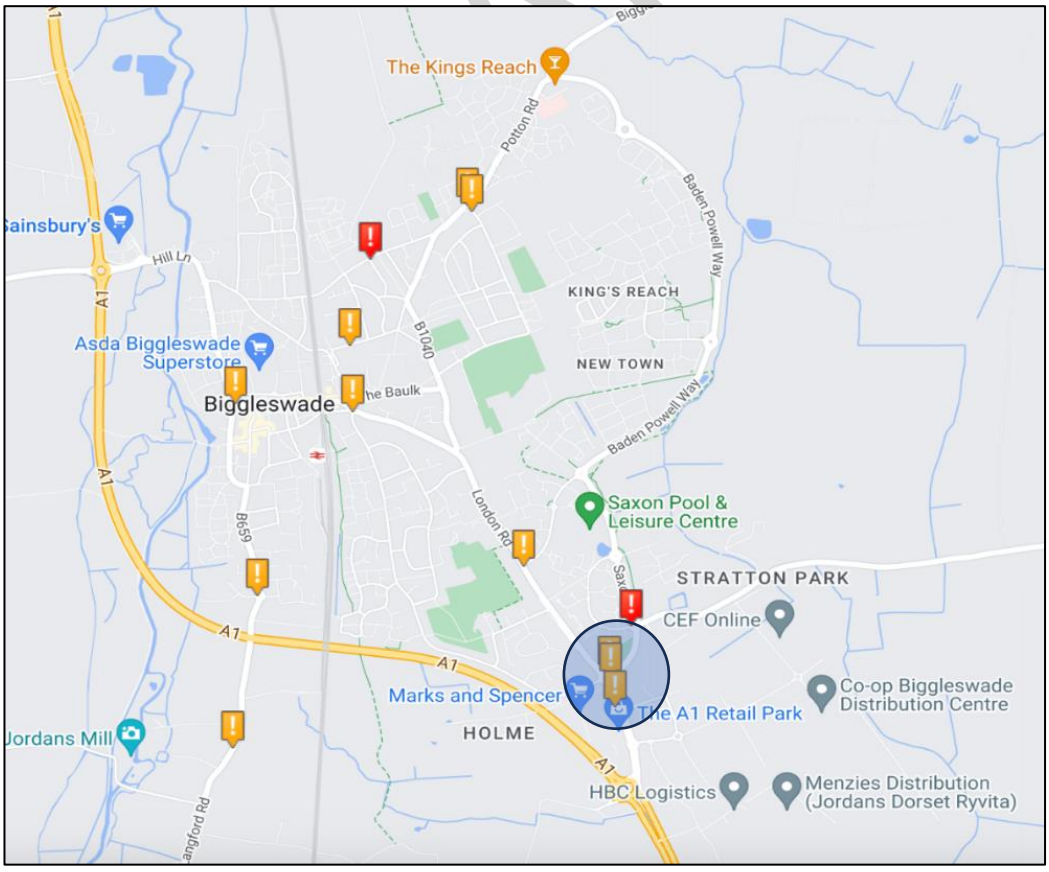


Figure 6: Reports of collisions involving cyclists on the Biggleswade area road network
Data period: 2017-2021 Source: Google Maps / CrashMap

2.5.7 Sandy similarly has seen relatively few collisions involving cyclists with no clustering evident in the data. This is the same with Potton.

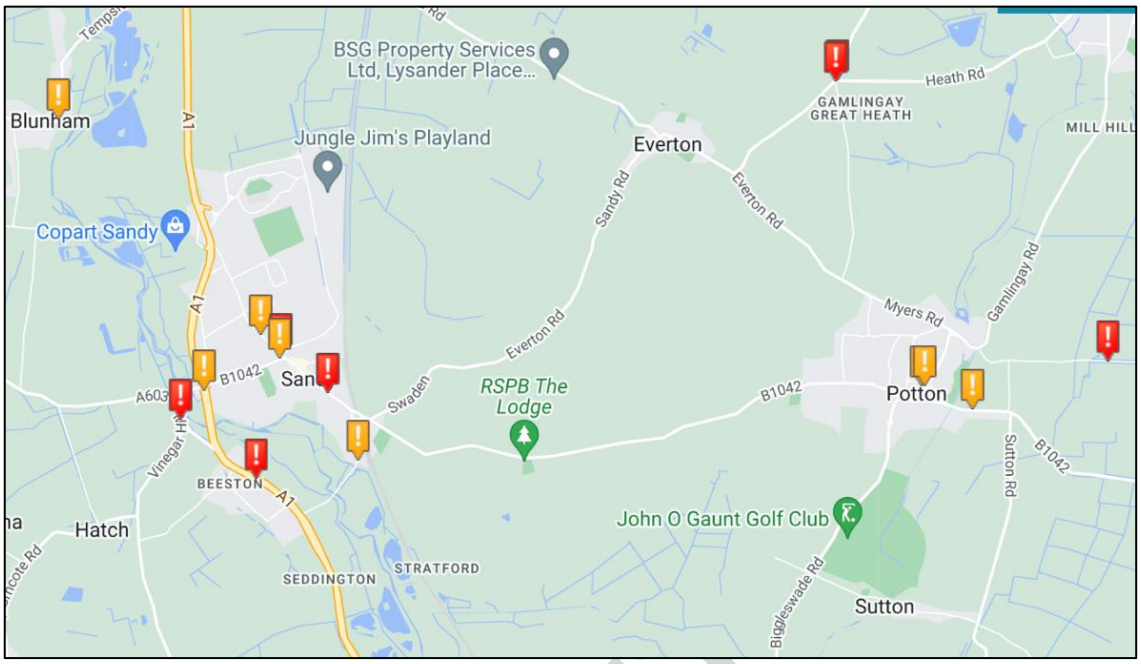


Figure 7: Reports of collisions involving cyclists on the Sandy and Potton area road network
Data period: 2017-2021 Source: Google Maps / CrashMap

2.5.8 Within Sandy and Potton there are a small number of collisions involving pedestrians, almost all occurring within the town centre area.

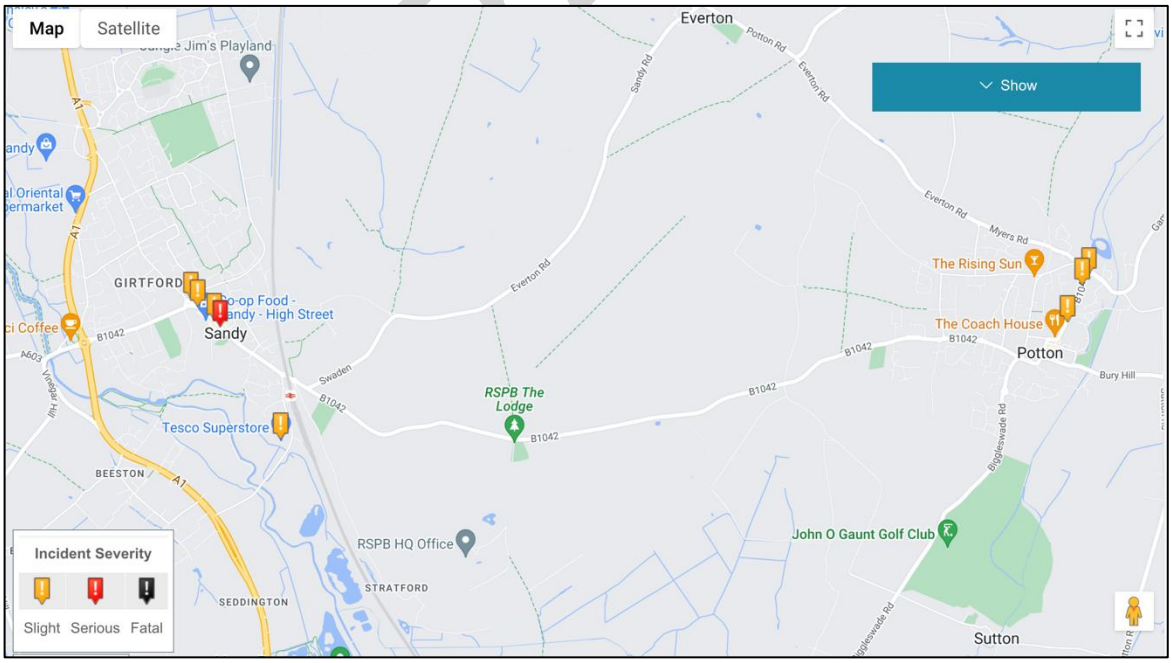


Figure 8: Reports of collisions involving pedestrians on roads in Sandy and Potton
Data period: 2017-2021 Source: Google Maps / CrashMap

2.5.9 Within Biggleswade, the prevalence of collisions involving pedestrians, including those of a serious nature, is significantly higher

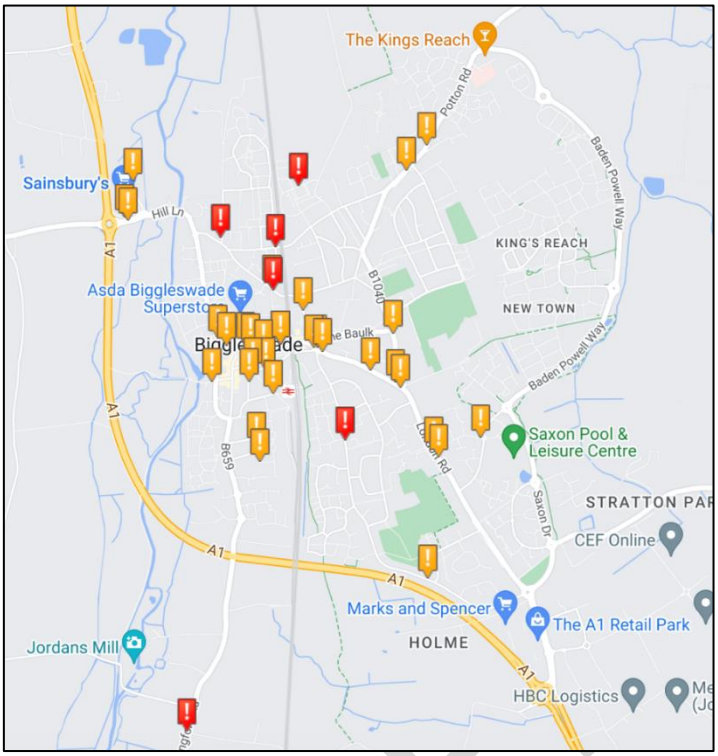


Figure 9: Reports of collisions involving pedestrians on roads in Biggleswade
Data period: 2017-2021. Source: Google Maps / CrashMap

2.5.10 Figures 10 and 11 show the subset of collisions in Biggleswade and Sandy where one or more of the casualties was of school age. These include vehicle passengers.

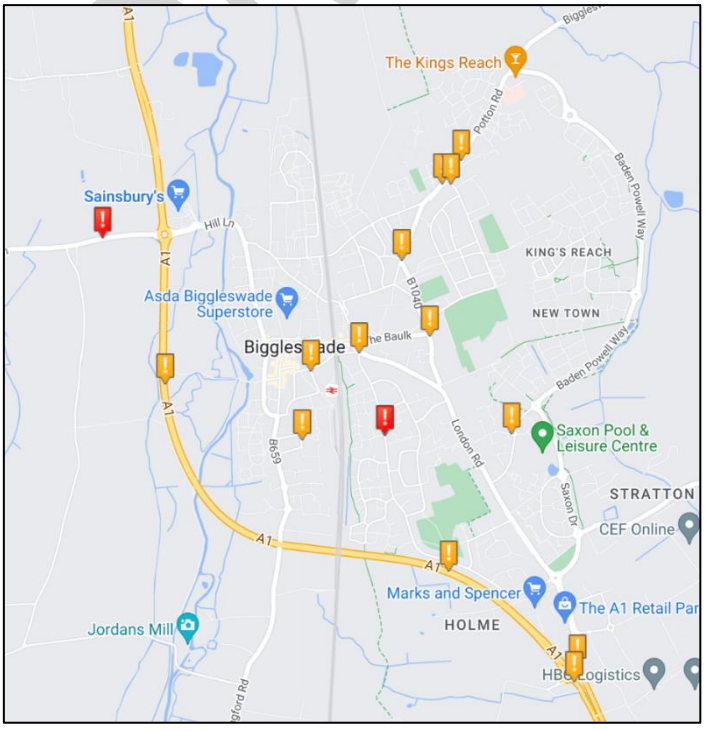


Figure 10: Reports of collisions with a school-age casualty on roads in Biggleswade
Data period: 2017-2021 Source: Google Maps / CrashMap

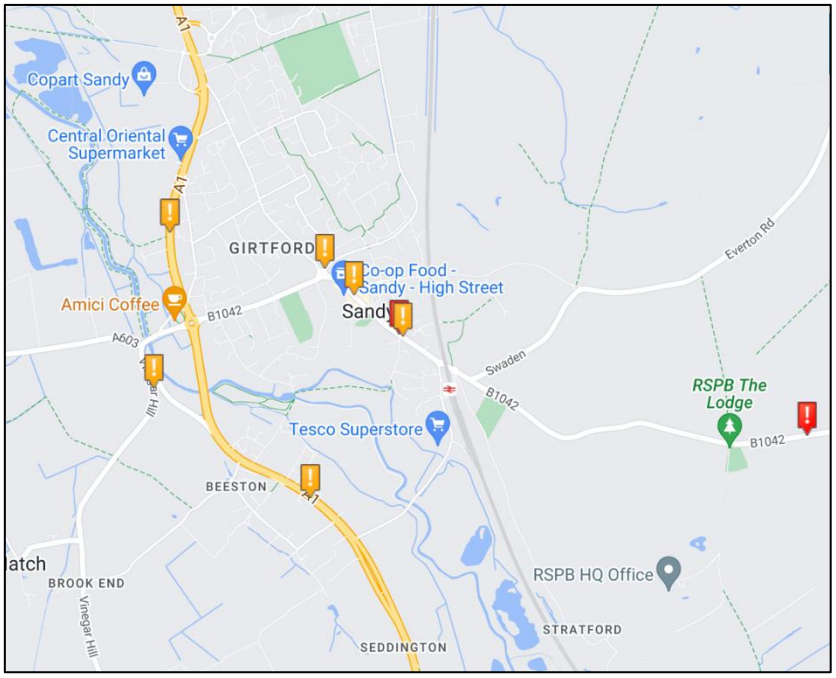


Figure 11: Reports of collisions with a school-age casualty on roads in Sandy
Data period: 2017-2021 Source: Google Maps / CrashMap

3. Route Network Map

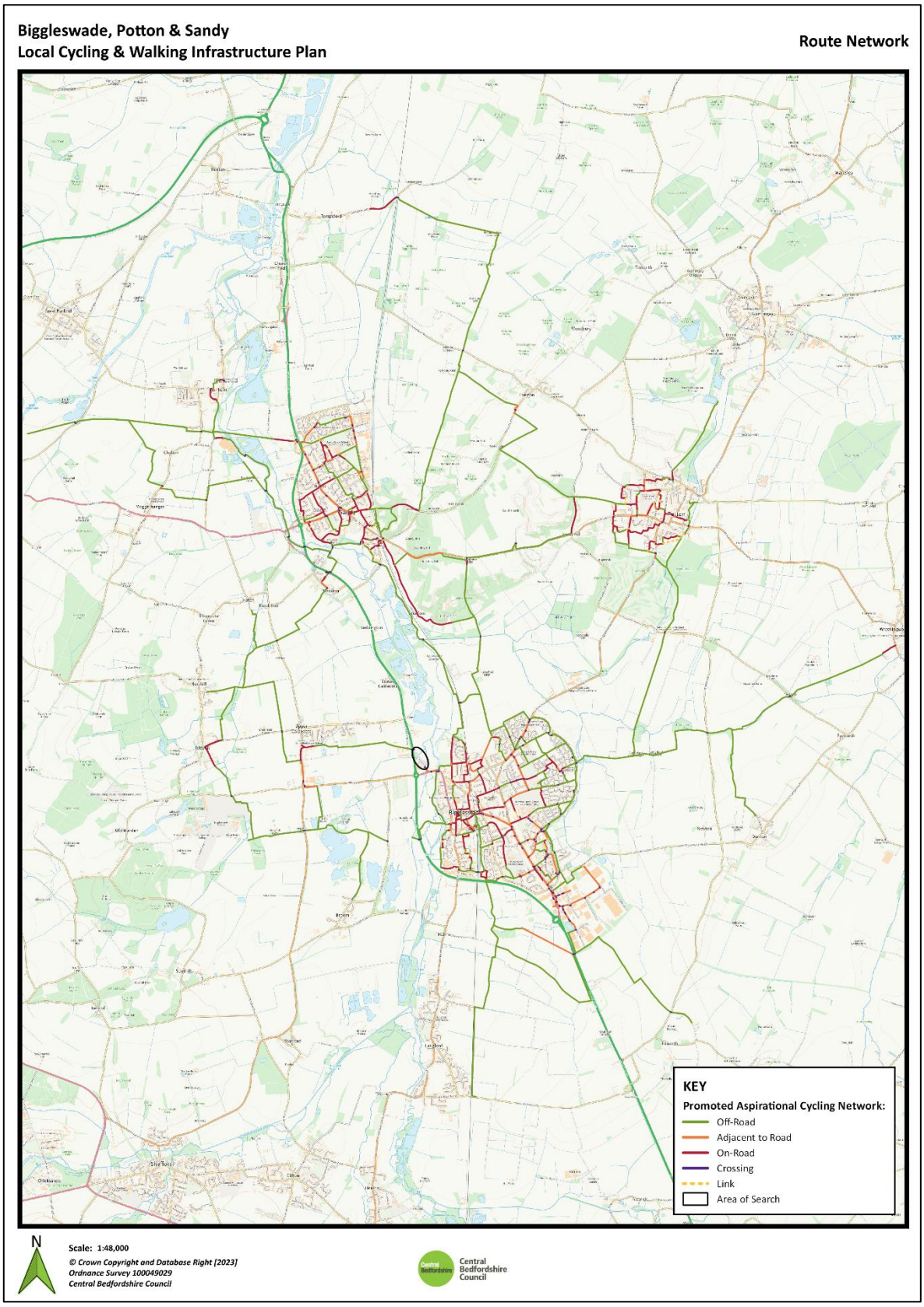


Figure 12: Promoted cycling route network for Biggleswade, Potton & Sandy

4. Network Analysis

4.1 General

4.1.1 The length of the proposed network serving and linking popular destinations in Biggleswade, Potton and Sandy town totals 141km. Of this length, 21.2% is on-road (including crossings), 67.4% is off-road and 11.4% is on paths that are adjacent to a carriageway.

4.1.2 A proportion of the network comprises routes out from the three towns to adjacent settlements. The network features links to the villages of Beeston, Blunham, Moggerhanger, Northill, Upper Caldecote, Broom, Langford, Edworth, Sutton and Wrestlingworth. From Potton there is also a route north towards Gamlingay, Cambridgeshire.

4.1.3 Whilst the proposed network has been planned as an integrated whole, for presentation purposes the mapping for three towns is shown and commented upon separately. This separation will be reflected in how route creation is managed as it is likely to be more cost and outcome-effective to plan, design, consult and deliver packages of schemes for each town.

4.2 Biggleswade

4.2.1 The ability to deliver a high quality, coherent network in Biggleswade is constrained by the location of crossings of the East Coast Mainline railway, which bisects the town north-south.

4.2.2 Within the town's urban area are four road crossings of the railway. From south to north these are Back Street, High Street, Crab Lane, and Potton Road. None of the four bridges have sufficient width in the bridge deck to accommodate segregated cycle and pedestrian facilities.

4.2.3 The bridge on Back Street has footways of reasonable width on both sides of the carriageway but less than the recommended 2m. The road has been made one-way but with cyclists permitted to travel in a contraflow direction. The road is used as a cut through to the south of the High Street and experiences a significant level of vehicle movements. However, with no suitable alternative for cyclists, Back Street features in the network blueprint.

4.2.4 To the immediate north, the High Street bridge crossing of the railway was the subject of relatively recent deck improvement works and has generous footway widths. Further northwards, the Crab Lane and Potton Road bridge crossings are more limited in width. The next road crossing to the north at Sandy is 4km in distance.

4.2.5 Crab Lane is too narrow for two-way traffic so operates an alternate single file arrangement controlled by traffic signals. Whilst the Crab Lane bridge has a footway on the south side, the connecting length of footway to Rose Lane has restricted width, as are the footways on most of the length of Crab Lane.

4.2.6 The Crab Lane, Rose Lane junction has signalised pedestrian crossings on three of the four arms but the use of available space within the highway favours vehicular over pedestrian movements[10]. The positioning of signal poles narrows the footway widths in several places to less than 1m.

[10] The need to accommodate the wheel tracks of larger vehicles as they turn may limit the ability to reconfigure the junction to afford pedestrians' greater space.

4.2.7 The Potton Road bridge is similarly pedestrian unfriendly, with substandard footways on both sides of the bridge deck, a consequence of the limited available width within the highway, steep embankments, and the need for rail protection measures (crash barriers). The poor quality of footway provision on Potton Road extends over the bridge to the junction with Havelock Road.

4.2.8 In addition to the four road bridges, there are two bridges spanning the railway that serve historic rights of way. The southernmost bridge is steeply stepped. The second more central footbridge directly serves the railway station.

4.2.9 To the north of the town a new bridge serving a bridleway is under construction at the location known as Lindsell's crossing. This bridge and route is a valuable component of the Green Wheel but too remote to usefully serve in-town trips.

4.2.10 Whilst most of the roads that connect to Biggleswade town centre have pedestrian facilities, the quality of footways is variable and generally poor. This includes Shortmead Street, Rose Lane, Crab Lane/ Lawrence Road/ Chestnut Avenue, The Baulk, Back Street, Station Road, Palace Street, Foundry Lane, Hitchin Street, Bonds Lane, Saffron Road, and sections of Hitchin Road. A previous scheme made improvements along the length of Shortmead Street, supplemented by the provision of new zebra crossings. However, this scheme was curtailed at the southern end, leaving the junctions with Ivel Road and Church Street untreated.

4.2.11 With specific regard to cycling infrastructure, National Cycle Network Route 12 utilises an existing bridleway that runs parallel to the railway line (east side) and connects Back Street south to and under the A1. With appropriate upgrades, this route will provide a high-quality sustainable travel corridor to the proposed Holme Farm development south of the town, immediately east of the A1.

4.2.12 North from Back Street, the network proposal for the NCN utilises Crab Lane, Lawrence Road, Lindsell Crescent, Lime Tree Walk and Furzenhall Road, filling gaps in existing provision evident from the map provided as Figure 1.

4.2.13 There is reasonable cycle provision, in the form of shared use path along much of the length of Baden Powell Way, and Saxon Drive, albeit gaps and sections of sub-standard infrastructure need to be addressed. This includes a missing section by the Leisure Centre. Once in place, this will provide a route connecting to the Retail Park off London Road.

4.2.14 The development to the east of the town known as Kings Reach is served by several bridleways. The network assumes all will be improved but with early attention to the footpath that continues eastwards from Hitchmead Road. This provision is part of a proposal that will create an east-west sustainable transport corridor, providing residents of Kings Reach, and the development 'east of Biggleswade', with a direct and attractive route for trips into town. The route also connects to the station bus interchange and promotes better access for people wishing to walk, wheel or cycle to three of the town's schools.

4.2.15 The network also assumes a route will be provided for cyclists along most of the length of London Road, the design for which will take on board the feedback received in response to the previous temporary arrangement implemented during the Covid period.

4.2.16 In developing the network proposal, wherever an off-road path option is available this has been selected. This applies to paths that can be appropriately upgraded to allow for safe shared use. Where there is sufficient width within the highway to allow for a cycle track to be created separate from the road, this has been promoted, particularly on roads where traffic flows and speeds are likely to exceed recommended thresholds.

4.2.17 The network proposal includes new connecting links where these are considered feasible and advantageous to both cyclists and pedestrians. It assumes the southern railway footbridge can be upgraded. Also that it will be feasible to provide a new pedestrian and cycle-friendly crossing of the railway to the north of Potton Road. As discussed above, Potton Road is particularly problematic for pedestrians and cyclists but remains a part of the network as currently there is no reasonable alternative route.

4.2.18 With regard to meeting the needs of pedestrians, Biggleswade is characteristic of other market towns where the convenience of people on foot has, in large part, been relegated below the needs of residents travelling by car and needing to use the public highway for parking their vehicles. As the LCWIP is implemented, this balance will be progressively reset.

4.2.19 During the Commonplace engagement (see Section 5.2) many respondents flagged issues with pedestrian infrastructure within Biggleswade, Potton and Sandy. Each 'pinned' location will be reviewed and where appropriate, improvements introduced. These will be implemented on an area-by-area basis, in accord with the approach outlined in Section 4.10.

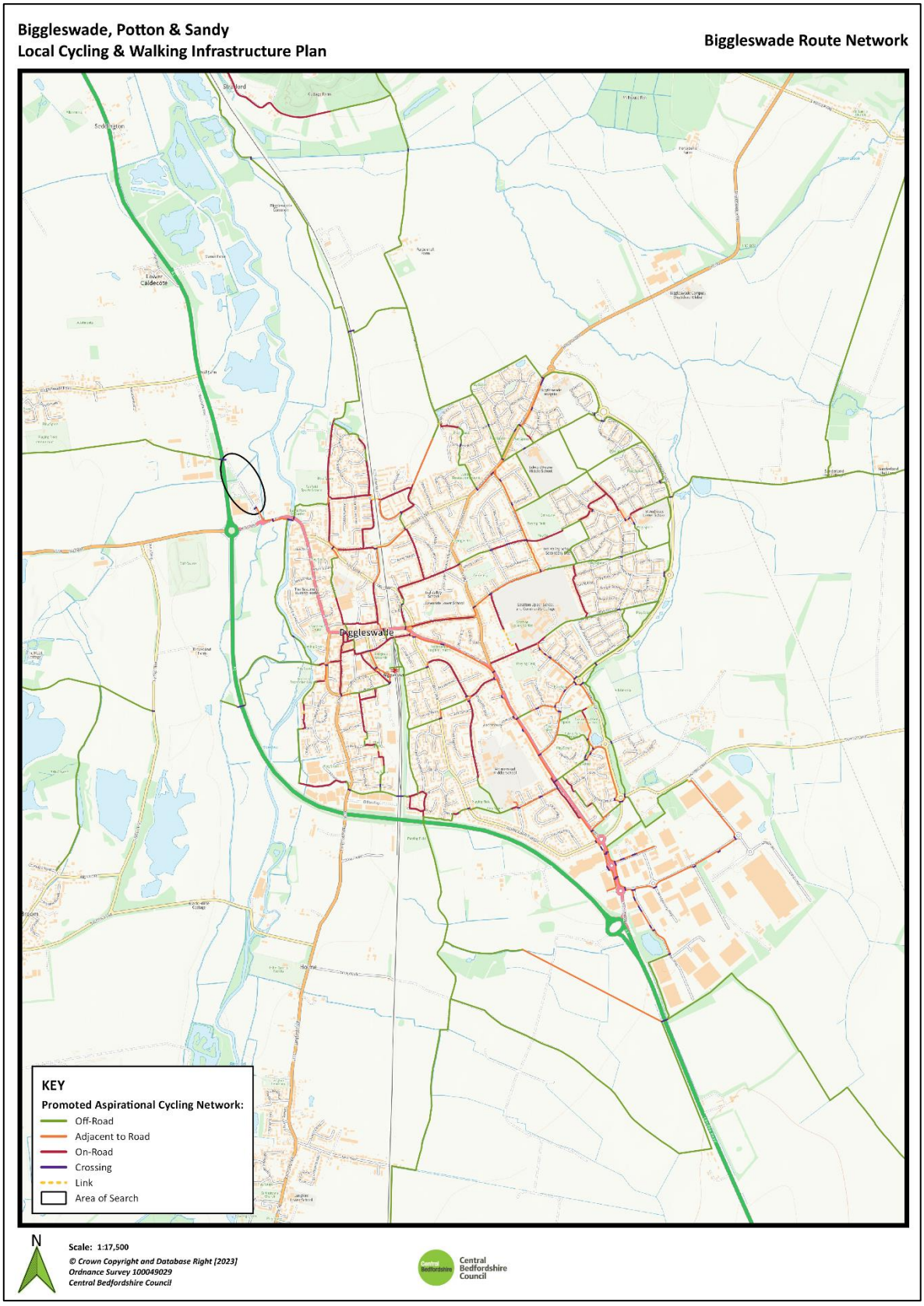


Figure 13: Promoted cycling route network for Biggleswade

4.3 Potton

4.3.1 Potton is a highly attractive market town that is of a size and built form that makes walking the natural choice for any local trips starting and ending within the settlement boundary.

4.3.2 During the Commonplace engagement, a handful of respondents flagged issues regarding pedestrian infrastructure in the town and pinpointed locations where they considered improvements would be beneficial. Each 'pinned' location will be reviewed and where appropriate, improvements brought forward. These will be implemented on an area-by-area basis. Maps showing the locations that were flagged are provided at Appendix 7.

4.3.3 In regard to cycling infrastructure, as is evident from Figure 14, the proposed network for Potton relies heavily on on-road routes. This is because of the scarcity of off-road paths in the town itself. Those roads and residential streets selected generally have low traffic speeds and flows or can be engineered to be safe for cycling.

4.3.4 Where suitable off-road rights of way exist, these have been utilised. This includes a mix of bridleways and for the most part, public and highway footpaths, use of the latter by cyclists requiring changes to legal or permissive rights. There are also seven new links proposed, as listed in Table 9, and shown in Figures 33 and 34 in Section 5.3 of this report.

4.3.5 The network design includes connections between Potton and Sandy via the RSPB Lodge and Potton and Biggleswade via the village of Sutton. Creating a high-quality route between Potton and Sandy is a longstanding project and case study for the issues associated with negotiating and creating new sections of route and rights of access. The network also proposes using the alignment of the long disused railway line as part of the route northwards towards Gamlingay.

4.3.6 Within the network there remains a gap to the north-west where no suitable route to connect Common Road and Manor Way exists. Whilst confident cyclists will use Myers Road, this does not meet LTN1/20 criteria. Nor is there room within the road corridor to separate less confident cyclists from general traffic.

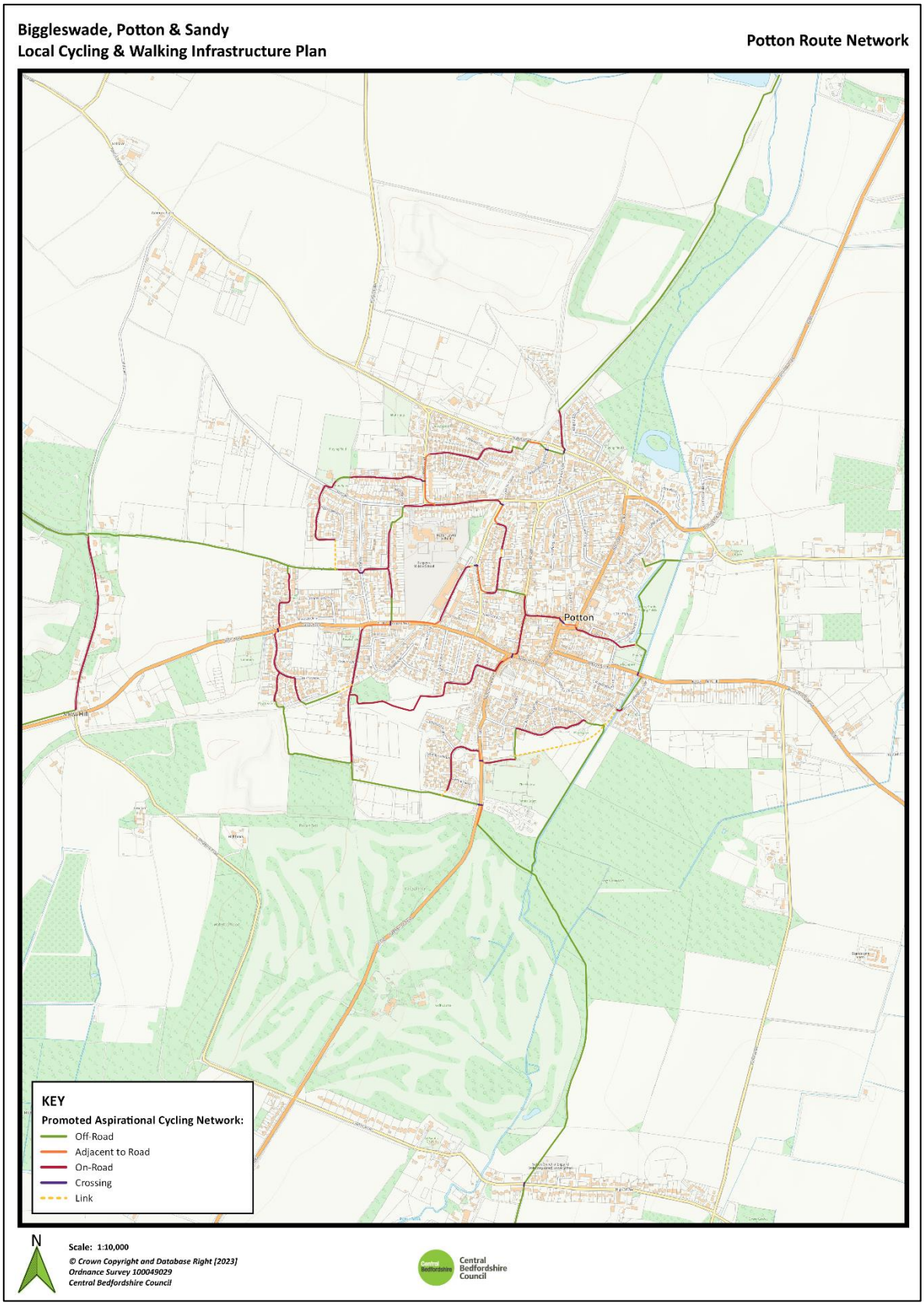


Figure 14: Promoted cycling route network for Potton

4.4 Sandy

4.4.1 Sandy is an attractive, historic market town that is of a size and form highly amenable to walking, cycling, and wheeling for trips that stay within the town boundary. As previously referenced, the town is served by National Cycle Network Route 12. When complete, the NCN will provide a strong north-south spine running the length of the town.

4.4.2 NCN12 also serves to connect Sandy to neighbouring towns and villages. From the south it provides a route to Biggleswade via Stratford Road and the Common. From Girtford to the north the NCN runs west to Bedford via Blunham and Willington, with Danish Camp a popular intermediate leisure destination on the river Ouse. With the planned route to Potton, Gamlingay and east to Cambridge, Sandy will become a hub where nationally and regionally important routes intersect.

4.4.3 Regards cycling, more than half of the Sandy network is planned to be off-road. For those sections that are on-road, most are on residential streets that have low traffic speeds and flows or can be engineered to be safe for cycling.

4.4.4 Several route sections within Sandy will be accommodated by adapting the footway running adjacent to busier roads. Bedford Road and St Neots Roads are examples. Sections of Sunderland Road also feature.

4.4.5 Where suitably aligned, off-road rights of way exist, these have been utilised. Use of public footpaths by cyclists will require changes to legal or permissive rights as improvements schemes are brought forward.

4.4.6 As part of the network proposal for Sandy, 11 new links are proposed. These are shown in Figures 33 and 34 and listed in Table 9, contained in Section 5.3 of this report. There are also 44 locations where routes cross a main or side road, each of which will be reviewed, and an appropriate treatment applied. The most complex and potentially problematic of these crossings involves the A1 at Beeston. Currently there is a stepped footbridge fitted with wheeling channels. Whilst useful, this provision falls short of what is required.

4.4.7 In addition to the connections provided by NCN12, the Sandy network proposal includes links west to Beeston, Hatch and Northill and east to Everton and Potton via the RSPB reserve. These routes utilise public rights of way, where these exist. In many cases, achieving routes will require new rights of access to be secured through agreement. Where this is not possible, sections of route will have to be secured through the compulsory creation of rights of way or alternatively, through a land purchase agreement.

4.4.8 During the previous Commonplace engagement exercise (see Section 5.2) a small number of respondents flagged issues regarding pedestrian infrastructure in Sandy and also ‘pinned’ locations for improvement. The data has been summarised and is shown in map form in Appendix 7. Each specific comment has been reviewed and where appropriate, improvements will be brought forward. These will be implemented on an area-by-area basis.

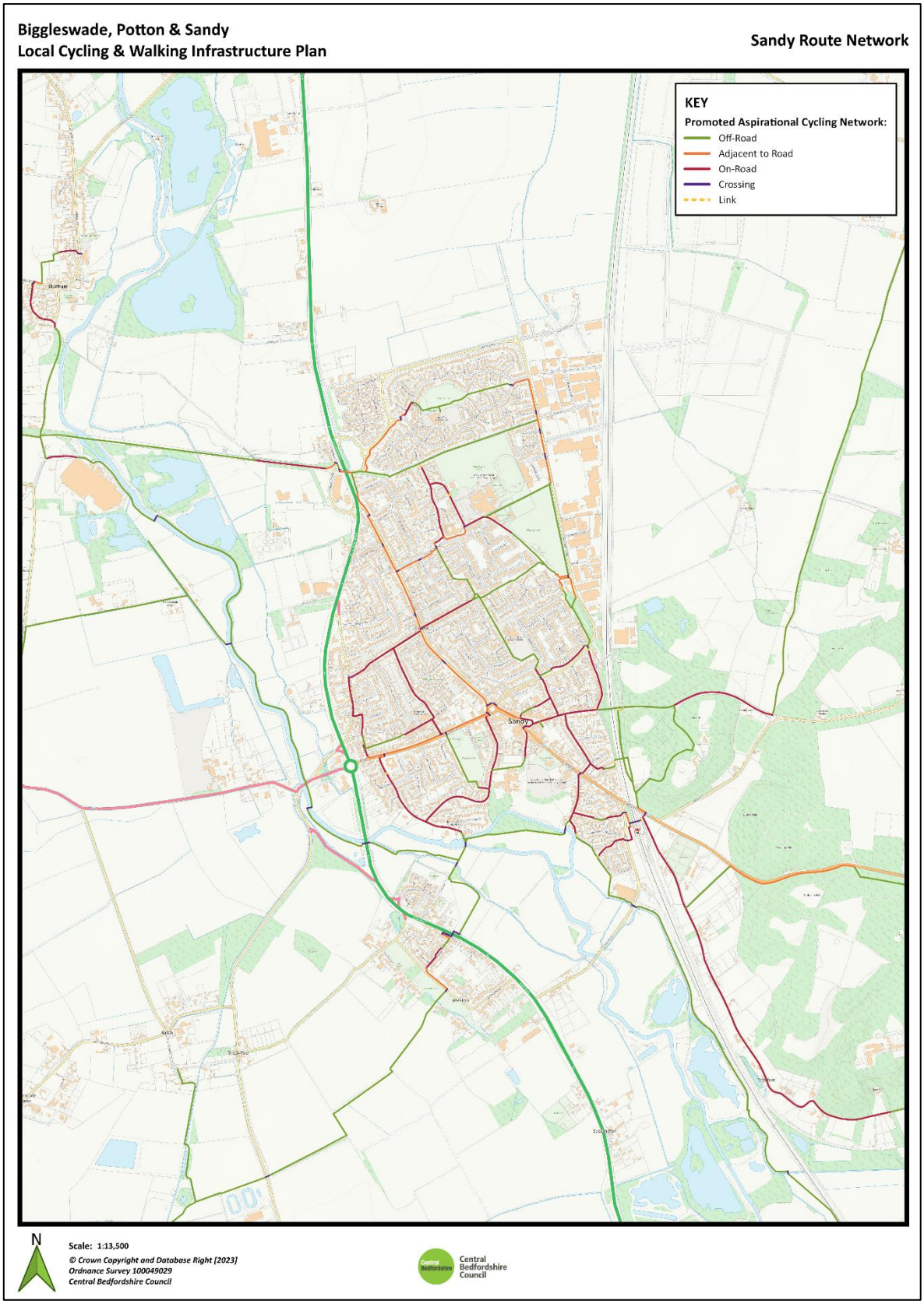


Figure 15: Promoted cycling route network for Sandy

5. Network Mapping

5.1 Network Blueprint

5.1.1 Figures 16 and 17 show the cycle network blueprint for Biggleswade, Potton and Sandy, with connections to the adjacent settlements of Blunham, Moggerhanger, Everton, Sutton, Gamlingay, Wrestlingworth & Cockayne Hatley, Dunton, Edworth, Langford, Broom, Northill, Upper Caldecote, Beeston, and Willington. Popular local facilities are also shown.

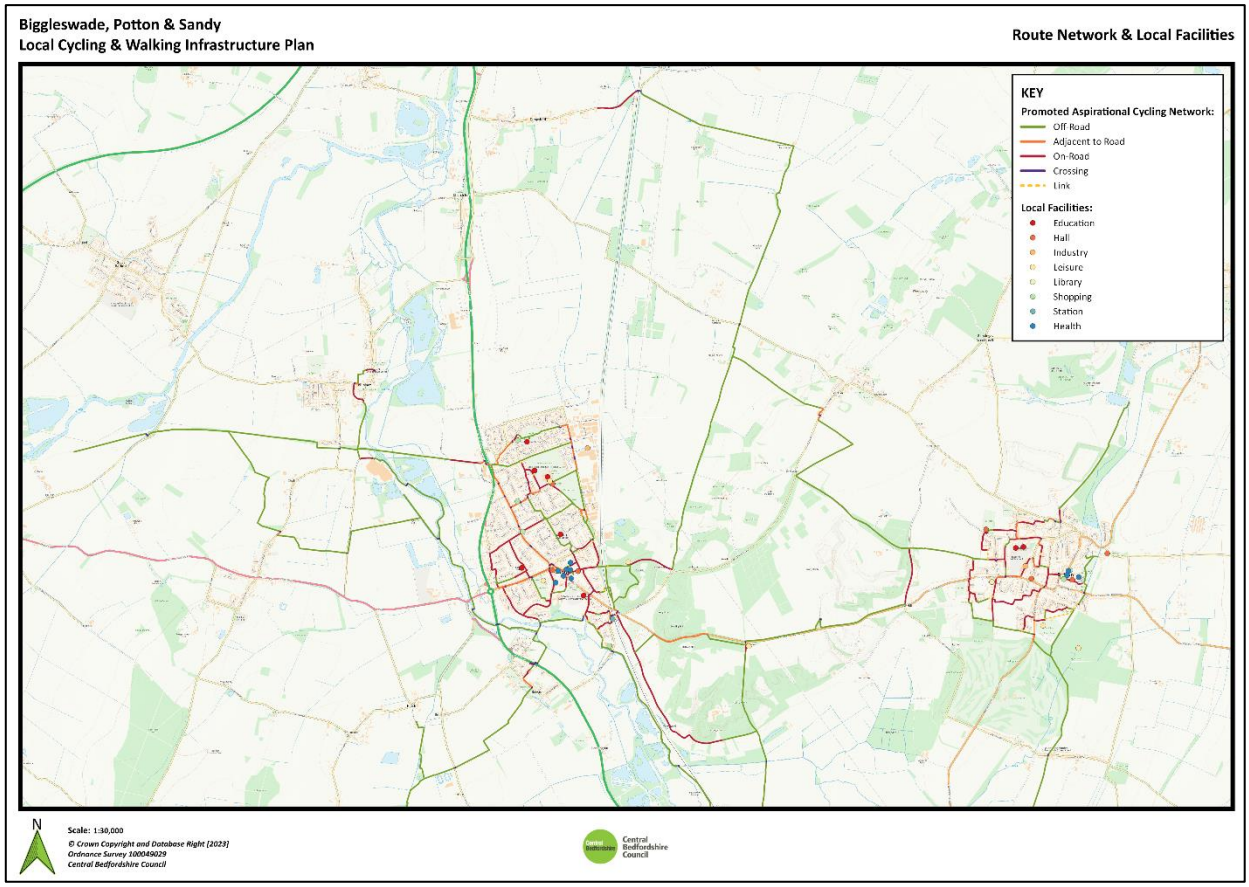


Figure 16: Proposed cycle network and location of key local facilities in Biggleswade, Potton & Sandy (1/2)

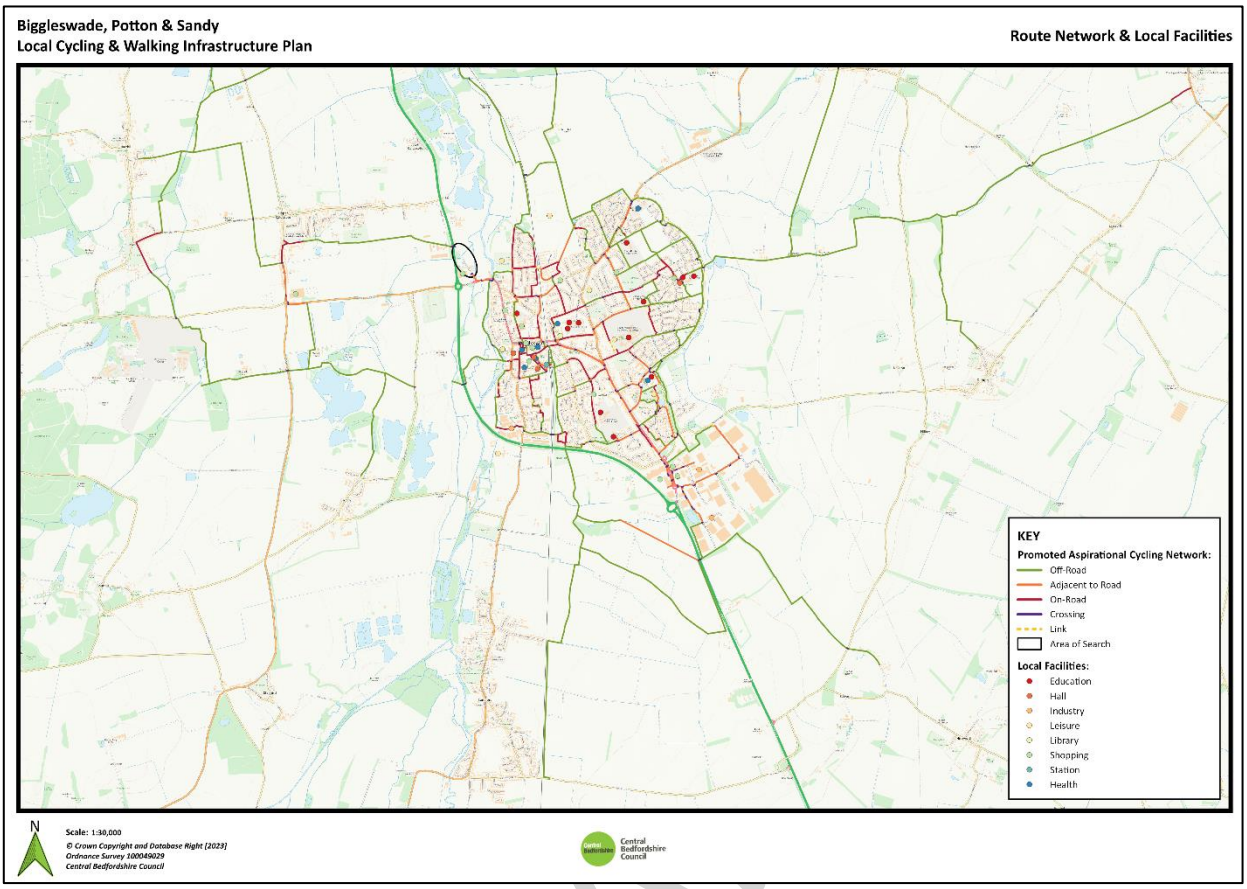


Figure 17: Proposed cycle network and location of key local facilities in Biggleswade, Potton & Sandy (2/2)

5.1.2 The network for Biggleswade is shown at Figure 18 below.

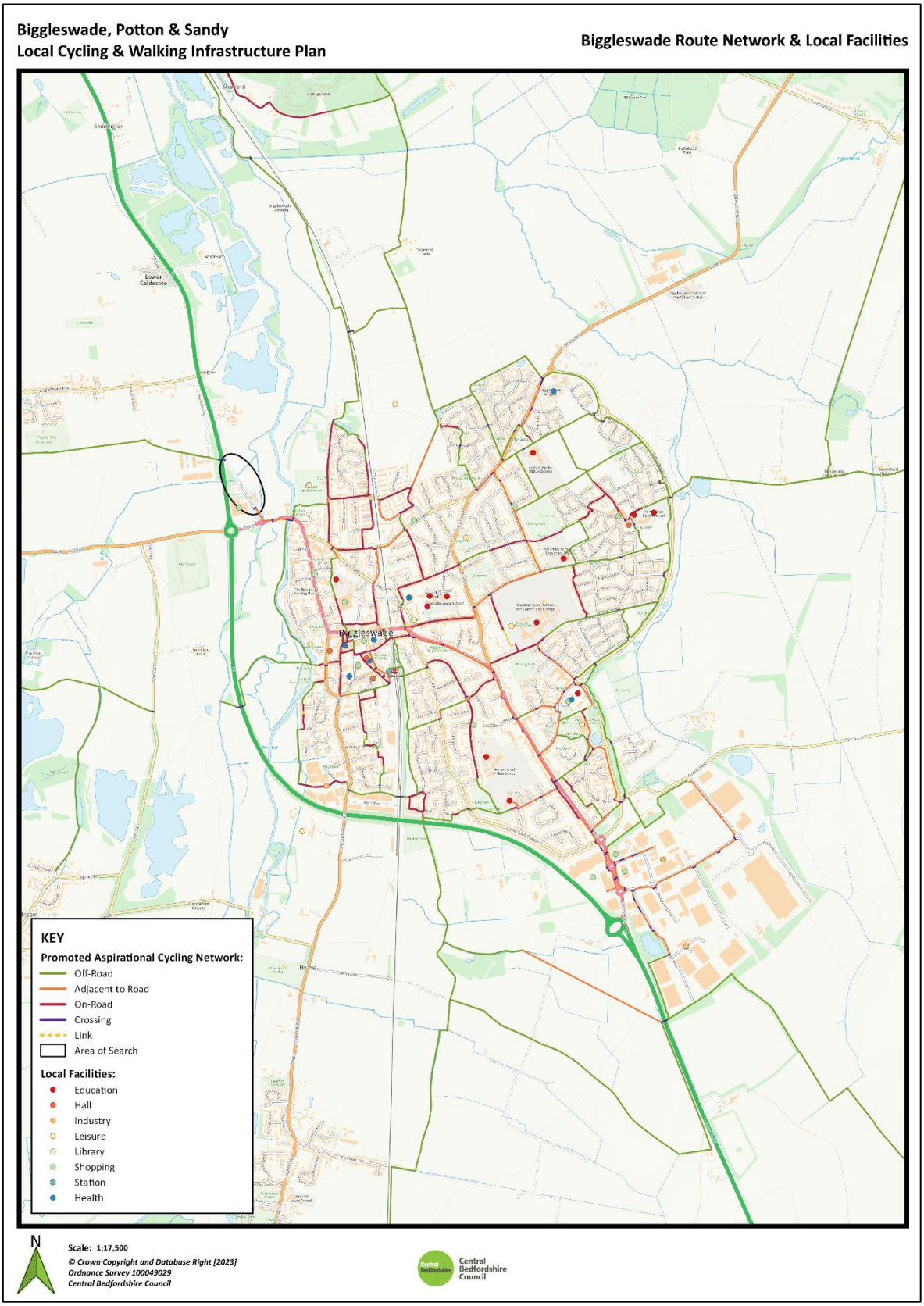


Figure 18: Proposed cycle network and location of key local facilities in Biggleswade

5.1.3 The network for Potton is shown at Figure 19 below.

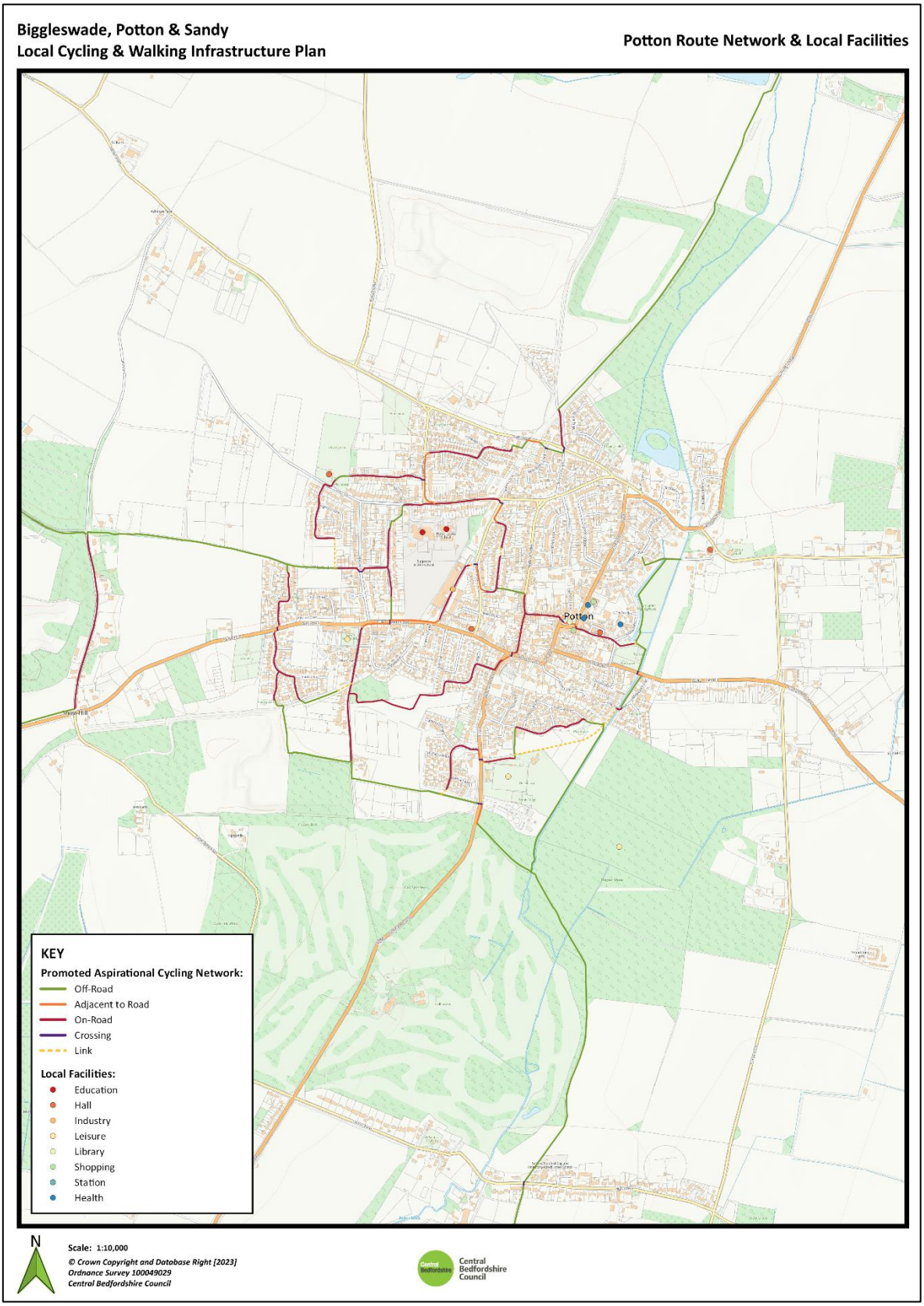


Figure 19: Proposed cycle network and location of key local facilities in Potton

5.1.4 The network for Sandy is shown at Figure 19 below.

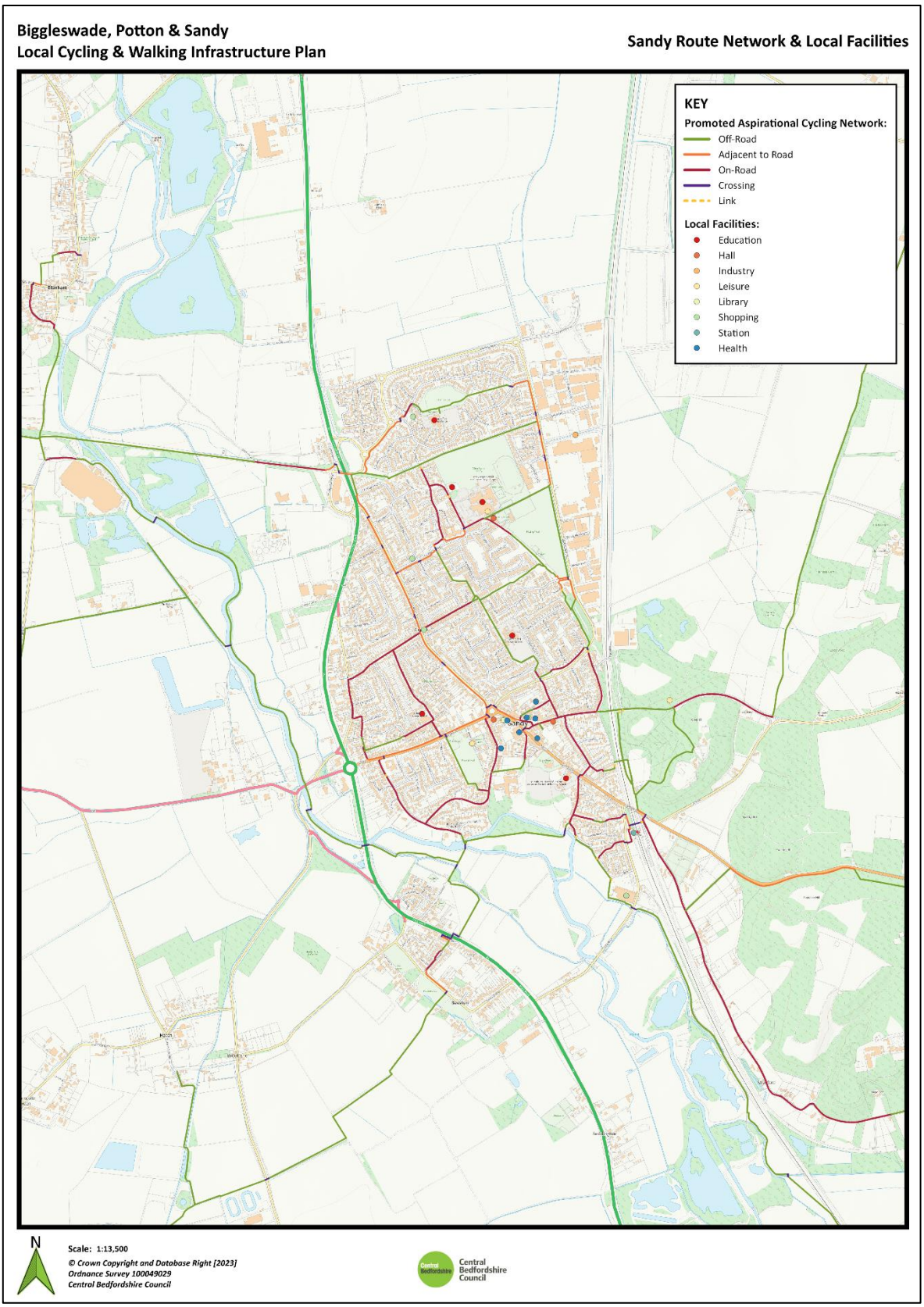


Figure 20: Proposed cycle network and location of key local facilities in Sandy

5.1.5 In each of the previous maps, the coloured routes signify the following:

- Red: routes require cyclists to share the carriageway and mix with traffic
- Orange: routes are adjacent to a road
- Green: routes are wholly off-road utilising existing highways and estate paths
- Purple: crossing points
- Yellow (dashed): new links proposed to improve overall network permeability

5.2 Testing and Refining the Network Proposals - Commonplace Engagement

5.2.1 In November 2022, the Council's Sustainable Transport and Active Travel Team utilised the Commonplace platform to engage online and to secure feedback and comments from interested stakeholders on the proposed network blueprint.

5.2.2 Commonplace offered the facility for respondents to place a pin and to leave a comment on any element of the route network. When placing a pin, users were prompted to describe the issue they perceived with existing infrastructure, to propose a new link or route, or to propose an improvement to an existing route. In addition to 'pinning' comments, users had the facility to 'like' or 'agree' with the comments of other respondents.

5.2.3 The network blueprint was also tested through public engagement with residents during the autumn of 2022 over the six-week period from 30th November to 8th December. Three in-person events were held at Biggleswade and Sandy Libraries and Potton village hall on 5th, 12th & 18th November respectively. These helped reach a demographic who were less adept or comfortable responding online, ensuring an inclusive model of engagement. The events were attended by town council representatives and ward councillors, as well as local community groups.

5.2.4 Across all three events, attendance was roughly 90 members of the public and local stakeholders with roughly a 40/20/40 percent split between Biggleswade, Potton and Sandy respectively.

5.2.5 The six-week Commonplace-hosted engagement elicited 829 responses from the public. The distribution of comments, at a summary level, is shown in Figure 21. The interactive version of this map is accessible on the Biggleswade, Sandy and Potton Commonplace webpage[11]. Zooming in on this map shows the distribution of comments on a street-by-street basis and clicking on a coloured dot reveals the detailed response received. Figure 22 below provides an illustration of the level of information available.

5.2.6 In response to the feedback received the network route map was reviewed and, in several instances, revised.

5.2.7 The report detailing the results of engagement is available in the supporting documents section of the Biggleswade, Potton and Sandy page[12] on the Commonplace website

[11] Biggleswade, Potton & Sandy map on Commonplace

[12] Biggleswade, Potton & Sandy information page on Commonplace

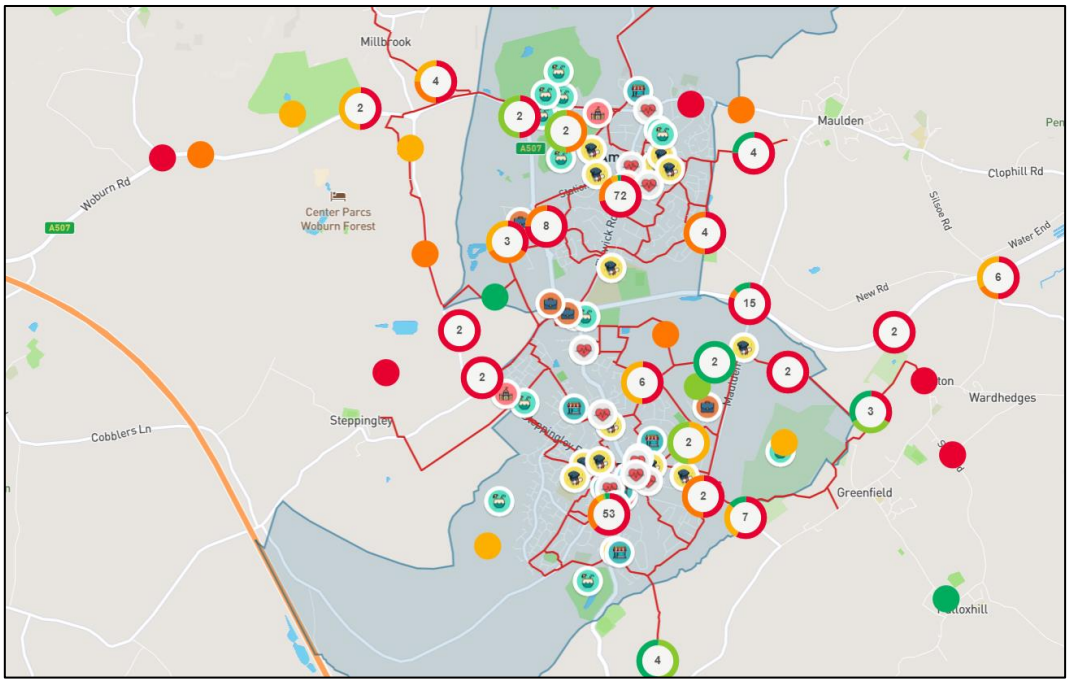


Figure 21: Commonplace platform showing routes, identified local facilities and responses received

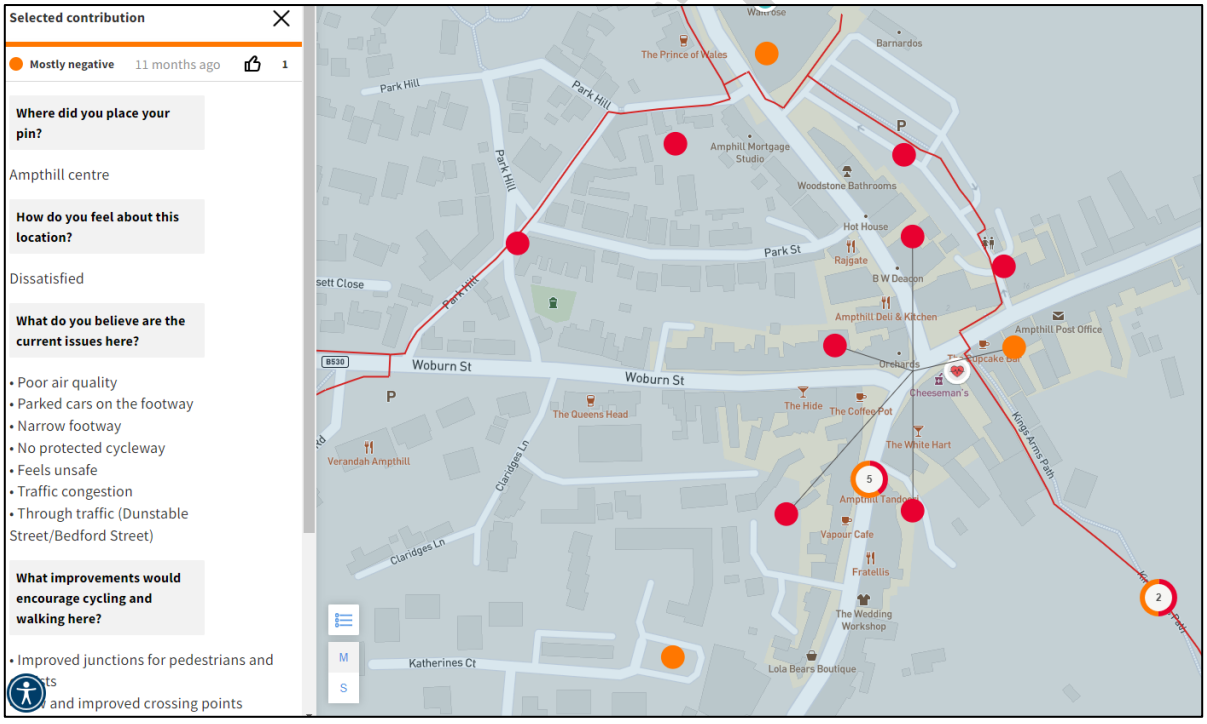
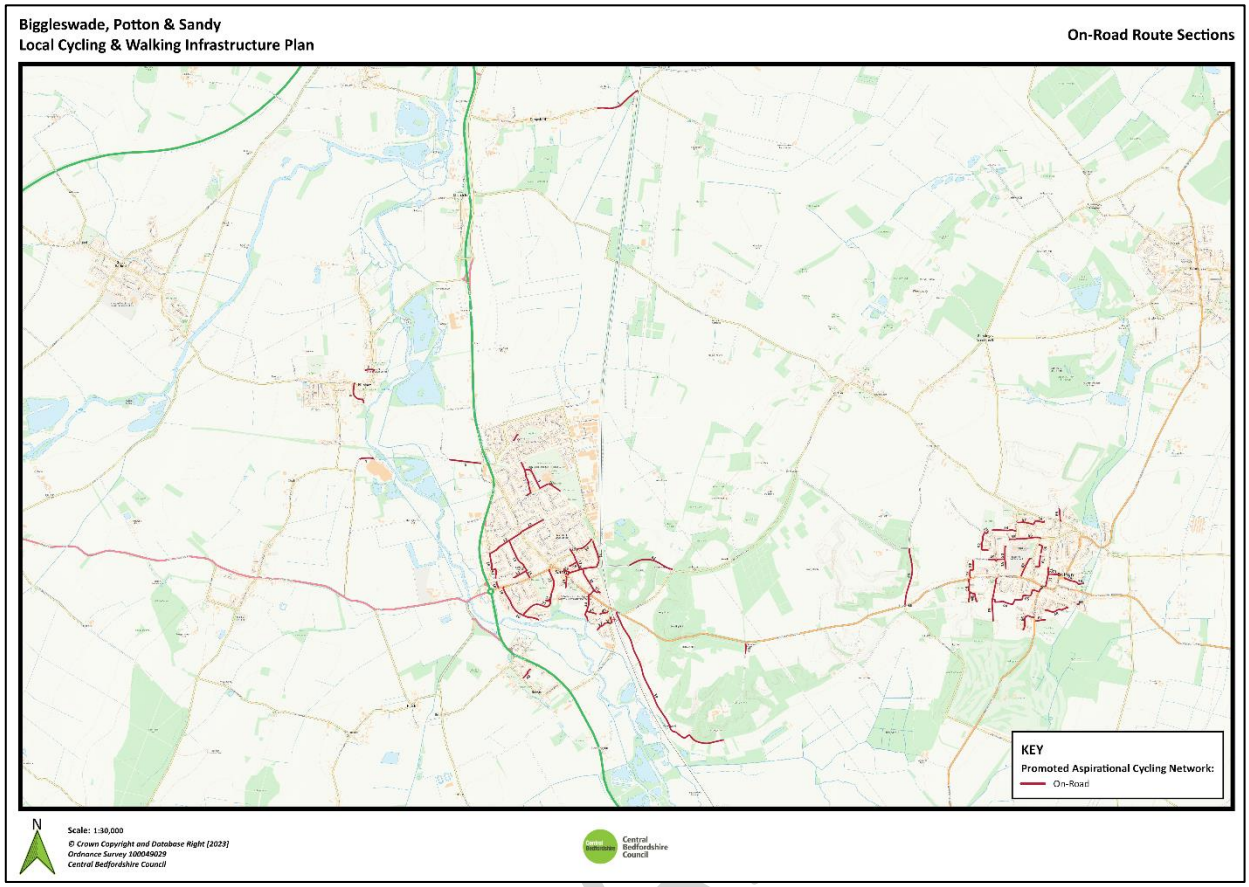


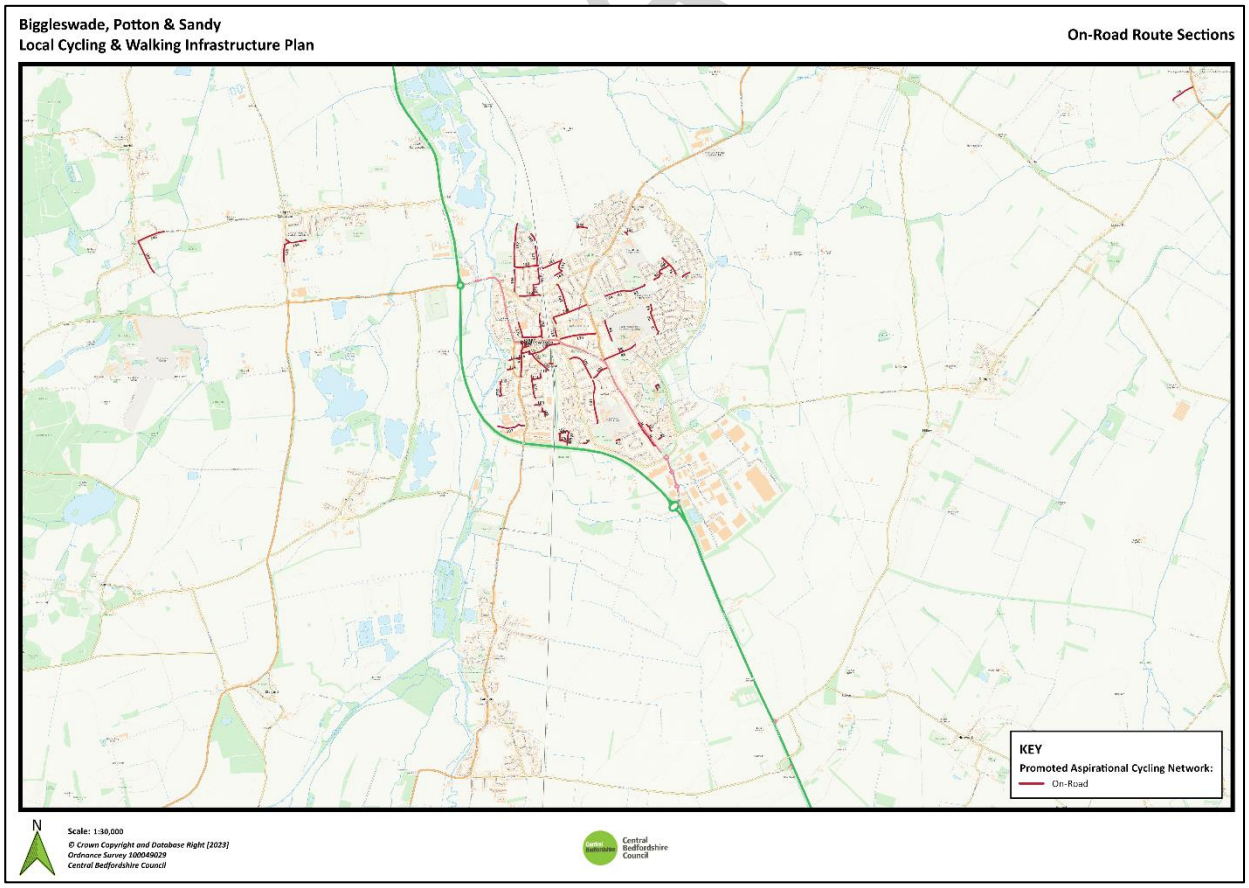
Figure 22: Extract from Commonplace map showing an example of pinned comments and feedback

5.3 Detailed Route Maps

5.3.1 Figures 23-34 and Tables 4-9 provide a detailed breakdown of the network, breaking down each route into sections that reflect the nature of provision and that are numbered for cross-referencing purposes.

On-Road Route Sections





Figures 23 & 24: Sections of on-road cycle network route

Table 4: Route information for on-road sections

No.	Route Name	Parish	Length (m)
1	Station Road	Tempsford	466.70
2	Brickhill Close	Blunham	92.85
3	Park Lane	Blunham	264.98
4	The Ridgeway	Sandy	139.44
5	Oddie Coopers Lane	Sandy	315.54
6	Merlin Drive	Sandy	76.31
7	Waverly Avenue	Sandy	374.86
8	Medusa Way	Sandy	110.87
9	Medusa Way	Sandy	149.66
10	Jenkins Pavilion Access Road	Sandy	233.80
11	Longfield Road	Sandy	252.62
12	West Road	Sandy	385.36
13	Laburnham Road	Sandy	356.95
14	Laburnham Road	Sandy	154.78
15	Laburnham Road	Sandy	76.98
16	London Road	Sandy	168.99
17	Church Path	Sandy	135.39
18	Church Path	Sandy	62.81
19	Mill Lane	Sandy	77.51
20	Mill Lane	Sandy	445.39
21	Swansholme Gardens	Sandy	538.12
22	Foster Grove	Sandy	48.51
23	Kings Road	Sandy	161.82
24	Park Road	Sandy	115.07
25	Market Square	Sandy	88.03
26	Cambridge Road	Sandy	327.50
27	Northcroft	Sandy	177.43
28	Pleasant Place	Sandy	85.49
29	Windsor Way	Sandy	42.84
30	Newton Way	Sandy	191.90
31	Brickhill Road	Sandy	274.09
32	St Swithuns Way	Sandy	312.84
33	Stonecroft	Sandy	73.63
34	Ivel Road	Sandy	282.70
35	Ivel View	Sandy	96.56
36	Woolfield	Sandy	86.91
37	Willow Rise	Sandy	148.12
38	Station Car Park	Sandy	86.70
39	Stratford Road	Sandy	1932.42
40	The Crescent	Sandy	116.65
41	Track	Sandy	90.58

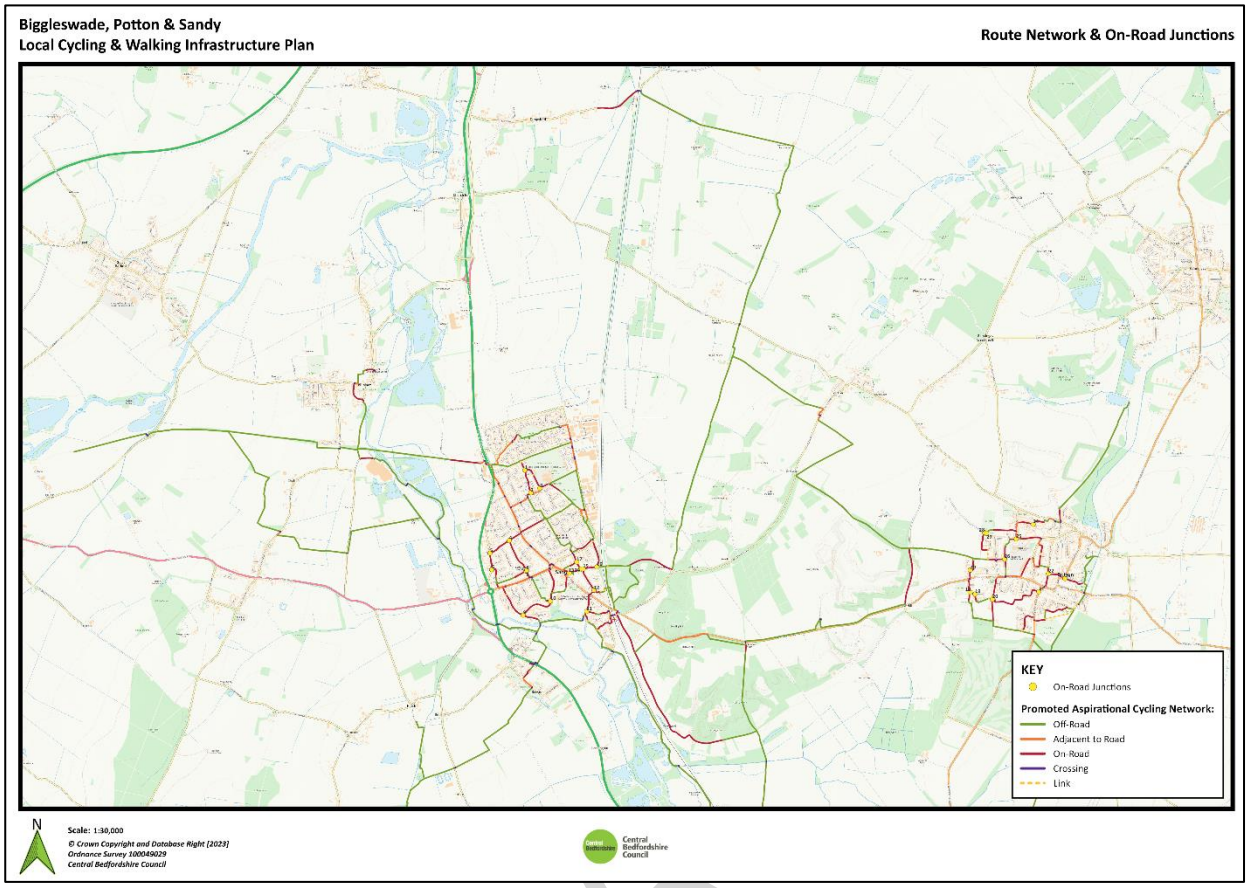
No.	Route Name	Parish	Length (m)
42	Sand Lane	Sandy	468.99
43	Deepdale	Potton	578.19
44	Burmo Way	Potton	189.24
45	Lewis Corner	Potton	99.03
46	Berridge Fields	Potton	79.51
47	Nursery Close	Potton	82.70
48	Langley Gardens	Potton	121.88
49	Old Bedford Road	Potton	77.33
50	Festival Road	Potton	218.65
51	Festival Road	Potton	98.61
52	Windmill Grove	Potton	241.11
53	Mill Lane	Potton	50.38
54	Goodship Lane	Potton	240.19
55	Mill Lane	Potton	67.90
56	Everton Road	Potton	255.96
57	Byards Green	Potton	159.73
58	Jacobs Close	Potton	138.19
59	Common Road	Potton	129.59
60	Baker Avenue	Potton	107.05
61	Chapman Close	Potton	151.83
62	Shannon Place	Potton	210.38
63	Sutton Mill Road	Potton	442.23
64	New Development Route	Potton	370.05
65	The Ridgeway	Potton	234.75
66	Blane Place	Potton	226.28
67	The Hollow Access Road	Potton	101.68
68	Hutchinson Rise	Potton	248.51
69	Yew Tree Close	Potton	24.68
70	Biggleswade Road	Potton	43.65
71	Chapel Street	Potton	139.55
72	Horslow Street	Potton	60.83
73	Bull Street	Potton	117.83
74	Brook End	Potton	146.16
75	Car Park	Potton	67.36
76	Water Lane	Wrestlingworth	247.39
77	Bantock Way	Biggleswade	88.70
78	Delius Road	Biggleswade	126.38
79	Handel Way	Biggleswade	98.74
80	Parry Rise	Biggleswade	162.90
81	Evans Grove	Biggleswade	89.76
82	South Walk	Biggleswade	221.63
83	South Walk	Biggleswade	93.58

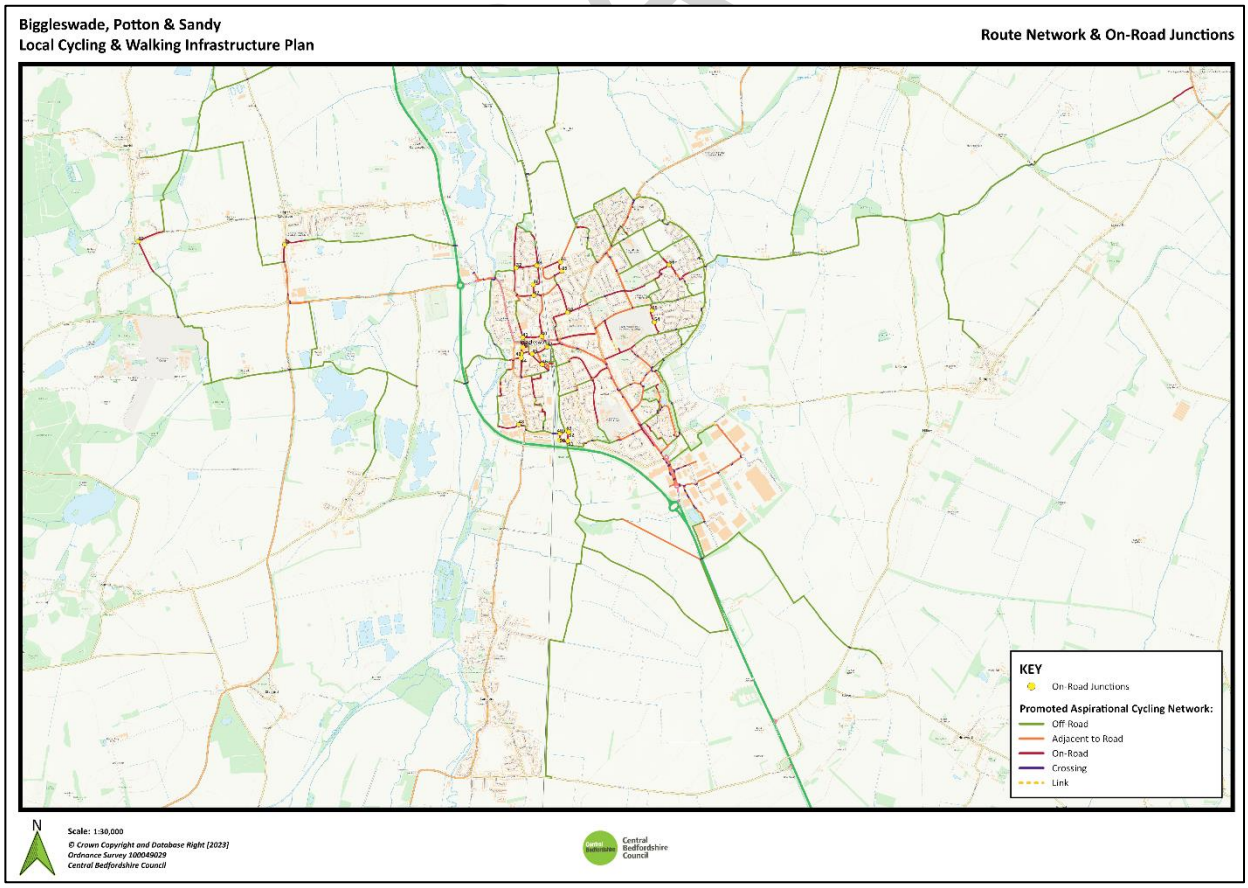
No.	Route Name	Parish	Length (m)
84	South Walk	Biggleswade	88.32
85	Darwin Drive	Biggleswade	63.53
86	Rutherford Way	Biggleswade	131.58
87	Gilbert Avenue	Biggleswade	134.24
88	Hitchmead Road	Biggleswade	356.49
89	School Access Road	Biggleswade	46.31
90	Orchard Close	Biggleswade	219.98
91	Leisure Centre Access Road	Biggleswade	80.28
93	Coltsfoot	Biggleswade	93.82
94	Jasmine Close	Biggleswade	34.56
95	London Road	Biggleswade	216.77
96	London Road	Biggleswade	61.60
97	Kitelands Road	Biggleswade	47.96
98	Derwent Avenue	Biggleswade	40.52
99	Car Park Route	Biggleswade	25.34
99	Car Park Route	Biggleswade	10.53
100	Hawesmere Close	Biggleswade	79.86
101	Rydal Crescent	Biggleswade	67.93
102	Grasmere Road	Biggleswade	87.99
103	Windemere Drive	Biggleswade	126.90
104	Mead End	Biggleswade	445.71
105	Elm Road	Biggleswade	172.44
106	Mead End	Biggleswade	335.92
107	Albone Way	Biggleswade	283.33
108	Brunel Drive	Biggleswade	112.03
109	Berkeley Close	Biggleswade	62.62
110	Holme Crescent	Biggleswade	2.24
110	Holme Crescent	Biggleswade	334.24
111	Holme Crescent	Biggleswade	41.27
112	Kingfisher Close	Biggleswade	105.77
113	Bittern Drive	Biggleswade	39.26
114	Sandpiper Close	Biggleswade	50.04
115	Mill Lane	Biggleswade	35.90
116	Mill Lane	Biggleswade	63.62
117	Hitchin Street	Biggleswade	348.31
118	Bonds Lane	Biggleswade	181.89
119	Palace Street	Biggleswade	141.89
120	Station Road	Biggleswade	97.52
121	Back Street	Biggleswade	246.07
122	Victoria Place	Biggleswade	16.43
123	Market Place	Biggleswade	59.76
124	Market Place	Biggleswade	42.43

No.	Route Name	Parish	Length (m)
125	High Street	Biggleswade	26.63
126	Chapel Field	Biggleswade	160.47
127	Church Street	Biggleswade	196.86
128	Rose Lane	Biggleswade	249.26
129	Crab Lane	Biggleswade	87.43
130	The Baulk	Biggleswade	364.49
131	Lawrence Road	Biggleswade	433.91
132	Havelock Road	Biggleswade	306.80
133	St Johns Street	Biggleswade	213.98
134	Birch Road	Biggleswade	109.78
135	Wilsheres Road	Biggleswade	224.80
136	Fairfield Road	Biggleswade	230.96
137	Shortmead Lane	Biggleswade	444.80
138	Wilsheres Road	Biggleswade	248.04
139	Ash Road	Biggleswade	199.16
140	Sycamore Close	Biggleswade	78.80
141	Winston Crescent	Biggleswade	205.89
142	Furzenhall Road	Biggleswade	136.86
143	Winston Crescent	Biggleswade	86.38
144	Binder Place	Biggleswade	118.58
144	Caldecote Green	Northill	214.89
145	Salcombe Close	Biggleswade	40.88
145	Hitchin Road	Northill	235.10
146	Caldecote Green	Biggleswade	281.56
147	The Green	Biggleswade	359.30

5.3.2 The entirety of the network proposed for Biggleswade, Potton and Sandy extends for a combined distance of 141.6km. Of this length, 21.2%, is on-road. This is a far smaller percentage that the previous 2009 and 2015 network blueprints (the latter being 60%), showing a fundamental shift in approach and ambition.

On-Road Junctions





Figures 25 & 26: On-road junctions highlighted as part of the cycle network

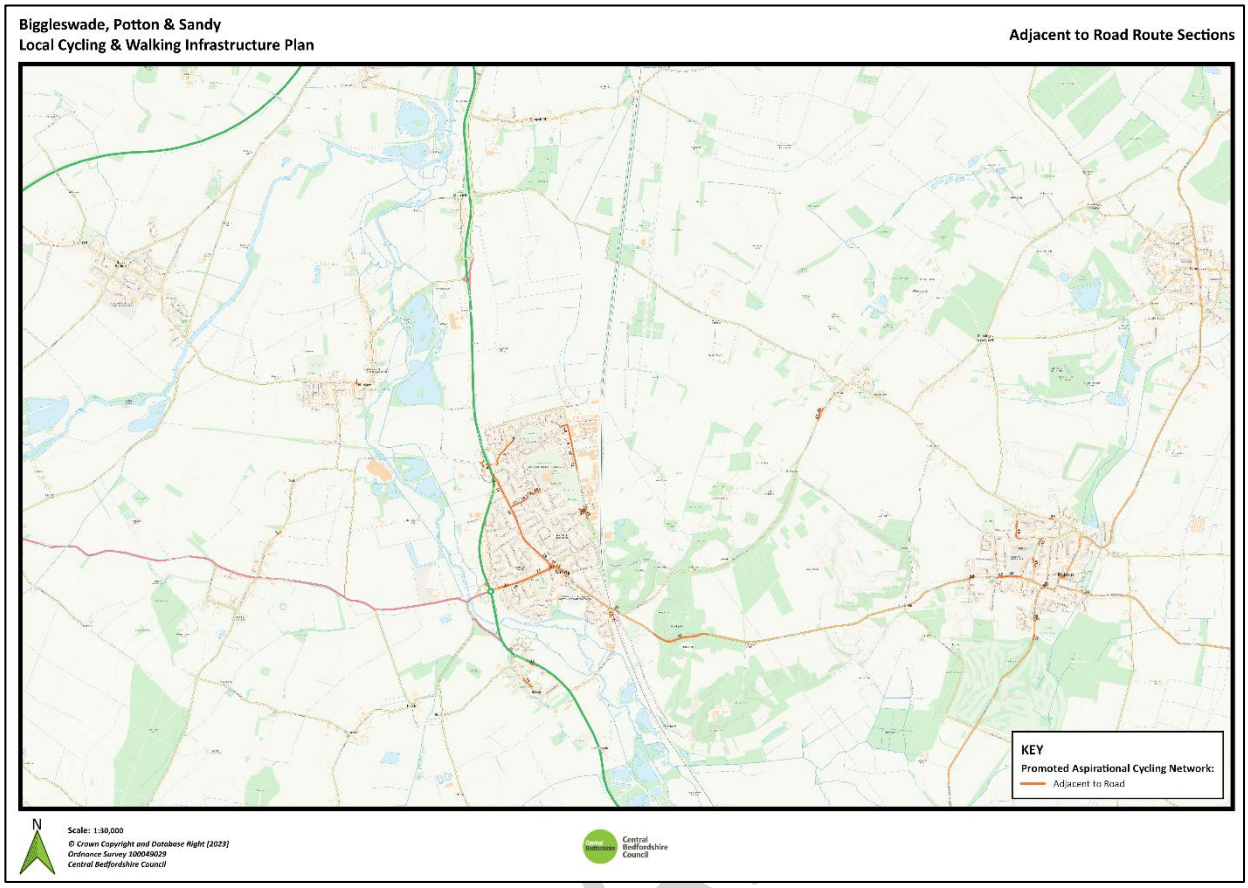
Table 5: Route information for on-road junctions

No.	Route Name	Parish
1	Waverley Avenue/Medusa Way	Sandy
2	Waverley Avenue/Waverley Avenue	Sandy
3	Medusa Way/Entrance Road	Sandy
4	West Road/South Road	Sandy
5	London Road/West Road	Sandy
6	London Road/Church Path	Sandy
7	Laburnham Road/Laburnham Road	Sandy
8	Laburnham Road/Laburnham Road	Sandy
9	Mill Lane/Swansholme Gardens	Sandy
10	Swansholme Gardens/Foster Grove	Sandy
11	Ivel Road/Ivel View	Sandy
12	St. Swithuns Way/Stonecroft	Sandy
13	Market Square/Cambridge Road	Sandy
14	Northcroft/Cambridge Road	Sandy
15	Cambridge Road/St. Swithuns Way	Sandy
16	Cambridge Road/Brickhill Road	Sandy
17	Pleasant Place/Northcroft	Sandy
18	Burmo Way/Lewis Corner	Potton
19	Burmo Way/Berridge Fields	Potton
20	Sutton Mill Road/New Development Road	Potton
21	Biggleswade Road/The Ridgeway	Potton
22	Bull Street/Chapel Street/Horslow Street	Potton
23	Brook End/Market Square	Potton
24	Byards Green/Jacobs Close	Potton
25	Mill Lane/Everton Road	Potton
26	Festival Road/Festival Road	Potton
27	Mill Lane/Entrance Road	Potton
28	Windmill Grove/Mill Lane	Potton
29	Nursery Close/Langley Gardens	Potton
30	Caldecote Road/The Green	Northill
31	Hitchin Road/Caldecote Green	Northill
32	Wilsheres Road/Shortmead Lane	Biggleswade
33	Wilsheres Road/Ash Road	Biggleswade
34	Winston Crescent/Furzenhall Road	Biggleswade
35	Winston Crescent/Furzenhall Road	Biggleswade
36	Wilsheres Road/Birch Road	Biggleswade
37	Birch Road/St. Johns Street	Biggleswade
38	Havelock Road/Lawrence Road	Biggleswade
40	Church Street/Rose Lane	Biggleswade
41	Church Street/Chapel Fields	Biggleswade
42	Hitchin Street/Market Place	Biggleswade

No.	Route Name	Parish
43	Bonds Lane/Hitchin Street	Biggleswade
44	Hitchin Street/Mill Lane	Biggleswade
45	Bonds Lane/Palace Street	Biggleswade
46	Palace Street/Station Road	Biggleswade
47	Victoria Place/Back Street	Biggleswade
48	Albone Way/Albone Way	Biggleswade
49	Rydal Crescent/Grasmere Road	Biggleswade
50	Rydal Crescent/Hawesmere Close	Biggleswade
51	Hawesmere Close/Windermere Drive	Biggleswade
52	Windermere Drive/Lincoln Crescent	Biggleswade
53	Lincoln Crescent/Grasmere Road	Biggleswade
54	Rutherford Way/Gilbert Avenue	Biggleswade
55	Rutherford Way/Darwin Drive	Biggleswade
56	Handel Way/Parry Rise	Biggleswade

5.3.3 Within the proposed network for Biggleswade, Sandy and Potton there are 56 junctions that cyclists negotiate when travelling on road. For the most part these are simple priority junctions.

Adjacent to Road Route Sections



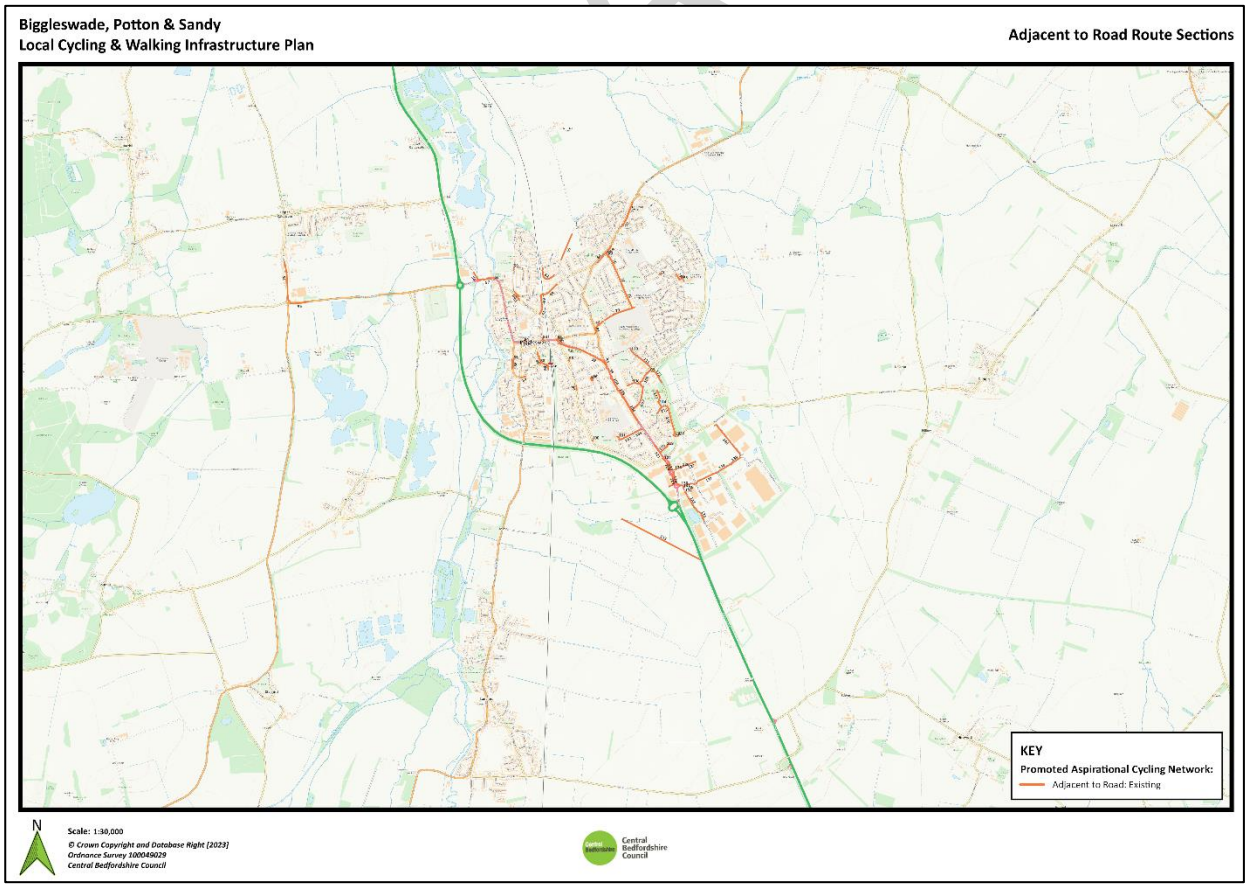


Figure 27 & 28: Sections of adjacent to road cycle network route

Table 6: Route information for adjacent to road sections

No.	Route Name	Parish	Length (m)
1	The Hill	Blunham	35.49
2	Blunham Road	Sandy	44.54
3	Georgetown Link	Sandy	49.58
4	Sunderland Road	Sandy	51.43
5	Sunderland Road	Sandy	298.52
6	Merlin Drive	Sandy	15.92
7	Merlin Drive	Sandy	74.24
8	Sunderland Road	Sandy	140.39
9	Sunderland Road	Sandy	67.61
10	Sunderland Road	Sandy	91.24
11	Sunderland Road	Sandy	107.23
12	St Neots Road	Sandy	113.40
13	St Neots Road	Sandy	136.45
14	St Neots Road	Sandy	384.99
15	Engayne Avenue	Sandy	100.38
16	Engayne Avenue	Sandy	86.20
17	Engayne Avenue	Sandy	14.26
18	Engayne Avenue	Sandy	130.66
19	St Neots Road	Sandy	455.63
20	Berwick Way	Sandy	60.71
21	Alnwick Close	Sandy	41.21
22	Berwick Road	Sandy	44.64
23	Sunderland Road	Sandy	90.12
24	St Neots Road	Sandy	11.69
25	High Street	Sandy	120.65
26	High Street	Sandy	19.57
27	Bedford Road	Sandy	13.37
28	Bedford Road	Sandy	216.01
29	Bedford Road	Sandy	332.09
30	Bedford Road	Sandy	16.85
32	A1	Sandy	37.46
33	The Green	Sandy	134.93
34	Station Road	Sandy	67.11
35	Potton Road	Sandy	39.24
36	Potton Road	Sandy	575.68
37	Sandy Road	Potton	49.75
38	Sandy Road	Potton	93.28
39	Myers Road	Potton	39.17
40	Everton Road	Potton	188.95
41	Willow Road	Potton	68.92
42	Willow Road	Potton	97.72

No.	Route Name	Parish	Length (m)
43	Sandy Road	Potton	10.16
44	Sandy Road	Potton	10.20
45	Station Road	Potton	92.16
46	Station Road	Potton	162.64
47	Biggleswade Road	Potton	64.09
48	The Hollow	Potton	11.67
49	Biggleswade Road	Potton	28.91
50	Biggleswade Road	Potton	29.55
51	Blackbird Street	Potton	5.98
52	Market Square	Potton	44.91
53	Bury Hill	Potton	14.87
54	Hitchin Road	Biggleswade	395.74
55	Hill Lane	Biggleswade	193.36
56	Hill Lane	Biggleswade	134.92
57	Hill Lane	Biggleswade	84.87
58	Hill Lane	Biggleswade	13.46
59	Fairfield Road	Biggleswade	34.01
60	Sun Street	Biggleswade	61.91
61	Sun Street	Biggleswade	59.21
62	Winston Crescent	Biggleswade	216.91
62	Rose Lane	Biggleswade	54.39
63	Rose Lane	Biggleswade	147.76
64	Potton Road	Biggleswade	200.29
65	Furzenhall Road	Biggleswade	279.49
66	Potton Road	Biggleswade	118.62
67	Stratton Way	Biggleswade	55.76
68	Stratton Way	Biggleswade	30.16
69	Potton Road	Biggleswade	76.51
70	Potton Road	Biggleswade	111.38
71	Potton Road	Biggleswade	146.15
72	Walker Mead	Biggleswade	13.69
73	Sullivan Court	Biggleswade	60.54
74	Bantock Way	Biggleswade	20.22
75	Bantock Way	Biggleswade	52.78
76	Stratton Way	Biggleswade	140.28
77	Stratton Way	Biggleswade	211.46
78	Stratton Way	Biggleswade	182.96
79	Hitchmead Road	Biggleswade	332.18
80	Hitchmead Road	Biggleswade	101.72
81	Drove Road	Biggleswade	58.67
82	London Road	Biggleswade	29.96
83	Rose Lane	Biggleswade	43.79

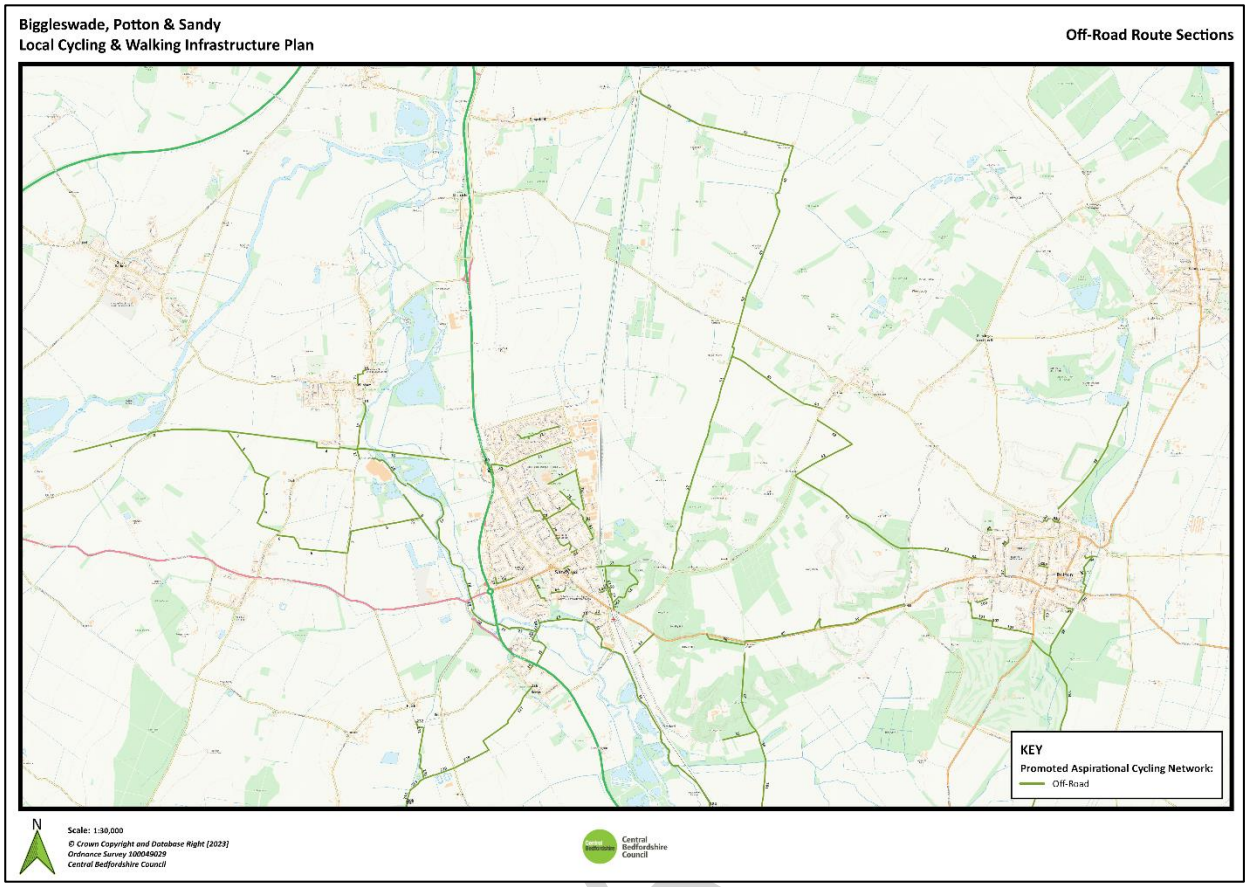
No.	Route Name	Parish	Length (m)
84	High Street	Biggleswade	10.58
85	Mill Lane	Biggleswade	23.62
86	St Andrews Street	Biggleswade	98.00
87	Saffron Road	Biggleswade	49.34
88	Station Road	Biggleswade	17.35
89	Station Road	Biggleswade	183.64
89	Station Road	Biggleswade	49.81
90	High Street	Biggleswade	45.29
91	Back Street	Biggleswade	23.78
92	London Road	Biggleswade	153.04
93	London Road	Biggleswade	355.87
94	London Road	Biggleswade	46.81
95	London Road	Biggleswade	114.42
96	Elm Road	Biggleswade	45.55
97	Mead End	Biggleswade	31.06
98	Dells Lane	Biggleswade	24.25
99	Dells Lane	Biggleswade	45.76
100	Holme Court Avenue	Biggleswade	9.74
101	School Entrance	Biggleswade	39.79
102	Kitelands Road	Biggleswade	128.86
103	Kitelands Road	Biggleswade	99.86
104	London Road	Biggleswade	311.08
105	London Road	Biggleswade	86.55
106	Lavender Way	Biggleswade	157.96
106	London Road	Biggleswade	132.97
107	Chambers Way	Biggleswade	278.58
108	Chambers Way	Biggleswade	98.50
109	Chambers Way	Biggleswade	68.18
110	Sorrell Way	Biggleswade	28.58
111	Sorrell Way	Biggleswade	255.97
112	Saxon Drive	Biggleswade	158.57
113	Leisure Centre Car Park	Biggleswade	126.45
114	Leisure Centre Entrance	Biggleswade	60.90
115	Foxglove Drive	Biggleswade	139.90
116	Saxon Drive	Biggleswade	289.95
117	Saxon Drive	Biggleswade	30.31
118	Dunton Lane	Biggleswade	26.81
119	Dunton Lane	Biggleswade	42.46
120	Dunton Lane	Biggleswade	92.49
121	London Road	Biggleswade	158.95
122	London Road	Biggleswade	39.61
123	London Road	Biggleswade	102.64

No.	Route Name	Parish	Length (m)
124	London Road	Biggleswade	101.97
125	Normandy Lane	Biggleswade	35.82
126	Normandy Lane	Biggleswade	51.27
127	Normandy Lane	Biggleswade	111.56
128	London Road	Biggleswade	167.71
129	London Road	Biggleswade	146.47
130	Pegasus Drive	Biggleswade	38.46
131	Lancaster Way	Biggleswade	42.27
132	Lancaster Way	Biggleswade	45.61
133	Lancaster Way	Biggleswade	113.54
134	Lancaster Way	Biggleswade	167.74
135	Holme Farm Route	Biggleswade	888.37
136	Pegasus Drive	Biggleswade	113.47
137	Pegasus Drive	Biggleswade	248.60
138	Pegasus Drive	Biggleswade	159.95
139	Pegasus Drive	Biggleswade	117.67
140	Pegasus Drive	Biggleswade	420.71

5.3.4 Table 6 lists 140 discrete sections of route that will be constructed adjacent to an existing length of carriageway. Whilst confident cyclists will be comfortable sharing the road, this provision will allow others to cycle separate from vehicular traffic.

5.3.5 These 'adjacent to road' sections total a little over 16km, around 11% of the planned network provision. The principles for route design and construction, including on, off and adjacent to road sections of route, is covered in Section 6.

Off-Road Route Sections



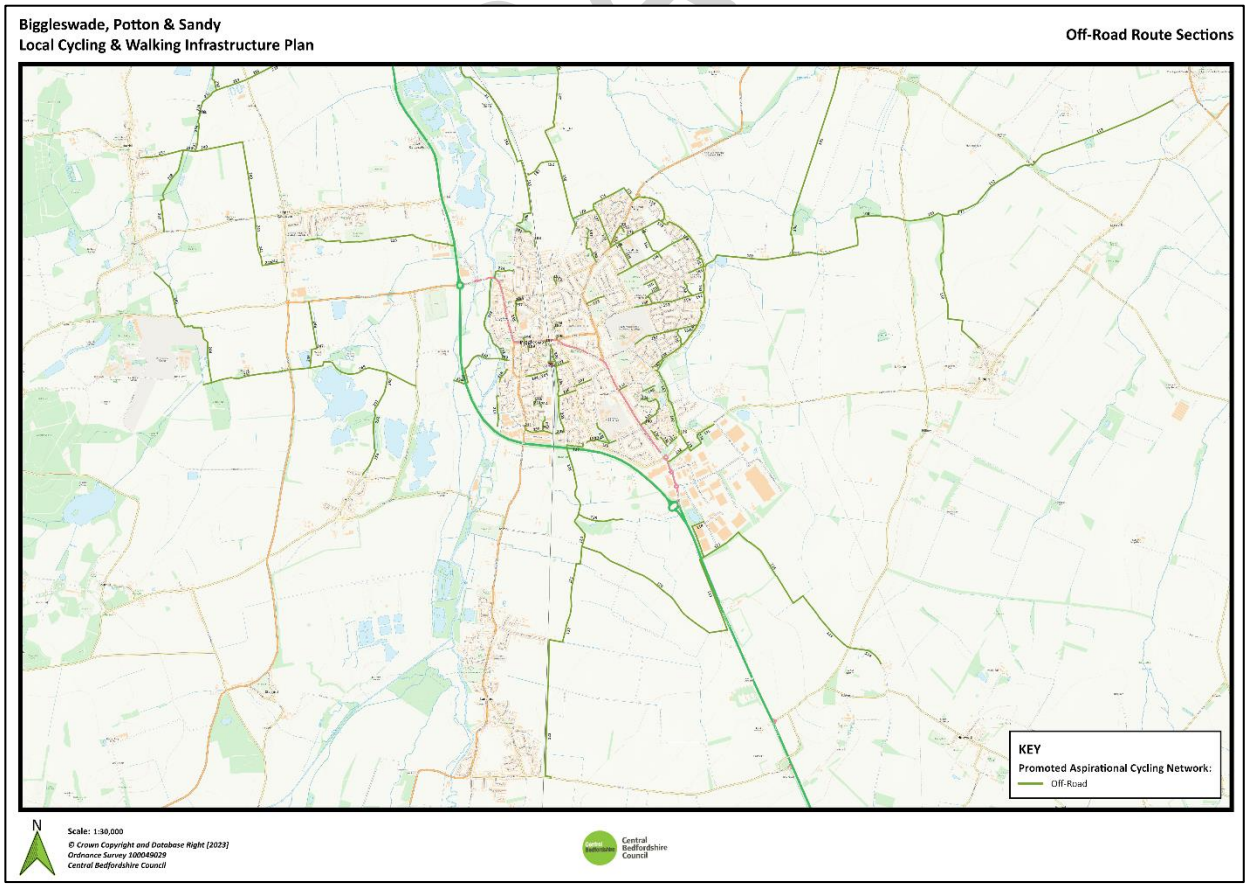


Figure 29 & 30: Sections of off-road cycle network route

Table 7: Route information for off-road sections

No.	Route Name	Parish	Length (m)
1	NCN 51 Route	Moggerhanger	756.74
2	NCN 51 Route	Moggerhanger	133.23
3	NCN 12 Route	Moggerhanger	1619.33
4	Alternative NCN 12 Alignment	Moggerhanger	278.04
5	FP1	Moggerhanger	1386.26
6	Blunham Road/The Ridgeway	Moggerhanger	786.94
7	The Ridgeway	Moggerhanger	225.76
8	FP6	Moggerhanger	722.99
9	FP5	Moggerhanger	565.77
10	FP3	Moggerhanger	465.44
11	FP1/The Ridgeway	Moggerhanger	132.30
12	FP1	Blunham	436.47
13	FP1/Blunham	Blunham	26.08
14	FP6	Blunham	170.08
15	FP11	Blunham	26.40
16	NCN 12 Route	Sandy	1137.42
17	FP4	Moggerhanger	1230.28
18	FP6	Sandy	290.75
19	FP6 Extension	Sandy	118.39
20	FP44	Sandy	313.16
21	FP44	Sandy	141.84
22	Alternative FP44 Route	Sandy	168.73
23	FP44	Sandy	107.22
24	BW8	Sandy	63.37
25	The Baulk/A1	Sandy	354.65
26	High Road/The Crescent	Sandy	54.03
27	BW8	Sandy	80.00
28	Mill Lane	Sandy	47.08
29	BW8	Sandy	462.59
30	BW8	Sandy	30.95
31	Ivel Road/New Road	Sandy	433.40
32	Ivel View/Woolfield	Sandy	46.63
33	Sandy/Biggleswade Route	Sandy	1936.74
34	Stratford Road/Potton Road	Sandy	270.70
35	BW42	Sandy	350.70
36	BW33	Sandy	324.04
37	BW32	Sandy	835.21
38	Potton Road	Sandy	438.99
39	Potton Road	Sandy	841.26
40	Potton Road	Sandy	982.08
41	Deepdale	Potton	1393.75

No.	Route Name	Parish	Length (m)
42	FP1	Everton	664.70
43	FP1/Sandy Road	Everton	432.04
44	BW2	Everton	171.23
45	FP2	Everton	901.44
46	Station Road	Tempsford	697.93
47	BW6	Tempsford	986.01
48	BW10	Tempsford	579.80
49	BW11	Everton	856.14
50	BW3	Everton	506.60
51	BW3	Everton	948.99
52	BW27	Sandy	1655.08
53	Cambridge Road/Sand Lane	Sandy	336.05
54	Caeser's Route	Sandy	498.45
55	BW14	Sandy	86.47
56	BW14	Sandy	66.99
57	FP15/BW14 Link	Sandy	126.92
58	FP15	Sandy	33.16
59	FP16	Sandy	59.33
60	Stonecroft	Sandy	53.60
61	Track	Sandy	324.47
62	Cambridge Road/Car Park	Sandy	29.55
63	Pleasant Place	Sandy	60.23
64	Park Road/Swansholme Gardens	Sandy	171.37
65	Bedford Road Playing Field	Sandy	289.38
66	FP35	Sandy	182.11
67	Church Path	Sandy	58.42
68	St Neots Road	Sandy	93.34
69	Georgetown	Sandy	29.10
70	Sunderland Road	Sandy	170.05
71	BW22	Sandy	697.34
72	Merlin Drive Playing Field Route	Sandy	484.75
74	BW20	Sandy	326.30
75	Sunderland Road	Sandy	407.68
76	Sunderland Road Playing Field Route	Sandy	268.08
77	East West Route	Sandy	330.60
78	Longfield Road	Sandy	58.82
79	NCN 12 Route	Sandy	787.10
80	Windsor Way/Newton Road	Sandy	53.73
81	Alnwick Close/Friars Walk	Sandy	310.52
82	FP18	Sandy	44.61
83	BW9	Potton	830.79
84	Langley Gardens/Old Bedford Road	Potton	23.61

No.	Route Name	Parish	Length (m)
85	Mill Lane Pavilion/Goodship Lane	Potton	45.96
86	Festival Road/Everton Road	Potton	90.67
87	Festival Road/Station Road	Potton	75.37
88	FP18	Potton	25.08
89	FP18	Potton	65.43
90	FP22	Potton	71.00
91	Myers Road	Potton	27.09
92	Myers Road	Potton	57.33
93	Potton/Gamlingay Route	Potton	1321.58
94	FP16	Potton	145.84
95	Henry Smith Playing Fields	Potton	421.78
96	FP1	Potton	120.38
97	Tear Crescent	Potton	61.31
98	Potton/Sutton Route	Potton	547.47
99	Hutchinson Rise/The Hollow	Potton	96.56
100	Old Rail Line	Potton	128.42
101	Lewis Corner/Biggleswade Road	Potton	400.63
102	BW5	Potton	53.48
103	FP4	Potton	416.98
104	FP1	Sutton	1347.22
105	BW3	Sutton	1582.82
106	BW31	Biggleswade	423.66
107	BW28	Biggleswade	1636.45
108	BW2	Dunton	785.60
109	BW17	Dunton	561.53
110	FP1	Dunton	1581.49
111	BW17/10 Link	Wrestlingworth	34.15
112	BW10	Wrestlingworth	890.15
113	BWW7	Wrestlingworth	1603.75
114	FP8	Edworth	383.23
115	FP8	Edworth	825.52
116	FP39	Biggleswade	886.29
117	BW58	Biggleswade	838.12
118	BW58/Lancaster Way	Biggleswade	124.72
119	Holme Farm Route	Biggleswade	774.70
120	BW52	Biggleswade	1780.53
121	BW40	Biggleswade	580.53
122	BW9	Langford	591.38
123	BW9/Cambridge Road	Langford	1450.50
124	FP40	Biggleswade	153.68
125	FP49	Biggleswade	461.28
126	BW40	Biggleswade	966.24

No.	Route Name	Parish	Length (m)
127	BW40/Derwent Avenue	Biggleswade	201.98
128	FP41	Biggleswade	53.43
129	FP41	Biggleswade	37.48
130	Recreation Ground Route	Biggleswade	205.64
131	Recreation Ground Route	Biggleswade	244.70
132	FP61	Biggleswade	248.05
133	FP39	Biggleswade	347.30
134	FP63	Biggleswade	78.76
135	BW69	Biggleswade	198.88
136	Dunton Lane	Biggleswade	25.40
137	Dunton Lane	Biggleswade	94.75
138	Dunton Lane/Jamine Close	Biggleswade	113.77
139	Coltsfoot/Jasmine Close	Biggleswade	112.97
140	Coltsfoot	Biggleswade	26.82
141	London Road/Foxglove Drive	Biggleswade	214.09
142	Saxon Drive	Biggleswade	302.93
143	Saxon Drive	Biggleswade	394.71
144	Foxglove Drive/Chambers Way	Biggleswade	300.45
145	Chambers Way/Car Park	Biggleswade	140.32
146	London Road/Lavender Way	Biggleswade	90.20
147	FP25 Realignment	Biggleswade	125.06
148	Baden-Powell Way	Biggleswade	380.51
149	Baden-Powell Way	Biggleswade	425.64
150	Venus Avenue	Biggleswade	167.80
151	FP27	Biggleswade	443.00
152	FP27	Biggleswade	227.03
153	Baden-Powell Way	Biggleswade	444.86
154	FP29	Biggleswade	119.67
155	FP29 Realignment	Biggleswade	164.37
156	FP29/Orchard Centre Link	Biggleswade	168.23
157	FP29	Biggleswade	257.34
158	BW28	Biggleswade	314.75
159	BW28/Evans Grove Link	Biggleswade	232.09
160	South Walk/Evans Grove	Biggleswade	113.37
161	BW28	Biggleswade	168.35
162	Baden-Powell Way	Biggleswade	113.00
163	Baden-Powell Way	Biggleswade	545.98
164	FP33	Biggleswade	826.90
165	Handel Way/Torquay Close	Biggleswade	374.53
166	FP36	Biggleswade	287.81
167	FP30	Biggleswade	411.18
168	FP30	Biggleswade	145.80

No.	Route Name	Parish	Length (m)
169	Potton Road	Biggleswade	167.37
170	Potton Road	Biggleswade	33.78
171	Salcombe Close/Potton Road	Biggleswade	62.21
172	Salcombe Close/FP30	Biggleswade	22.27
173	Baden-Powell Way	Biggleswade	91.50
174	Baden-Powell Way	Biggleswade	481.08
175	Potton Road/FP12 Link	Biggleswade	154.86
176	FP12	Biggleswade	406.72
177	BW9	Biggleswade	194.00
178	BW9	Biggleswade	201.56
179	BW13	Biggleswade	238.74
180	BW10	Biggleswade	1254.31
181	BW9	Sandy	506.37
182	FP16	Biggleswade	175.57
183	BW11	Biggleswade	192.87
184	FP17	Sandy	502.40
185	Lindsells Track	Biggleswade	583.56
186	BW11	Biggleswade	213.57
187	Hazel Walk	Biggleswade	185.55
188	Ash Road	Biggleswade	59.01
189	Binder Place/Larkinson Avenue	Biggleswade	113.25
190	Larkinson Avenue/Potton Road	Biggleswade	296.31
191	FP10	Biggleswade	30.05
192	FP10/Potton Road Link	Biggleswade	61.09
193	FPE29	Biggleswade	198.33
194	Chestnut Avenue	Biggleswade	29.02
195	Crab Lane	Biggleswade	18.10
196	FPE43	Biggleswade	23.73
197	FPE20	Biggleswade	49.86
198	FPE7	Biggleswade	44.32
199	FPE17	Biggleswade	55.88
200	BW40	Biggleswade	285.60
201	Rail Station Link	Biggleswade	73.50
202	BW40/Dells Lane Link	Biggleswade	133.64
203	BWE45	Biggleswade	84.15
204	FPE14	Biggleswade	146.82
205	BW40 Realignment	Biggleswade	248.65
206	FP43	Biggleswade	187.65
207	Dells Lane/Mead End	Biggleswade	164.55
208	BW40	Biggleswade	377.35
209	FP44 Extension	Biggleswade	32.00
210	FP44	Biggleswade	274.73

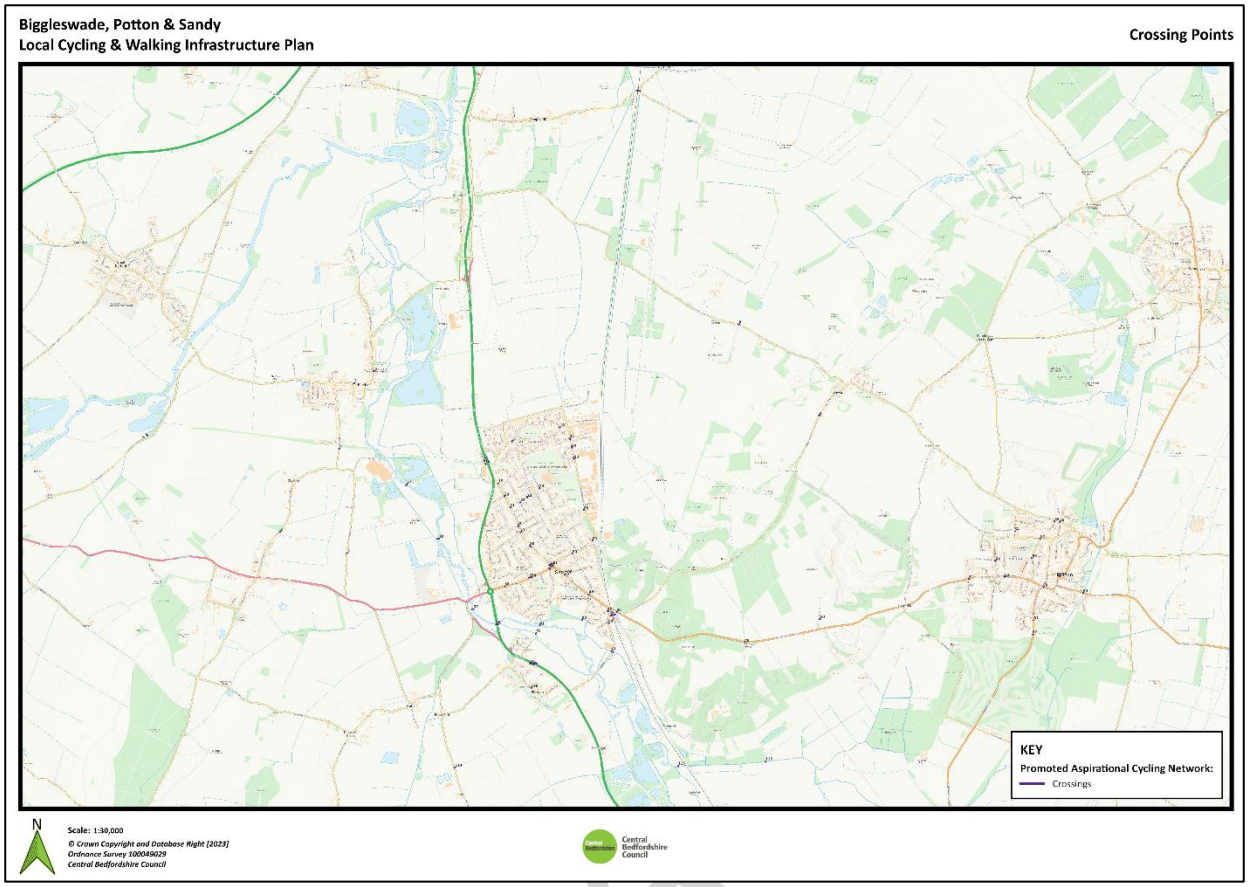
No.	Route Name	Parish	Length (m)
211	Hitchin Street	Biggleswade	46.06
212	Brunel Drive/FP44	Biggleswade	30.92
213	Brunel Drive	Biggleswade	116.09
214	Berkeley Close	Biggleswade	32.75
215	Berkeley Close	Biggleswade	30.29
216	Holme Crescent	Biggleswade	47.30
217	Kingfisher Close/Albone Way	Biggleswade	329.01
218	FPE10	Biggleswade	152.60
219	Mill Lane	Biggleswade	89.07
220	BW22	Biggleswade	426.87
221	BW22/FP67 Link	Biggleswade	153.35
222	FP21	Biggleswade	189.92
223	FP21	Biggleswade	700.92
224	Shortmead Street/Fairfield Road	Biggleswade	256.80
225	FP7	Northill	1554.77
226	Beeston Green/FP11 Link	Sandy	62.67
227	FP11	Sandy	929.13
228	FP15	Northill	254.18
229	FP15	Northill	208.96
230	FP17	Northill	618.50
231	FP17 Realignment	Northill	103.56
232	FP17	Northill	67.81
233	FP15 Realignment	Northill	177.57
234	FP13/15 Link	Northill	415.27
235	FP13	Northill	126.28
236	FP13 Realignment	Northill	118.61
237	FP13	Northill	446.35
238	FP21	Northill	599.21
239	FP21/Caldecote Road Link	Northill	319.98
240	FP13	Northill	1275.66
241	FP5/14 Link	Northill	478.77
242	FP5	Northill	217.90
243	BW6	Northill	536.74
244	BW14	Old Warden	897.30
245	BW21	Old Warden	885.66
246	BW3	Old Warden	188.02
247	BW1	Old Warden	57.10
248	BW22	Old Warden	477.71
249	BW3	Old Warden	1411.47
250	FP3	Old Warden	191.00
251	FP24	Old Warden	273.94
252	FP35	Old Warden	88.94

No.	Route Name	Parish	Length (m)
253	FP35/King's Road Link	Southill	561.21
254	FP67	Biggleswade	106.26
255	FPE2	Biggleswade	33.85
256	Fairlands	Biggleswade	52.95
257	BWE3	Biggleswade	43.54
258	Chapel Fields	Biggleswade	130.57

5.3.6 Table 7 lists 258 sections of off-road route. At 67.4km, this represents 67.4% of the total planned network provision.

5.3.7 The design principles for off-road sections of route is covered in Section 6.

Crossing Points



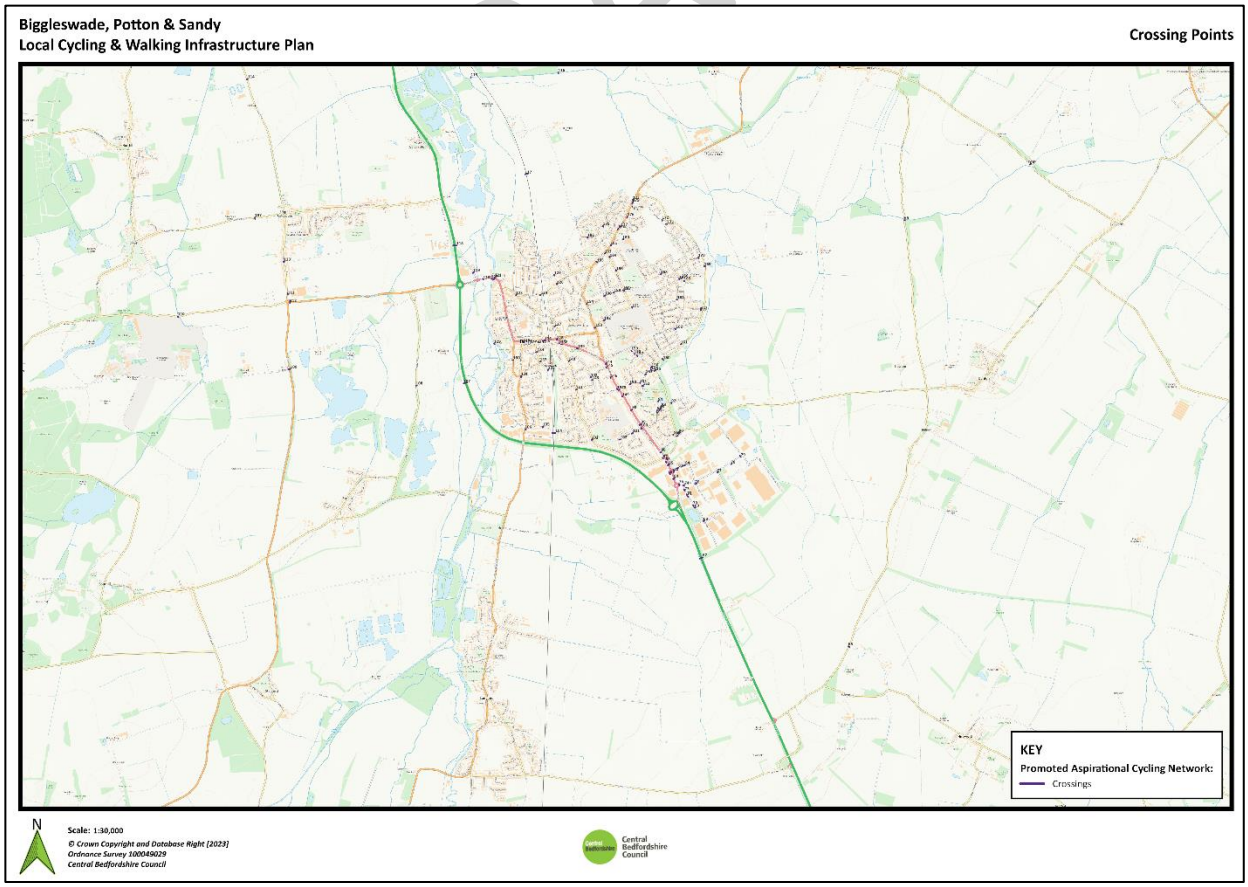


Figure 31 & 32: Crossing points linking cycle network routes

Table 8: Route information for crossing points

No.	Route Name	Parish	Length (m)
1	NCN 51 Footbridge	Moggerhanger	23.36
2	Blunham Road Crossing	Moggerhanger	9.38
3	The Ridgeway Crossing	Moggerhanger	10.67
4	Station Road Crossing	Blunham	9.33
5	The Hill Crossing	Blunham	7.76
6	High Street Crossing	Blunham	13.38
7	Tempsford Level Crossing	Tempsford	29.67
8	Tempsford Road Crossing	Everton	10.83
9	Sandy Road Crossing	Everton	9.33
10	Kestrel Way Crossing	Sandy	12.68
11	Rothbury Close Crossing	Sandy	14.71
12	Prince George's Drive Crossing	Sandy	19.12
13	Gateshead Close Crossing	Sandy	22.72
14	Merlin Drive Crossing	Sandy	13.07
15	Georgetown Crossing	Sandy	8.35
16	Sunderland Road Crossing	Sandy	9.47
17	River Bridge Crossing	Sandy	26.53
18	River Bridge Crossing	Moggerhanger	23.89
19	St Neots Road Crossing	Sandy	9.68
20	Carter Street Crossing	Sandy	11.14
21	St Neots Road Crossing	Sandy	11.02
22	Midland Road Crossing	Sandy	9.67
23	Engayne Avenue Crossing	Sandy	9.95
24	Medusa Way Crossing	Sandy	8.64
25	Berwick Way Crossing	Sandy	8.23
26	Pentland Close Crossing	Sandy	14.46
27	St Neots Road Crossing	Sandy	10.37
28	Banks Drive Crossing	Sandy	19.08
29	Sunderland Road Crossing	Sandy	13.69
30	Sunderland Road Crossing	Sandy	9.61
31	Sunderland Road Crossing	Sandy	14.71
32	St Neots Road Crossing	Sandy	22.67
33	Bedford Road Crossing	Sandy	18.65
34	Bedford Road Crossing	Sandy	11.14
35	Laburnham Road Crossing	Sandy	10.49
36	Bedford Road Crossing	Sandy	9.35
37	River Bridge Crossing	Sandy	21.43
38	The Riddy Underpass Crossing	Sandy	29.46
39	A1 Bridge Crossing	Sandy	101.97
40	Footbridge Crossing	Sandy	15.19
41	River Bridge Crossing	Sandy	17.58

No.	Route Name	Parish	Length (m)
42	River Bridge Crossing	Sandy	29.07
43	New Road Crossing	Sandy	21.47
44	Station Road Crossing	Sandy	8.34
45	Rail Line Bridge Crossing	Sandy	54.12
46	Potton Road Crossing	Sandy	10.21
47	Station Road Crossing	Sandy	12.92
48	High Street Crossing	Sandy	8.45
49	Potton Road Crossing	Sandy	13.12
50	Quarry Access Road Crossing	Sandy	12.19
51	Sandy Road Crossing	Potton	8.46
52	Newtown Crossing	Potton	9.17
53	Station Road Crossing	Potton	11.14
54	Everton Road Crossing	Potton	8.42
55	Downside Gardens Crossing	Potton	7.42
56	Myers Road Crossing	Potton	11.49
57	Willow Road Crossing	Potton	9.19
58	Willow Road Crossing	Potton	10.58
59	Blackbird Street Crossing	Potton	11.48
60	Bury Hill Crossing	Potton	8.46
61	Biggleswade Road Crossing	Potton	8.94
62	Biggleswade Road Crossing	Potton	13.11
63	High Street Crossing	Sutton	10.94
64	Sutton Hill Crossing	Sutton	15.57
65	Sutton Road Crossing	Dunton	6.75
66	Edworth Road Crossing	Edworth	15.49
67	A1 Bridge Crossing	Biggleswade	34.32
68	Lancaster Way Crossing	Biggleswade	9.38
69	Lancaster Way Crossing	Biggleswade	9.15
70	Access Crossing	Biggleswade	14.07
71	Entrance Crossing	Biggleswade	13.76
72	Access Crossing	Biggleswade	12.70
73	Entrance Crossing	Biggleswade	18.72
74	Lancaster Way Crossing	Biggleswade	17.45
75	Pegasus Drive Crossing	Biggleswade	16.90
76	Montgomery Way Crossing	Biggleswade	16.56
77	Pegasus Drive Crossing	Biggleswade	14.02
78	Entrance Crossing	Biggleswade	13.04
79	Pegasus Drive Crossing	Biggleswade	17.56
80	London Road Crossing	Biggleswade	29.65
81	Retail Park Entrance Crossing	Biggleswade	23.35
82	Normandy Lane Crossing	Biggleswade	22.90
83	Entrance Crossing	Biggleswade	20.16

No.	Route Name	Parish	Length (m)
84	Entrance Crossing	Biggleswade	24.11
85	London Road Crossing	Biggleswade	30.24
86	Access Crossing	Biggleswade	17.20
87	Holme Court Avenue Crossing	Biggleswade	8.79
88	London Road Crossing	Biggleswade	12.17
89	Saxon Drive Crossing	Biggleswade	18.74
90	Dunton Lane Crossing	Biggleswade	17.50
91	Foxglove Drive Crossing	Biggleswade	8.15
92	Moonflower Place Crossing	Biggleswade	9.02
93	Foxglove Drive Crossing	Biggleswade	7.63
94	Leisure Centre Entrance Crossing	Biggleswade	5.02
95	Honeysuckle Close Crossing	Biggleswade	8.27
96	Heather Drive Crossing	Biggleswade	9.67
97	Foxglove Drive Crossing	Biggleswade	10.06
98	London Road Crossing	Biggleswade	14.20
99	London Road Crossing	Biggleswade	20.34
100	Kitelands Road Crossing	Biggleswade	15.71
101	The Rowlands Crossing	Biggleswade	15.69
102	Kitelands Road Crossing	Biggleswade	9.01
103	Holme Court Avenue Crossing	Biggleswade	9.78
104	Rail Line Bridge Crossing	Biggleswade	33.79
105	Brunel Drive Crossing	Biggleswade	9.84
106	Hitchin Street Crossing	Biggleswade	11.10
107	A1 Crossing	Biggleswade	38.44
108	Gypsy Lane Crossing	Biggleswade	9.88
109	B658 Crossing	Old Warden	19.98
110	Hill Lane Crossing	Old Warden	10.58
111	Entrance Crossing	Northill	16.06
112	Hill Lane Crossing	Northill	21.64
113	Hitchin Road Crossing	Northill	10.77
114	Vinegar Hill Crossing	Northill	14.35
115	Footbridge Crossing	Sandy	11.30
116	Footbridge Crossing	Sandy	11.26
117	Lindsells Crossing	Biggleswade	31.66
118	A1 Crossing	Northill	37.64
119	Bells Brook Crossing	Northill	13.74
120	Hill Lane Crossing	Biggleswade	10.95
121	Shortmead Street Crossing	Biggleswade	10.47
122	Footbridge Crossing	Biggleswade	27.89
123	Sun Street Crossing	Biggleswade	14.83
124	Rose Lane Crossing	Biggleswade	11.42
125	Winston Crescent Crossing	Biggleswade	10.02

No.	Route Name	Parish	Length (m)
126	Potton Road Crossing	Biggleswade	8.08
127	Chestnut Road Crossing	Biggleswade	8.14
128	High Street Crossing	Biggleswade	13.36
129	Footbridge Crossing	Biggleswade	7.57
130	Teal Road Crossing	Biggleswade	9.97
131	Saffron Road Crossing	Biggleswade	10.71
132	Station Road Crossing	Biggleswade	12.42
133	Station Road Crossing	Biggleswade	9.23
134	Station Road Crossing	Biggleswade	15.72
135	High Street Crossing	Biggleswade	10.49
136	High Street Crossing	Biggleswade	9.92
137	Back Street Crossing	Biggleswade	7.03
138	Dells Lane Crossing	Biggleswade	11.89
139	Church Entrance Crossing	Biggleswade	15.76
140	Dells Lane Crossing	Biggleswade	11.01
141	Dells Lane Crossing	Biggleswade	10.93
142	Mead End Crossing	Biggleswade	10.31
143	Mead End Crossing	Biggleswade	9.48
144	London Road Crossing	Biggleswade	11.48
145	Elm Road Crossing	Biggleswade	9.96
146	Swanbourne Close Crossing	Biggleswade	8.53
147	York Close Crossing	Biggleswade	8.91
148	London Road Crossing	Biggleswade	10.20
149	Entrance Crossing	Biggleswade	9.51
150	Tulip Close Crossing	Biggleswade	13.09
151	Lavender Way Crossing	Biggleswade	9.11
152	Chambers Way Crossing	Biggleswade	13.09
153	Buttercup Mead Crossing	Biggleswade	10.84
154	Chambers Way Crossing	Biggleswade	20.27
155	Saxon Drive Crossing	Biggleswade	21.02
156	Sorrell Way Crossing	Biggleswade	18.83
157	Rosemary Close Crossing	Biggleswade	10.86
158	Recreation Ground Entrance Crossing	Biggleswade	8.89
159	Sorrell Way Crossing	Biggleswade	8.22
160	Baden-Powell Way Crossing	Biggleswade	14.28
161	Venus Avenue Crossing	Biggleswade	8.46
162	Venus Avenue Crossing	Biggleswade	9.67
163	Planets Way Crossing	Biggleswade	23.57
164	Erlensee Way Crossing	Biggleswade	9.19
165	Orchard Centre Crossing	Biggleswade	9.28
166	Orchard Centre Crossing	Biggleswade	8.15
167	Bantock Way Crossing	Biggleswade	9.26

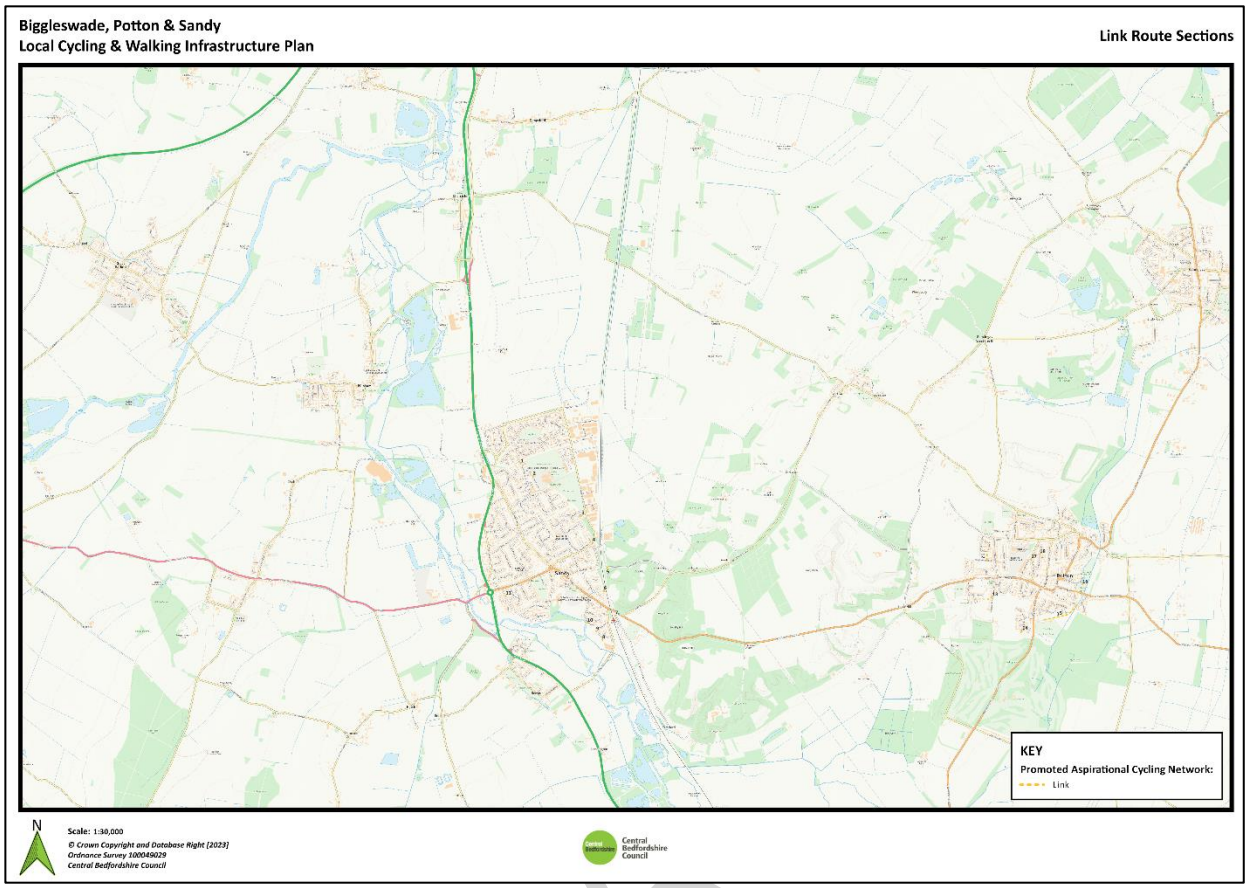
No.	Route Name	Parish	Length (m)
168	Walker Mead Crossing	Biggleswade	9.67
169	Baden Powell Way Crossing	Biggleswade	9.82
170	Frankel Way Crossing	Biggleswade	10.73
171	Taverner Drive Crossing	Biggleswade	13.55
172	Devon Road Crossing	Biggleswade	10.49
173	Potton Road Crossing	Biggleswade	10.05
174	Kings Reach PH Entrance Crossing	Biggleswade	17.31
175	Hospital Entrance Crossing	Biggleswade	16.19
176	Devon Drive Crossing	Biggleswade	12.72
177	Potton Road Crossing	Biggleswade	9.34
178	Presland Drive Crossing	Biggleswade	11.73
179	Gale Drive Crossing	Biggleswade	8.91
180	Entrance Crossing	Biggleswade	9.51
181	Potton Road Crossing	Biggleswade	9.05
182	Larkinson Avenue Crossing	Biggleswade	8.99
183	Stratton Way Crossing	Biggleswade	14.17
184	Boddington Gardens Crossing	Biggleswade	10.16
185	Potton Road Crossing	Biggleswade	11.66
186	Boddington Gardens Crossing	Biggleswade	12.60
187	South Walk Crossing	Biggleswade	9.86
188	Stratton Way Crossing	Biggleswade	13.24
189	Laburnham Road Crossing	Biggleswade	11.04
190	Rowan Crescent Crossing	Biggleswade	11.22
191	Hitchmead Road Crossing	Biggleswade	10.11
192	Orchard Close Crossing	Biggleswade	17.18
193	Drove Road Crossing	Biggleswade	14.02
194	Drove Road Crossing	Biggleswade	9.91
195	Market Square Crossing	Potton	16.37
196	Beeston Green Crossing	Sandy	11.91
197	Ickwell Road Crossing	Northill	15.77
198	High Street Crossing	Sandy	12.82

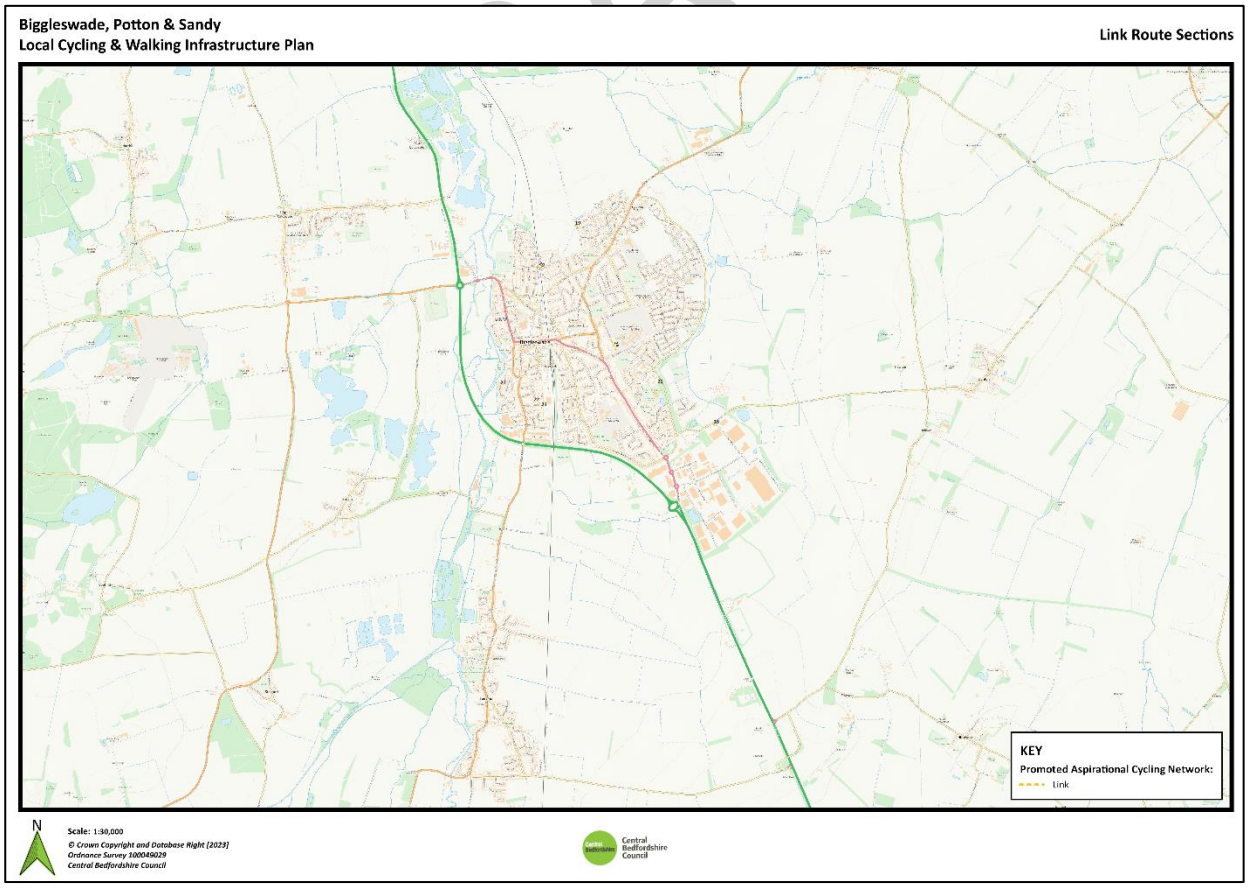
5.3.8 Table 8 lists 198 locations where pedestrians, scooter riders and cyclists using the network are required to cross a road, river, or rail line. Where a crossing is of side road the Highway Code requires car drivers to cede priority to pedestrians. However, this relatively recent change will take time to percolate and be consistently reflected in the behaviour of drivers.

5.3.9 The total length of crossings represents 2% of the total network extents but will be one of the most important elements in the realisation of routes.

5.3.10 The design principles for how crossings will be constructed is covered in Section 6.

New links to improve permeability





Figures 34 & 35: New links to improve permeability between residential areas and the cycle

Table 9: Route information for links to improve permeability

No.	Route Name	Parish
1	Robin Close/Havelock Close Link	Sandy
2	Medusa Way Link	Sandy
3	Alnwick Close/Hall Link	Sandy
4	Brickhill Road/Sunderland Road Link	Sandy
5	Sand Lane Link	Sandy
6	Stonecroft Link	Sandy
7	Stratford Road Link	Sandy
8	Tesco Link	Sandy
9	Willow Rise Link	Sandy
10	Ivel Road Link	Sandy
11	Mill Lane Link	Sandy
12	Old Bedford Road/Windmill Grove Link	Potton
13	Sutton Mill Road Link	Potton
14	FP4/Blane Place Link	Potton
15	Hutchinson Rise/Yew Tree Close Link	Potton
16	Car Park Link	Potton
17	Shannon Place/Willow Road Link	Potton
18	Baker Avenue/Chapman Close Link	Potton
19	Furzenhall Road/Binder Place Link	Biggleswade
20	Winston Crescent/Wilsheres Road Bridge Link	Biggleswade
21	Kingfisher Close/Bittern Drive Link	Biggleswade
22	Berkeley Close Link	Biggleswade
23	Berkeley Close/Brunel Drive Link	Biggleswade
24	Orchard Close/School Link	Biggleswade
25	Leisure Centre/Saxon Drive Link	Biggleswade
26	BW69/Juno Place Link	Biggleswade

5.3.11 Table 9 lists 26 locations where new links are proposed to allow access to the network and improve permeability between new and existing areas of development.

6. Delivering the Network

6.1 Summary

6.1.1 Delivering the agreed network blueprint for Biggleswade, Potton and Sandy will involve the implementation of a range of improvement schemes. These will vary in relation to the nature of the provision, particularly whether sections are on or off-road.

6.1.2 Whilst many schemes are primarily designed to provide routes that are accessible to cyclists, the nature of provision, such as speed reduction, traffic restraint and upgraded crossings will also protect and advantage pedestrians.

6.2 Designing for Pedestrians

6.2.1 Whilst the network blueprint has been designed to meet the needs of cyclists, specifically regular and purposeful journeys to and from local destinations such as shops and schools, all routes will be realised with the needs of pedestrians' forefront as people on foot are anticipated be the predominant user.

6.2.2 For this reason, every location where a road crossing is required, including those involving side roads and accesses, has been highlighted. Each of these locations will need a suitable treatment to afford greater protection to pedestrians in accord with the Highway Code, revised in 2022[13] to include Rule H2 which states that at junctions, drivers should *give way to pedestrians crossing or waiting to cross a road into which they are turning* and in regard to zebra and parallel crossings, *drivers, motorcyclists, and cyclists must give way to pedestrians waiting to cross.*

6.2.3 The provision of new links within the wider network are also designed with pedestrians in mind and go some way to addressing the issues caused by past planning decisions that have focused on accessibility to cars above other modes, often resulting in built up areas featuring a succession of single-entry cul-de-sacs that lack any pedestrian connectivity.

6.2.4 For pedestrians, the main consideration is to remove barriers to movement and to improve comfort, safety and convenience with the focus on locations where people on foot conflict with other road users, such as at road crossings.

6.2.5 Table 10 provides a list of the most common interventions and improvements to be delivered both as individual improvement schemes and as part of wider, programmed maintenance works. This includes cyclical works known as 'structural maintenance' where the authority invests each year in resurfacing lengths of its footway network in each town and village based on assessments of its condition.

6.2.6 The programme of improvements will be informed, and over time will consider all the locations flagged and accepted as problematic for pedestrians through the Commonplace engagement platform.

6.2.7 Details of locations that respondents to the Commonplace engagement consider problematic to pedestrians are shown in map form in Appendix 7 of this report, along with locations where potential improvements could be made.

[13] The Highway Code

Table 10: Interventions designed to improve the quality of the pedestrian public realm

Route Type	Measures and Interventions
On-road	'Tightening up' junctions, which are often too widely splayed by changing the kerb line as this helps control vehicle entry/exit speeds and minimises the width of carriageway pedestrians must cross. Provision of dropped kerbs and tactile paving where these are missing and moving crossings points to better accommodate the 'desire line'. Provision of central refuges and islands, where these are appropriate.
	Introduction of traffic restraints and pedestrian-priority areas and improved public realm as part of wider council-supported and promoted initiatives including Play Streets, School Streets and School Safety Zones.
	Introduction of shared space where this affords a significant pedestrian benefit, targeting roads and streets that have high pedestrian flows and where existing footways are narrow or non-existent, and there is limited opportunity to reallocate carriageway space.
	Measures to reduce and control vehicle speeds in line with legal limits including raised tables, particularly where these make it safer for people crossing the carriageway.
Off-road footways and footpaths	Widening and improving the surface of paths, removing or supressing adjacent vegetation, improving lighting and drainage.
Off-road footways and footpaths Crossing of a main carriageway, a side road, or a premises access	Moving part or all of an existing footpath onto a new, more advantageous alignment and upgrading in terms of width, surface, drainage and lighting.
	Removal of barriers and other obstructions, such as poorly positioned street furniture. Treating trip hazards such as loose service covers, kerbs etc.
	Creating of a new section of footway or a new footpath where no previous path (or legal rights of access) existed and providing or formalising short 'punch through' to improve pedestrian permeability and link residential areas to wider routes.
	Addressing inconsiderate and obstructive parking and other hazards.
	Providing new or revising existing carriageway crossings to improve safety.
Crossing of a main carriageway, a side road, or a premises access Enabling infrastructure	Altering side roads and site / premises access to afford unambiguous priority to pedestrian movements.
	Installing or upgrading structures such as bridges, ramps and steps and benches. Installing wayfinding signage.

6.3 Designing for Cyclists – On Road

6.3.1 Interventions available to deliver high-quality infrastructure for cyclists for each section of route that is on-road are listed in Table 11 below. Their application will vary depending upon the characteristics of each road or street.

6.3.2 Schemes are subject to design checks and approvals and are required to satisfy independent road safety audit and statutory consultative processes.

Table 11: On-road sections – example interventions

Scheme	Measures and Interventions
Accommodating cyclists within the carriageway	Improvements to be designed and installed on roads that host a section of cycle route include: • 20mph speed limit, as standard[14]. • Appropriate traffic calming measures / features where data shows average traffic speeds to be greater than 20mph, and 85th percentile speeds to be greater than 24mph. • Junction entry treatments to control traffic speeds, with the added benefit of reducing pedestrian crossing distances. • Consideration to the use of distinctive surface treatments. • Installation of regulatory and directional signage. Other measures to be considered as part of a scheme of works include: • Alterations to parking layouts and waiting restrictions. • Installation of cycle symbols and advisory cycle lanes where these are of value, with removal of any centre lines where appropriate[15]. • Introduction of cycle contraflows on one-way roads where this is feasible and beneficial. • 'Home zone' (shared space) treatments on roads where pedestrian flows are high and/or where the opportunity to improve provision for pedestrians in addition to cyclists, such as widening footways, is restricted. • 'Quiet Lane' status and treatment for rural roads and lanes • Introduction of restrictions on traffic generally or specifically relating to the school-run period. • Other traffic management measures that serve to provide cyclists with a safe and comfortable cycling environment including consideration of and consultation on the modal filters.

[14] May be part of a wider geographic scheme, such as a 20mph zone. Any change to a speed limit is subject to assessment as set out in the authority's Speed Management Strategy.

[15] Where the speed limit is 20mph the use of advisory cycle lane markings will not be recommended. This includes cycle contraflow arrangements, unless recommended by Road Safety Audit and accepted by the scheme designer. Cycle symbols will be used to guide cyclists at locations where they join and leave a route and not repeated at intervals along its length.

6.4 Designing for Cyclists – Junctions

6.4.1 Road junctions are recognised as posing the greatest risk of collisions to all road users and require close attention to ensure they are safe for cyclists and pedestrians.

6.4.2 Each junction on the network, as identified in Figures 25 and 26, will be subject to assessment using Active Travel England's promoted Junction Assessment Tool. The assessment considers all permitted cycle movements through a junction and determines a traffic light rating for each. Through design, junctions on the cycle network will be improved to eliminate 'red flag' issues and where reasonable, to convert 'amber' flags to green.

6.4.3 A description of common interventions to improve cyclist safety at junctions, when travelling on-road routes, is provided in Table 12.

6.4.4 Over time the approach will be applied to all junctions on the highways network, not just those on the designated cycle network. In this regard, safety is vital, but cyclists should be able to negotiate all junctions in comfort without undue delay or deviation.

Table 12: Junctions – example interventions

Scheme	Measures and Interventions
Junction safety improvements	Measures will vary depending upon the nature and complexity of each individual junction.
	For **simple 'T' junctions**, a key scheme intervention will be to reduce the speed of traffic on the approach to the junction and to improve intervisibility, for example by removing vegetation and preventing obstructive parking. For selected junctions, road markings may be removed following a Road Safety Audit as this has been demonstrated to reduce speeds and make drivers more cautious.
	For **mini roundabouts**, a key scheme intervention will be to use geometric features to control the speed of traffic on the approach to the junction. Also, to direct and position cyclists to 'take the lane', ensuring their presence is visible to other traffic and stopping vehicles from inappropriate overtaking.
	For **larger roundabouts,** the most common intervention will be to separate cyclists from other traffic streams, for example by providing bypass lanes.
	For junctions under **signal control**, a bespoke design will be required with consideration given to exempting cyclists from turning movements that are banned for other vehicles alongside opportunities to detect and provide cyclists with an 'advance start', effectively a 'jump' on other traffic

6.5 Designing for Cyclists – Adjacent to Carriageway Cycle Tracks/Shared Paths

6.5.1 Where space within the existing highway allows, a cycle track segregated from the carriageway will be progressed, with 3m the default minimum width. The ideal under LTN1/20 design guidance is to have 2m-wide uni-directional cycle tracks on both side of the road[16]. This is the 'gold standard' on new roads constructed as part of new developments and designed in accordance with the Council's Planning Design Guide and Highways Construction Standards and Specifications Guidance[17].

6.5.2 On existing roads, providing a 3m wide path to accommodate cyclists will be achieved by widening an existing section of footway. Encroaching into the verge or changing the kerb line to create additional space may also be necessary. In sections, it may be necessary to encroach into adjacent land, bringing this into the highway.

6.5.3 In rare instances, where there is 5m of available width, it will be possible to provide cyclists with dedicated facilities segregated from the adjacent footway. Where this is not possible, the default will be to provide a shared use path that utilises the available width. Most such paths will be bi-directional.

6.5.4 Consideration will be given as to the use of colour surfacing for paths that are shared use or, with the inclusion of centre lines, for paths designed as cycle tracks. The distinction will be determined by the scheme designer with consideration to the balance of usage.

6.5.5 On some route sections it will be necessary to reposition street furniture such as lighting columns, telegraph poles, electrical cabinets and on occasion, bus shelters[18].

6.5.6 Taking space from within the carriageway to provide a cycle track will result in a loss of potential kerb space for parking, or its displacement. In some streets this will be problematic for residents, especially on roads where they have become accustomed to parking on-street. However, it may be the only feasible option to avoid gaps in network provision.

6.5.7 On rare occasions, trees other landscaping and drainage features such as ditches and culverts may be affected by a scheme. As is the case in new developments, this may require a planning approval or other consents, such as from the Environment Agency or Internal Drainage Board. In the case of trees and hedgerows, the rule would be that any loss would be mitigated through the planting of suitably mature replacements such that the overall impact offers an ecological and biodiversity net gain.

6.5.8 A description of common components of schemes that provide cycle infrastructure adjacent to the carriageway is provided in Table 13.

[16] There will be situations where provision of 2m cycle tracks on both sides of a new section of carriageway is infeasible due to insufficient space. Also, consideration will need to be given to the expected number of cyclists as the 'gold standard' is most applicable to cities and larger towns.

[17] Central Bedfordshire Highways Construction Standards and Specifications Guidance.

[18] On occasion the cost to divert underground utility services may be too prohibitive to allow furniture to be moved.

Table 13: Adjacent to carriageway cycle tracks/shared paths – example interventions

Scheme	Measures and Interventions
Upgrading a section of footway or verge alongside the road to a cycle track or shared-use path	Requisite improvements to be designed and installed for each cycle track scheme to include: • Widening an existing section of footway into an adjacent verge, or by extending out into the carriageway by changing the kerb line, where there is sufficient width. This may also involve securing rights to extend the boundary of the highway across adjacent, privately-owned land, through agreement or compulsion. • Reducing, laying or where necessary and with permission, replanting hedgerows and other boundary vegetation where these features constrain the available width. • Adjusting the camber of a path and adding or adjusting features to ensure effective drainage. • Removing or modifying barriers and other forms of access control, such as bollards. • Relocating or removing street furniture where these obstruct or constrain the width of a section of path / track, where this is reasonable and feasible. • Restrictions secured through a Traffic Regulation Order to stop people from parking on the path or cycle track. • Measures such as give-way lining and coloured surface treatments that make it clear that cyclists have priority where a path or track crosses the entrance to properties.

6.6 Designing for Cyclists – Off-Road Cycle Tracks/Shared Paths

6.6.1 For paths that are provided as part of new developments, the standard[19] is to provide cyclists with a 3m wide bi-directional cycle track separate from pedestrian facilities.

6.6.2 Where the network utilises existing paths, the default will be to widen to a minimum of 3m, or greater on sections where additional width is available. Also, where space is available, to provide a buffer strip adjacent to the path in locations where there is adjoining vegetation.

6.6.3 A description of common interventions to provide off-road paths suited to cyclists or for safe shared use, is provided in Table 14.

[19] Where cycle and pedestrian flows are low or very low a relaxation of the standard may be acceptable.

Table 14: Off-road cycle tracks/shared paths – example interventions

Scheme	Measures and Interventions
Upgrade an existing footpath to cycle track or shared use. This could be on its current alignment or involve moving a path onto a new alignment.	Secure the rights to create or extend paths that run across private land, through agreement ideally, or compulsion. Widen paths and upgrade the surface in line with standards. Install regulatory and directional signage. With agreement, remove, reduce, or replant hedgerows and other boundary vegetation where these features constrain the available width or create issues, for example due to thorns. Adjust the camber of paths and add /adjust features to ensure effective drainage. Remove or modify fences, barriers and other forms of access control, such as bollards where these constrain the available width or create an accessibility issue. Relocate or remove street furniture where these obstruct or constrain the width of a section of path, where this is reasonable and feasible.
Realignment of an existing footpath and upgrade to a cycle track	
Creation of a new section of cycle track where no previous path exists	Measures as above with securing a legal approval the first step.
Provision of short 'punch through' interconnecting link to provide network access	

6.7 Designing for Pedestrians and Cyclists – Crossings

6.7.1 Road crossings that are designed for cycle use are a vital element in the network, enabling cyclists to safely cross carriageways that present a hazardous or impenetrable barrier. Such crossings may be 'uncontrolled' or 'controlled. The two most common example of controlled crossings for cyclists are Toucans, where the crossing is controlled by a push button signal arrangement and Cycle Zebras, where cyclists have a lane adjacent to the striped pedestrian section.

6.7.2 Side road crossings are another feature of the network and require consideration whenever the continuity of a route is punctuated by side roads and accesses to premises. Previously, the standard design approach would assume cyclists and pedestrians would stop and cede priority to traffic entering and existing a side road. However, this priority has been explicitly reversed by recent changes to the Highway Code. Measures that help reinforce the change in priority to people crossing a side road offer substantial safety and convenience benefits.

6.7.3 Table 15 includes some of the considerations as to the appropriate design for the various crossing locations identified within the network.

Table 15: Crossings – example interventions

Scheme	Measures and Interventions
Provision of new/ revision of existing carriageway crossing to afford priority to pedestrian and cycle movements	For carriageway crossings, Figure 35 below, reproduces the guidance in LTN 1/20 on how locations should be assessed. The accompanying text stresses the benefits from reducing traffic speeds as this brings more design options into play. A key consideration is to install crossings on a raised table as this has added safety benefits. Also, to look at dividing crossings into stages using refuges to improve safety.
Alterations to side roads and premises accesses to afford unambiguous priority to pedestrian and cycle movements	For accesses, the default position will be to remove any dropped kerbs or tactile paving such that the footway has clear priority. This may be reinformed by lining and surface treatments. For side roads, the standard treatment will be to raise and continue the footway so that it extends across the junction, unless there are strong engineering reasons not to. Such reasons may be safety-related or the impact on road drainage. The presence of underground services may also be a consideration. An alternative approach, though requiring a special permission from the Department for Transport, will be the use of side road zebra crossings, which are common in the continent.

Speed Limit	Total traffic flow to be crossed (pcu)	Maximum number of lanes to be crossed in one movement	Uncontrolled	Cycle Priority	Parallel	Signal	Grade separated
≥ 60mph	Any	Any					
40 mph and 50 mph	> 10000	Any					
	6000 to 10000	2 or more					
	0-6000	2					
	0-10000	1					
≤ 30mph	> 8000	> 2					
	> 8000	2					
	4000 8000	2					
	0-4000	2					
	0-4000	1					

Provision suitable for most people

Provision not suitable for all people and will exclude some potential users and/or have safety concerns

Provision suitable for few people and will exclude most potential users and/or have safety concerns

Notes:
1. If the actual 85th percentile speed is more than 10% above the speed limit the next highest speed limit should be applied
2. The recommended provision assumes that the peak hour motor traffic flow is no more than 10% of the 24 hour flow

Figure 35: Crossing design suitability matrix
Source: LTN 1/20

6.8 Designing for Pedestrians & Cyclists – Enabling and Supporting Infrastructure

6.8.1 During the network design process, various types of enabling and supporting infrastructure were identified. These are listed in Table 16.

Table 16: Categories of enabling and supporting infrastructure

Type	Measures and Interventions
Major structures such as bridges	All of the LCWIPs will require provision, or modification to large bridge structures. Within Biggleswade, this includes upgrading bridges over the East Coast Main Line. Many bridges are not highway assets so works will not be within the Council's direct control.
Minor structures such as wheeling channels, ramps and guardrail	On occasion, paths and structures may need to be fitted with ramps or wheeling channels to allow for cyclists use. Where guardrail is fitted for safety reasons, this will be in accord with the council's guidelines on this topic.
Cycle parking, cycle docks and e-bike charging facilities	Provision of secure cycle parking within the highway will be in accord with the Council's publish guidelines on this topic. Where appropriate, parking will be fitted with charging facilities for e-bikes. Cycle docks for hire bikes will be assessed on a case-by-case basis.
Cycle repair stations	Cycle repair stations will be provided at leisure centres, rail stations, country parks and town centres, subject to landowner agreement.
Cycle hubs	Provision of cycle hubs at major rail stations and public transport interchanges will be promoted. Such facilities are at the discretion of the operator as the agency responsible for the hub's operation.
Cycle route monitoring equipment including detectors and counters	As part of investment in new and upgraded routes, automated count equipment will be provided, ideally of the type that can differentiate between pedestrians, cyclists, scooters, etc.
Network signage including wayfinding	All routes will be suitably signed as part of a wider signage strategy. Route information will also be made available on-line to facilitate the development and use of journey planning apps.
Lighting	Provision of appropriate street lighting will be considered on all routes including those connecting to adjacent settlements, where in this case the type of lighting will reflect the characteristics of the route, including ecological concerns such as bat foraging. With regard to lighting design, highway standard columns will most often be appropriate for off-carriageway routes and offer a good degree of personal security. Energy consumption and impact on wildlife can be reduced if the lighting is switched off between midnight and 5am when usage is low. Lighting can also be operated by detectors that are triggered by the presence of cyclists and pedestrians. Low level lighting on bollards or solar LED studs can also be used and will offer some improvement in social safety but these should not be placed on paths that are shaded by a tree canopy.

6.9 Delivering for Pedestrians and Cyclists – Maintenance

6.9.1 Poorly maintained cycle and pedestrian surfaces are problematic and unattractive to users. Defects and hazards such as potholes, debris, fallen leaves, encroaching vegetation, poor drainage or snow and ice can all increase the likelihood of a collision or fall.

6.9.2 The maintenance regime for footways, footpaths and cycle tracks is set out in the Council's Network Management & Maintenance Plan as most routes form part of the highway and are therefore included within the highway maintenance regimes for cleaning and repair.

6.9.3 For off-road paths, routine maintenance that includes regular sweeping is important to ensure routes remain safe, comfortable, and attractive to users at all times of the year. Regular rather than reactive maintenance is a more sustainable approach. It ensures the usable width of a path is protected. Over time the edges of a path progressively disappear into the verge. If left unchecked, this can require costly repair and reconstruction.

6.9.4 LTN guidance on what maintenance programmes should cover for off-road routes is below.

Issue	Activity	Notes	Frequency	Time of year
Cycle track surface	Winter maintenance	Consider importance as utility route	As necessary	Winter
	Inspection	Staff undertaking maintenance works can also carry out site inspections (but not structures – see below) to avoid need for extra visits	Every time site visited. Minimum of 4 visits per year.	Early spring, mid summer, early and late autumn (before and after leaf fall)
	Repairs to potholes etc.	Reactive maintenance in response to calls from public, plus programmed inspections	As necessary	n/a
	Sweeping to clear leaf litter and debris	Combine with other activities if possible	Site specific	n/a
	Cut back encroaching vegetation on verges		Once a year	November, and when sweeping takes place.
	Programmed maintenance, such as resurfacing	The need for remedial work will depend on the condition of the cycle track. Unbound surfaces may require more frequent maintenance.	As necessary	n/a
Drainage	Clear gullies and drainage channels etc.		Twice a year	April, November
Vegetation	Verges – mow, flail or strim	To include forward and junction visibility splays	n/a	May, July and September
	Grassed amenity areas	Include with verge maintenance	n/a	n/a
	Control of ragwort, thistles and docks etc.	See Weeds Act 1959 and Wildlife and Countryside Act 1981. Hand pull, cut or spot treat as necessary.	Before seeding	July or as appropriate
	Cut back trees and herbaceous shrubs	If necessary, allow for annual inspection of trees depending on number, type and condition	As necessary	July
Signs	Repair/replace/clean as necessary	Maintenance will largely depend on levels of local vandalism	n/a	n/a
Access barriers	Repair/replace as necessary	Maintenance will largely depend on levels of local vandalism	n/a	n/a
Fences	Repair/replace as necessary	Dependent on licence arrangements with landowner	n/a	n/a
Structures, including culverts	Inspections	Carried out by suitably qualified staff	Visual inspection every 2 years and detailed structural inspection every 6 years	n/a
Seating sculptures etc.	Maintain or repair	If present	n/a	n/a
Other	Varies	Scheme-specific issues such as Sites of Special Scientific Interest, interpretation and information measures, disability access etc.	n/a	n/a

Figure 36: Maintenance interventions for off-road routes
Source: LTN 1/20

6.10 Area-Based Delivery

6.10.1 The Biggleswade, Potton and Sandy cycling network blueprint, alongside improvements to pedestrian information, will be delivered through a phased 'area-based' approach. This will enable the development of cohesive parts of the wider network by connecting schemes together and allows working across both towns.

6.10.2 Details of the implementation approach, including how investment is allocated, will be set out in Issue 4 of the Council's Local Transport Plan. This Plan is currently being updated in response to changes in government policy requiring local transport investment to be focused on schemes that deliver quantified reductions in transport-related carbon emissions.

7. Ongoing Engagement & Review

7.1 Ongoing Engagement

7.1.1 Following adoption of the Biggleswade, Potton and Sandy LCWIP, the network will be published on the Council's online mapping system[20] for viewing and interrogation.

7.1.2 Once all LCWIPs are adopted, the whole network for Central Bedfordshire will be published as a standalone map on the Commonplace platform. This will allow users to continue dropping pins and leaving feedback on the network, highlighting issues and opportunities.

7.2 Review

7.2.1 The Arlesey, Fairfield, Henlow & Stotfold LCWIP will be reviewed within three years from the date of adoption and where appropriate the network map will be updated. The review provides an opportunity to:

- Review whether and where changes are needed to the network blueprint
- Review priorities and progress on delivering routes
- Consider and respond to feedback received.

[20] My Central Bedfordshire mapping system

Appendix 1: Relevant Strategies

Document	Components	Current Status
Central Bedfordshire Local Transport Plan (LTP Issue No. 3) including component strategies, supporting evidence and impact assessments	Transport Plan Document	LTP3 adopted in April 2011. LTP4 to be completed and published within a reasonable period on receipt of DfT LTP4 guidance
	Walking Strategy	Strategies adopted in April 2011. New versions will be published during the Autumn of 2023
	Cycling Strategy	
	Sustainable Modes of Travel to Schools Strategy	
	Freight Strategy	
	Bus Strategy	New strategies, to be drafted and published alongside LTP Strategy. Bus Strategy will build on the authority's Bus Service Improvement Plan adopted in February 2022
	Rail Strategy	
	Highway Demand and Capacity Strategy	New strategy, to be drafted and published alongside Transport Plan Document
	Electric Vehicle Charge Point Plan	Adopted in June 2021. New version to be published and adopted by the end of 2023.
	Future Shared Mobility Strategy	New strategy, to be drafted and published alongside Transport Plan Document
	Rights of Way Improvement Plan	Incorporated in the authority's outdoor Access Improvement Plan, adopted in 2013. New version will be subject to consultation in 2024.
	Parking Strategy	On-Street Parking Management Strategy adopted August 2022. Parking Standards for New Residential Development adopted August 2023.
	Local Area Transport Plans (11 in total)	These Plans will not be updated as part of LTP4
	Equalities Impact Assessment	New reports to be drafted and published alongside Transport Plan document
	Habitats Impact Assessment	

Document	Components	Current Status
	Strategic Environmental Assessment (including health Impact Assessment)	New reports to be drafted and published alongside Transport Plan document
	Engagement Report	
Sustainability Plan	Sustainability Plan	Plan adopted in September 2020. Updated version to be published in Autumn 2023.
	Sustainability Plan Annual Progress Reports	Published annually
Green Wheel Masterplans	Biggleswade Etonbury Potton Sandy	Masterplans in development include: Leighton Linslade Toddington Masterplans to be developed include: Marston Valley Dunstable & Houghton Regis

Appendix 2: Biggleswade Green Wheel Masterplan Map

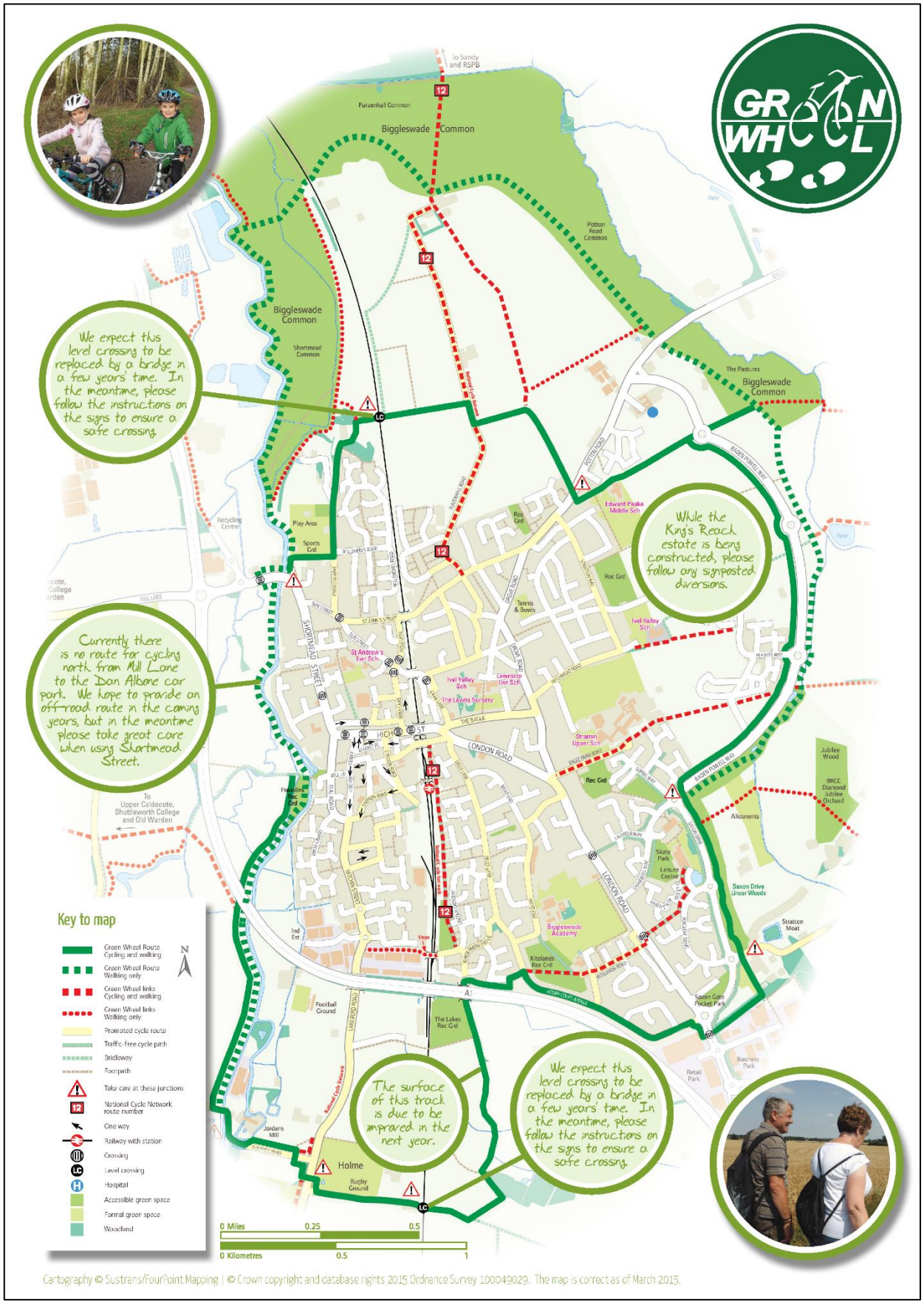
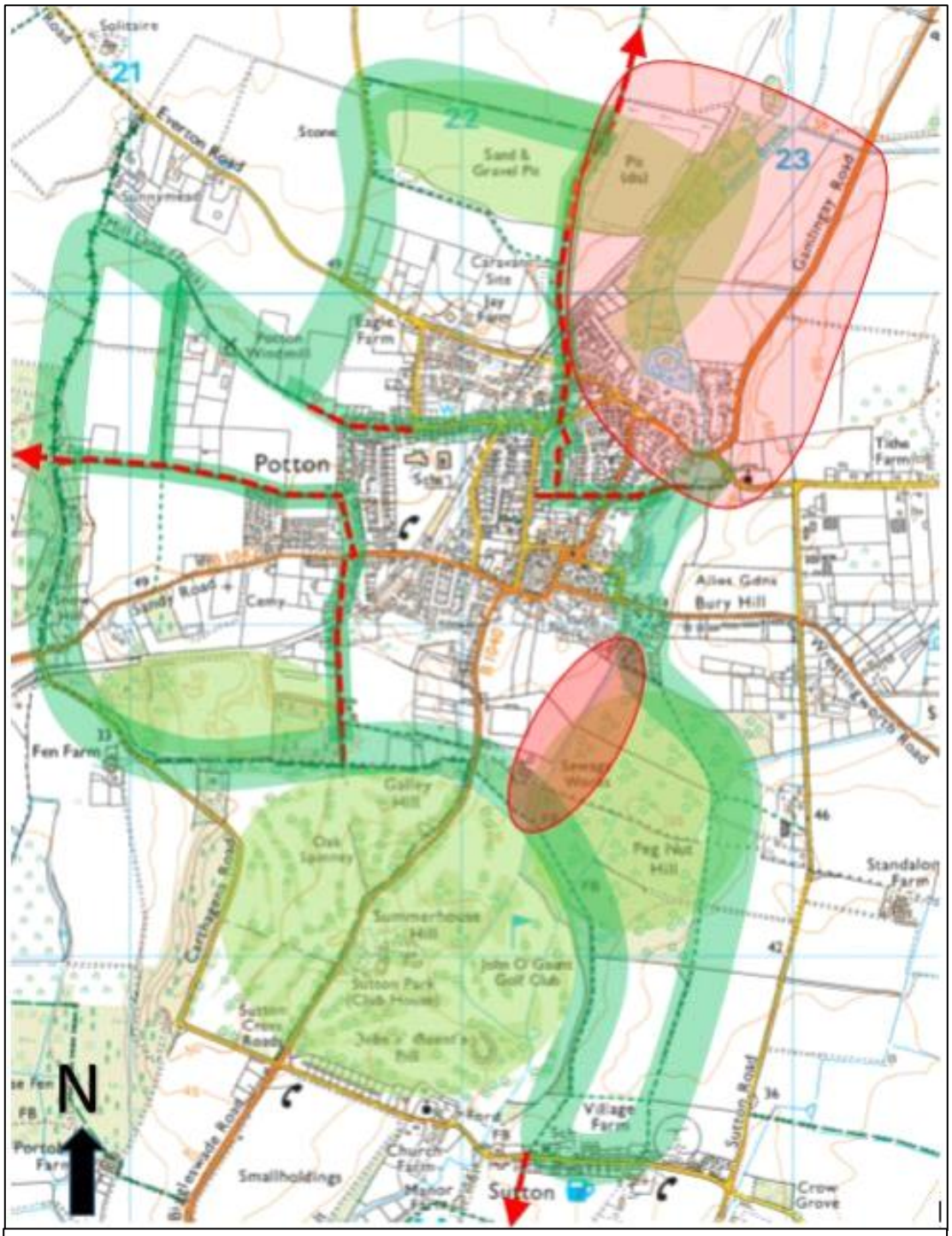


Figure 37: Green Wheel Masterplan Poster for Biggleswade

Appendix 3: Potton Green Wheel Masterplan Map



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	Indicative route of long-term Green Wheel rim
	Short term Green Wheel rim options
	Green Wheel spokes and links to neighbouring areas
	Major green spaces/ landscape assets
	Area of search

Figure 38: Green Wheel Masterplan Map for Potton

Appendix 4: Sandy Green Wheel Masterplan Map

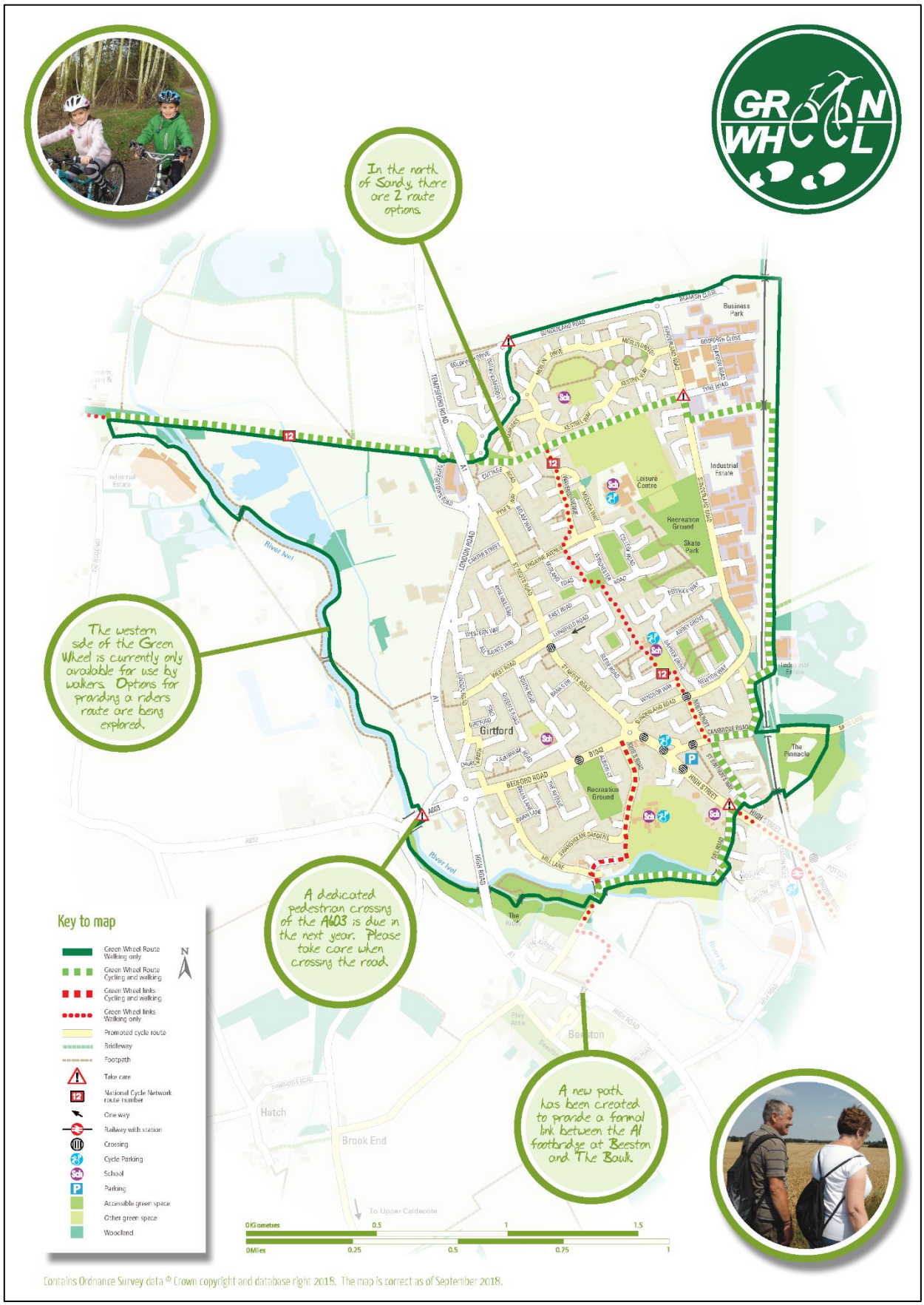

Figure 39: Green Wheel Masterplan Poster for Sandy

Appendix 5: 2009 Network Mapping

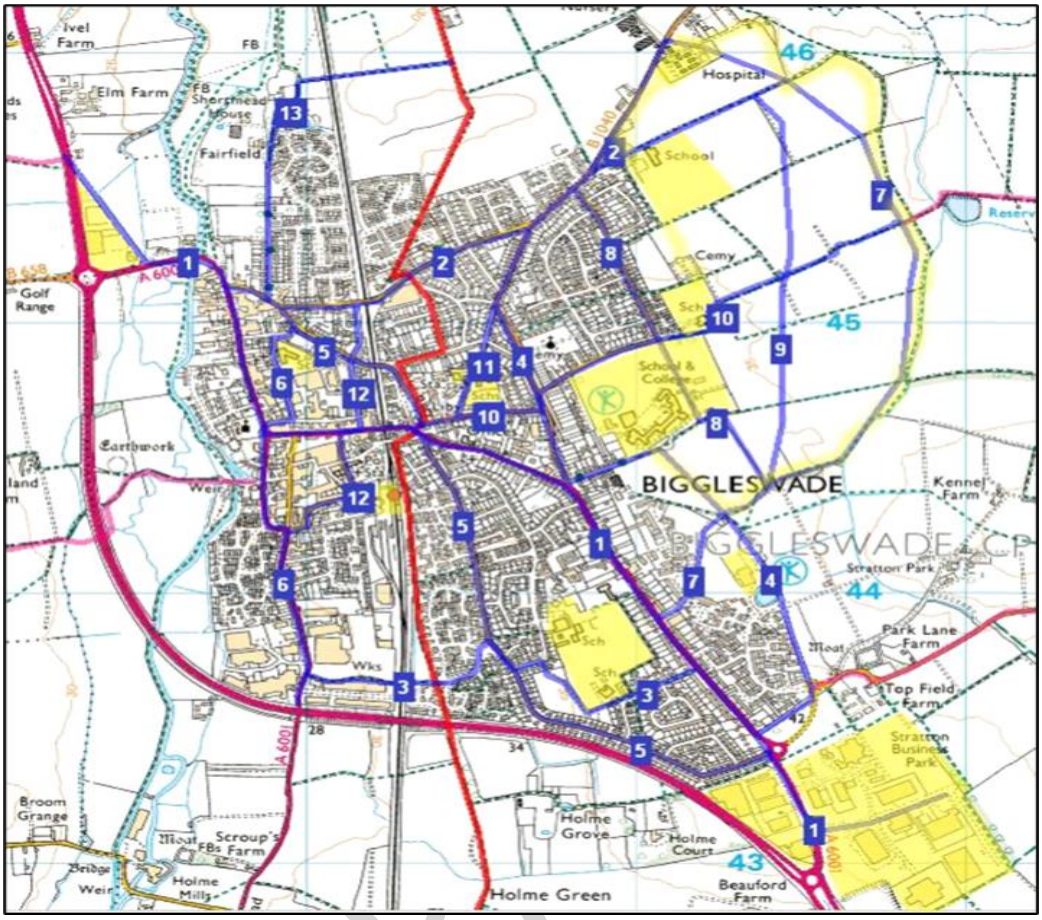

Figure 40: Proposed cycle network map for Biggleswade (2009) (destinations shaded in yellow)

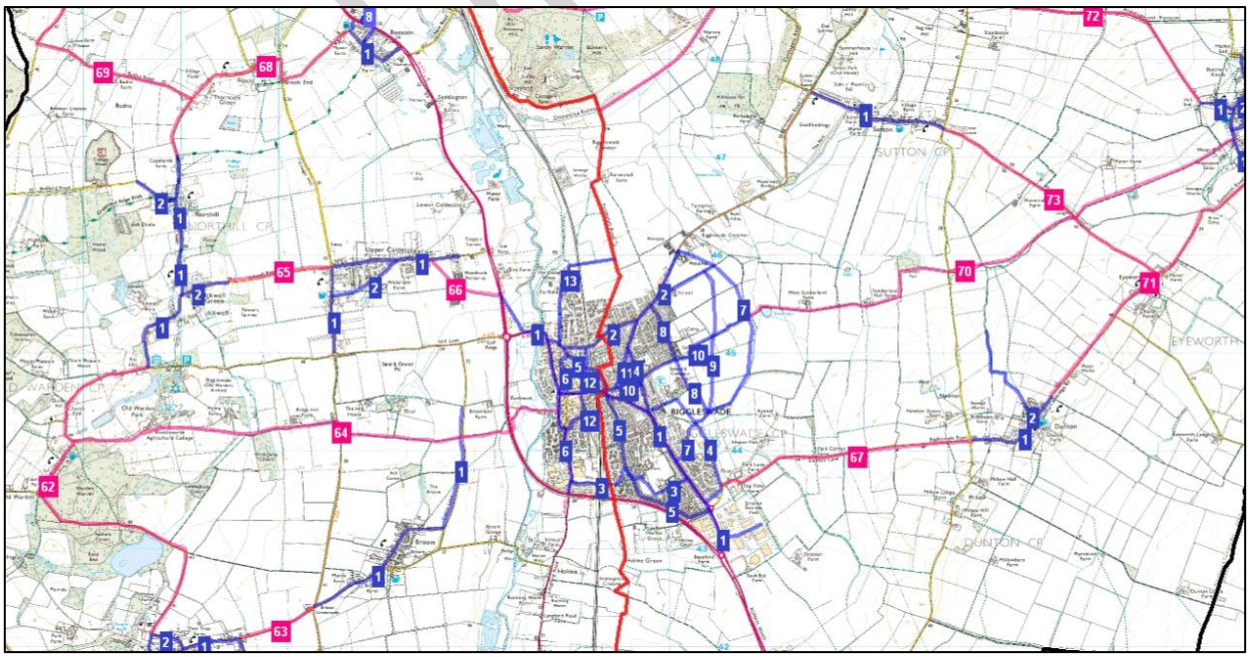

Figure 41: Proposed cycle network map for Biggleswade (2009) with links to nearby settlements

Figure 42: Proposed cycle network map for Potton (2009) (destinations shaded in yellow)

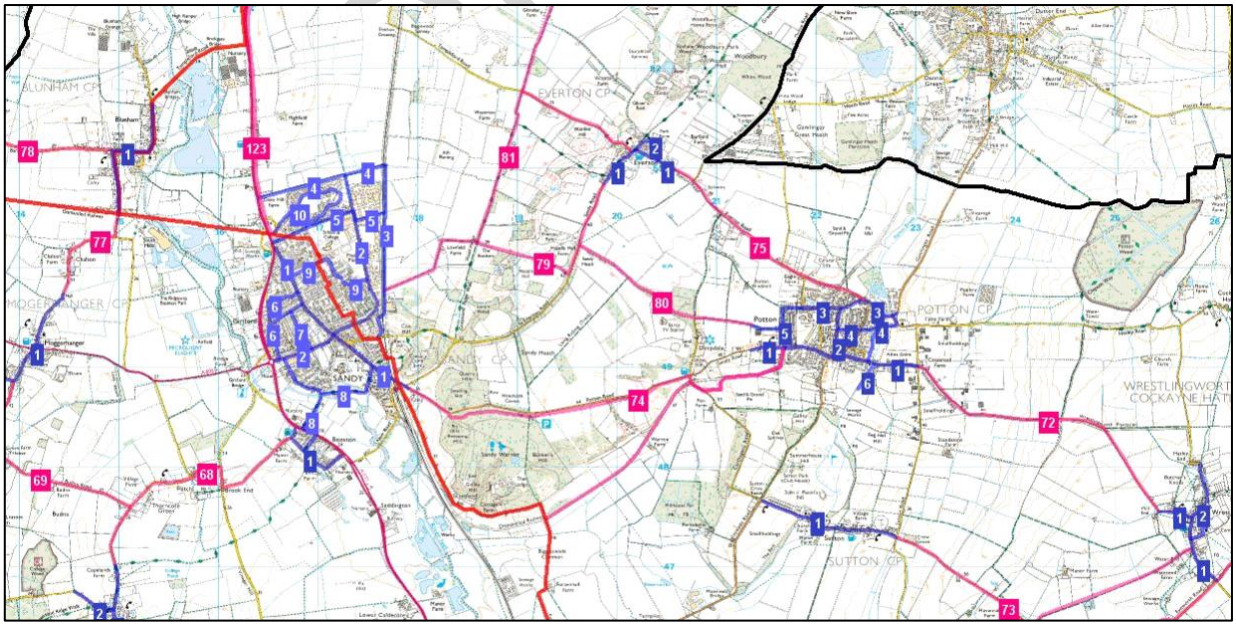

Figure 43: Proposed cycle network map for Potton (2009) with links to nearby settlements

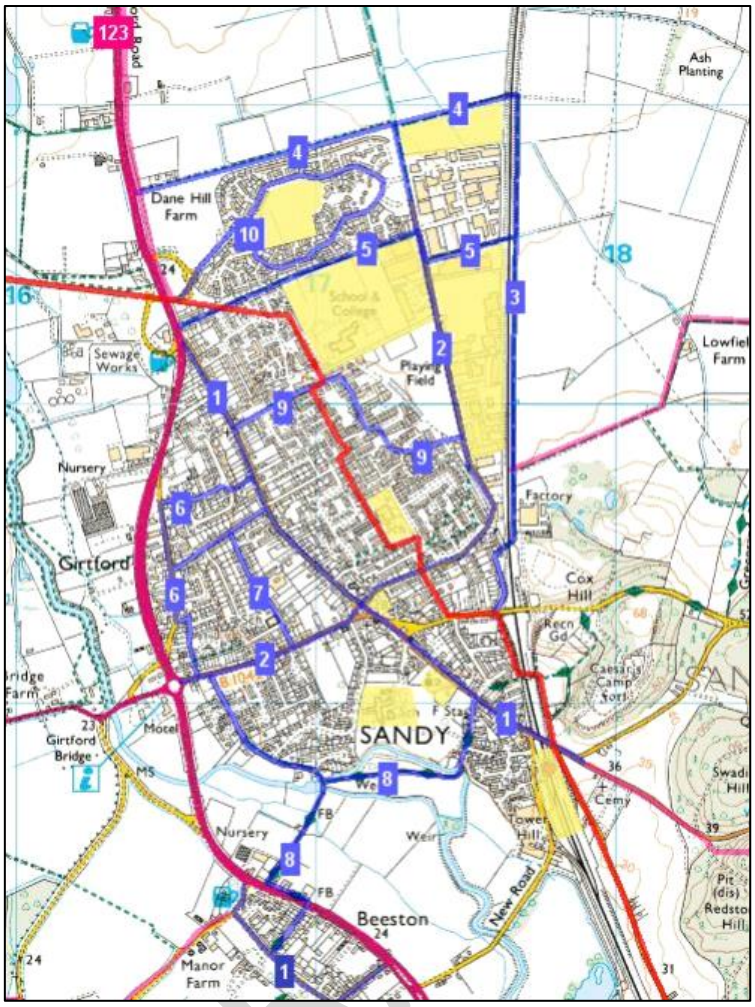

Figure 44: Proposed cycle network map for Sandy (2009) (destinations shaded in yellow)

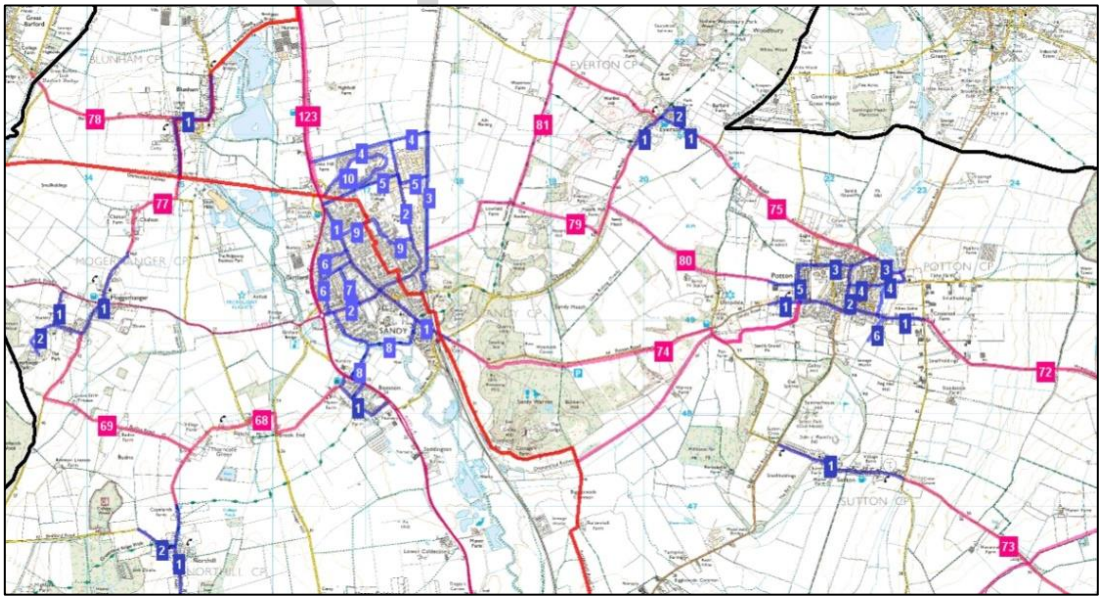

Figure 45: Proposed cycle network map for Sandy (2009) with links to nearby settlements

Appendix 6: Travel Choices Maps for Biggleswade & Sandy

Figure 46: Travel Choices cycle network map for Biggleswade (2015)

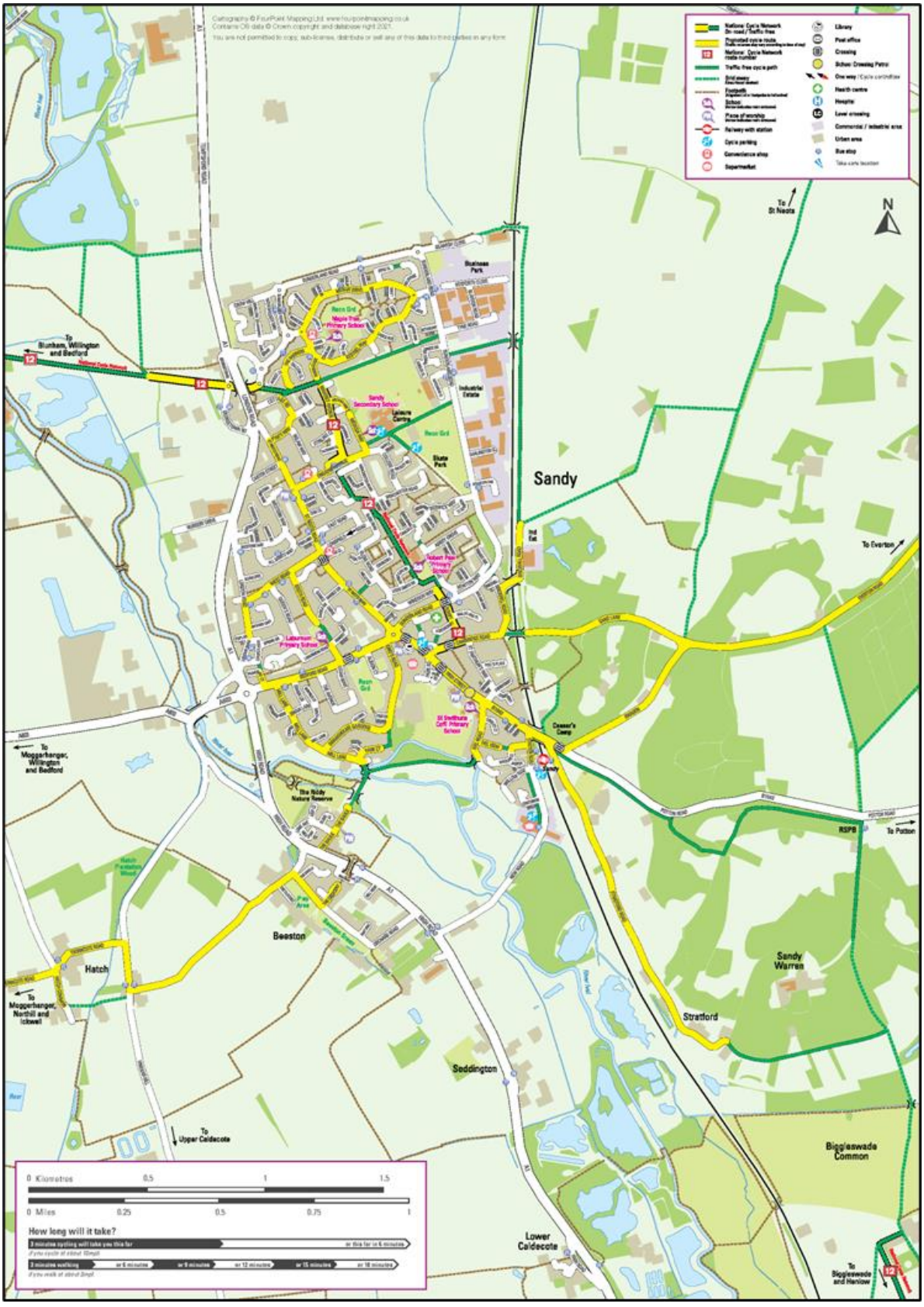

Figure 47: Travel Choices cycle network map for Sandy (2015)

Appendix 7: Commonplace Feedback on Walking

Flagged Issues

The following suite of maps (Figures 48-55) highlight locations where respondents identified issues for pedestrians across Biggleswade, Potton and Sandy in relation to:

- Poor air quality
- Parked cars on the footway
- Lack of direct walking route
- Narrow footway
- Feels unsafe
- Current speed limit
- Poor surfacing
- Traffic congestion

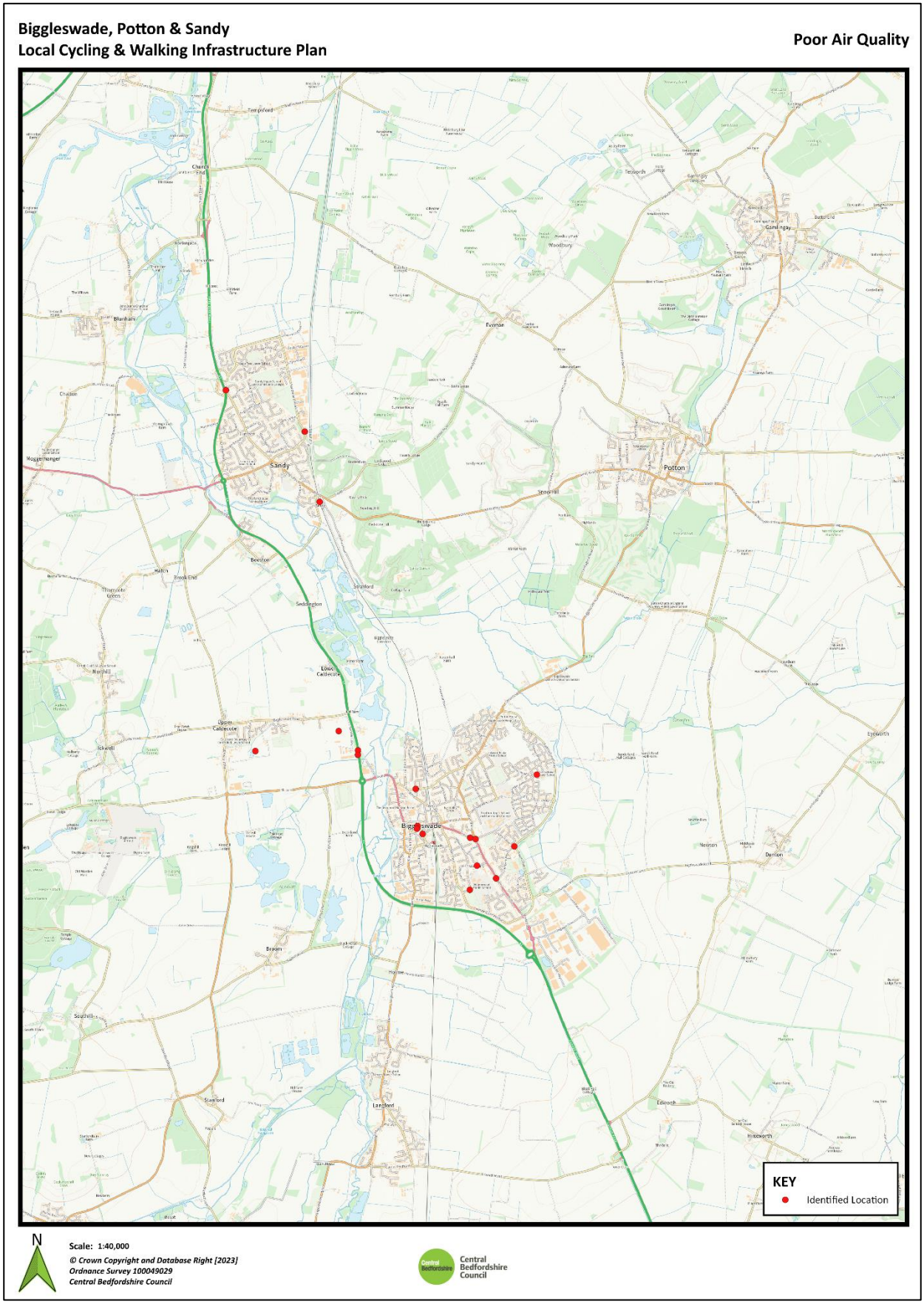

Figure 48: Locations where residents highlighted issues – Poor air quality

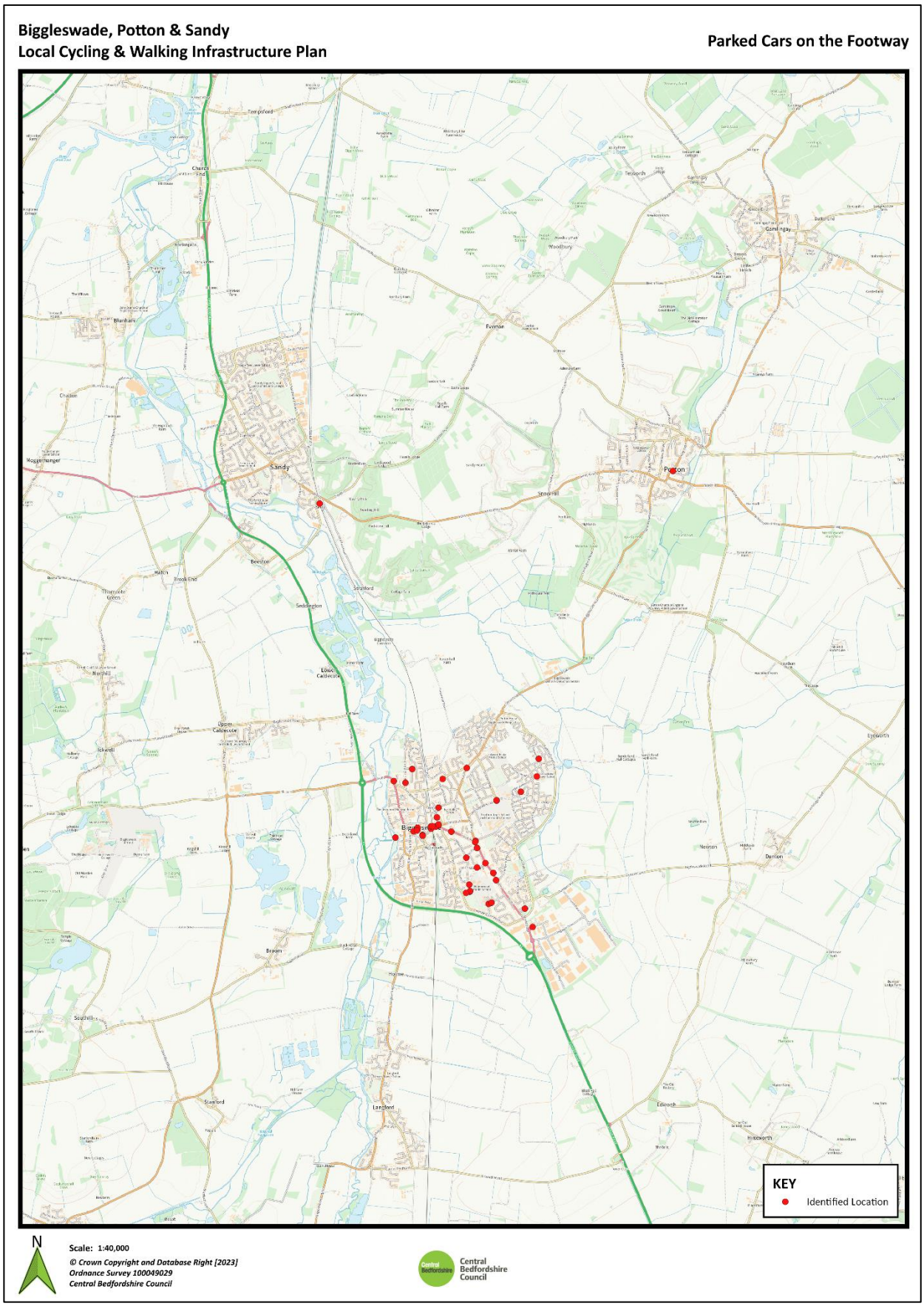

Figure 49: Locations where residents highlighted issues – Parked cars on the footway

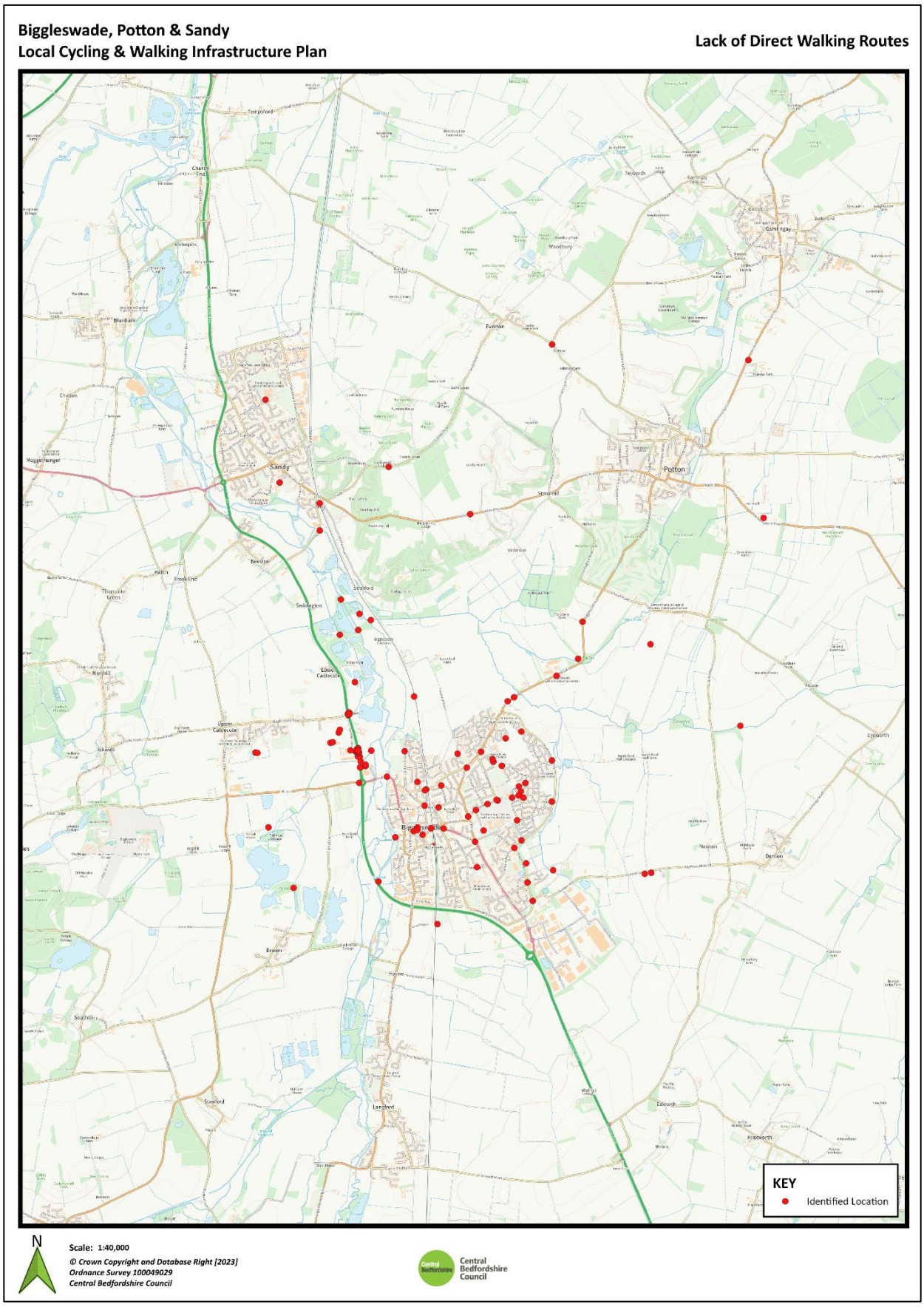

Figure 50: Locations where residents highlighted issues – Lack of direct walking route

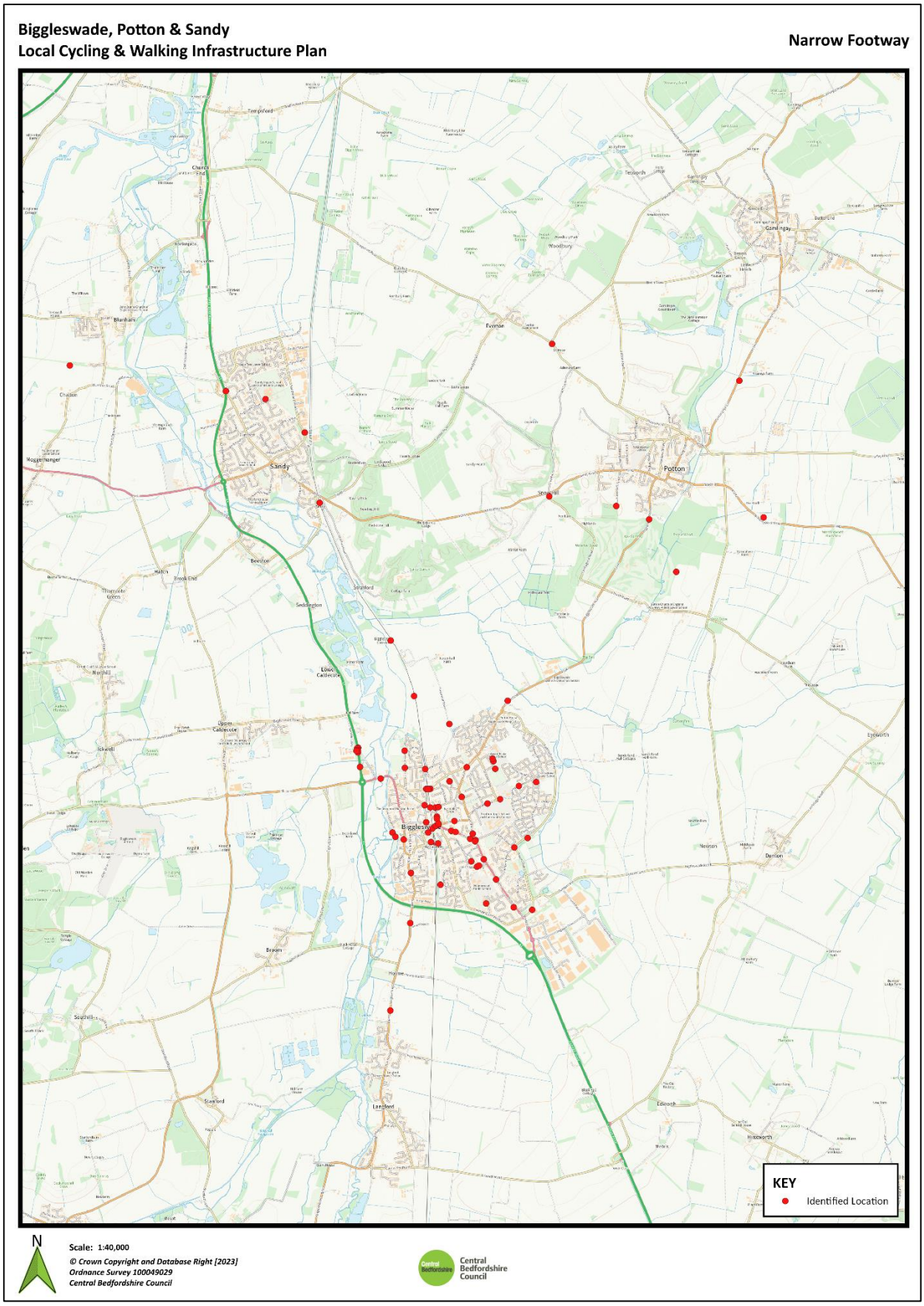

Figure 51: Locations where residents highlighted issues – Narrow footway

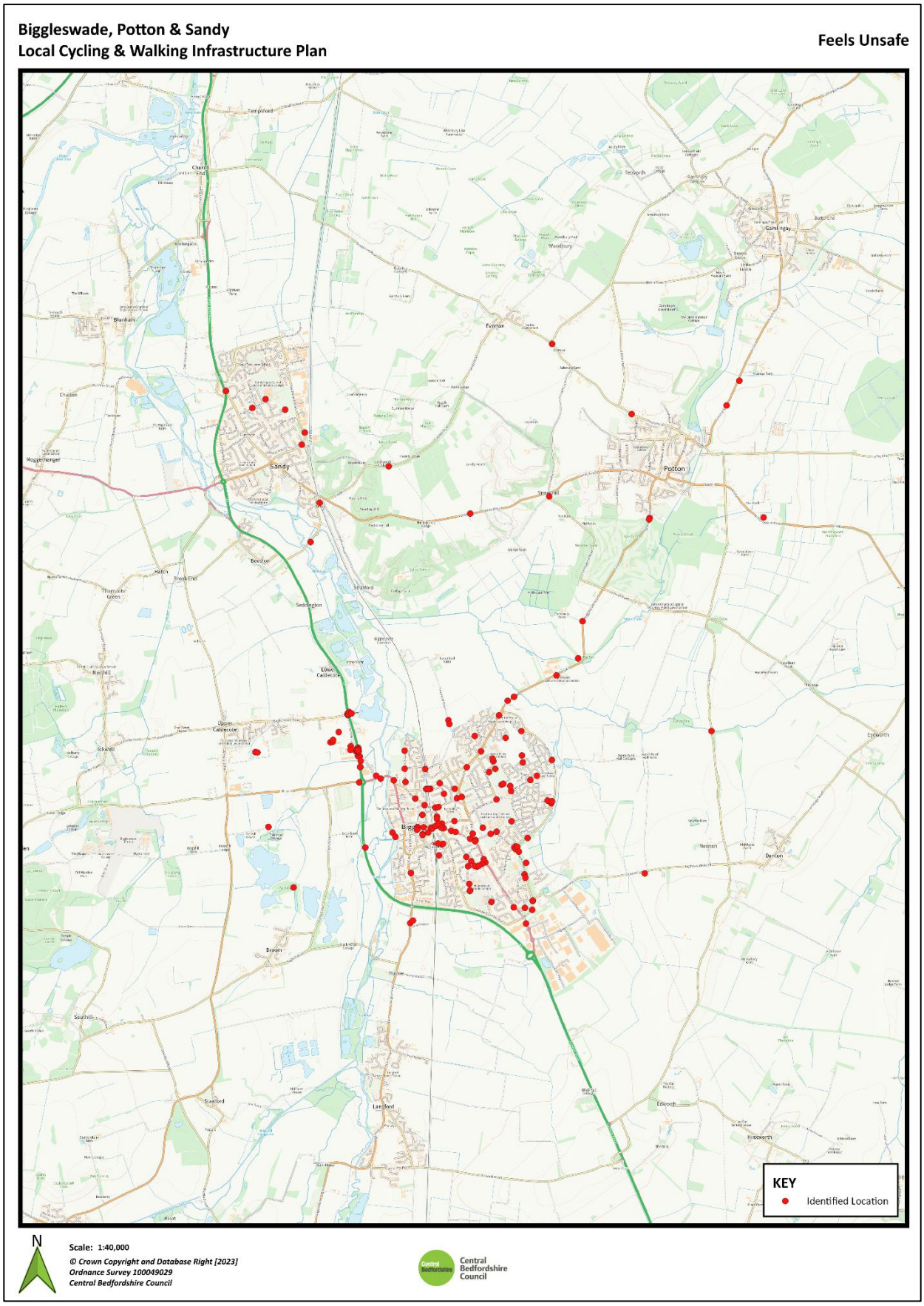

Figure 52: Locations where residents highlighted issues – Feels unsafe

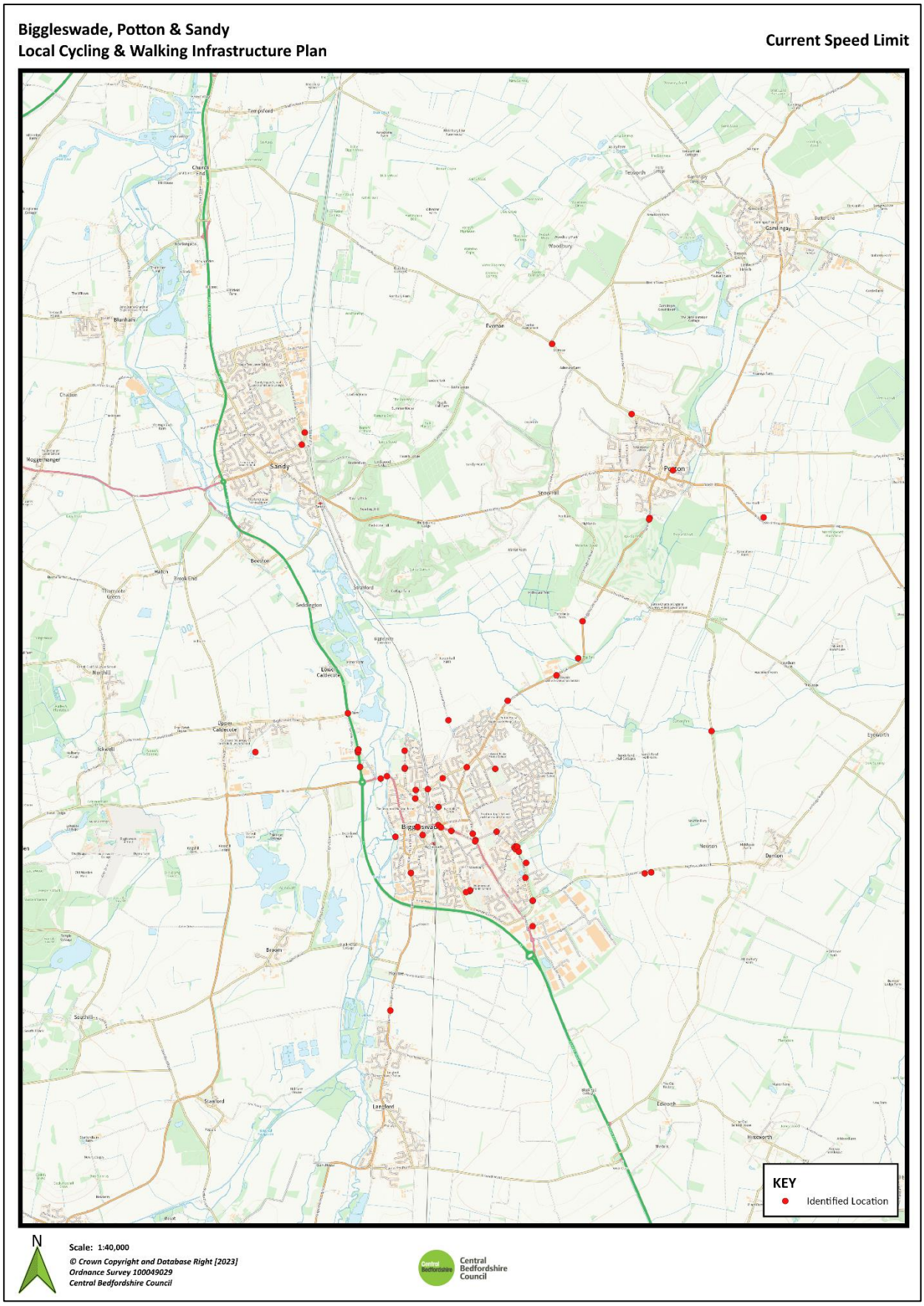

Figure 53: Locations where residents highlighted issues – Current speed limit

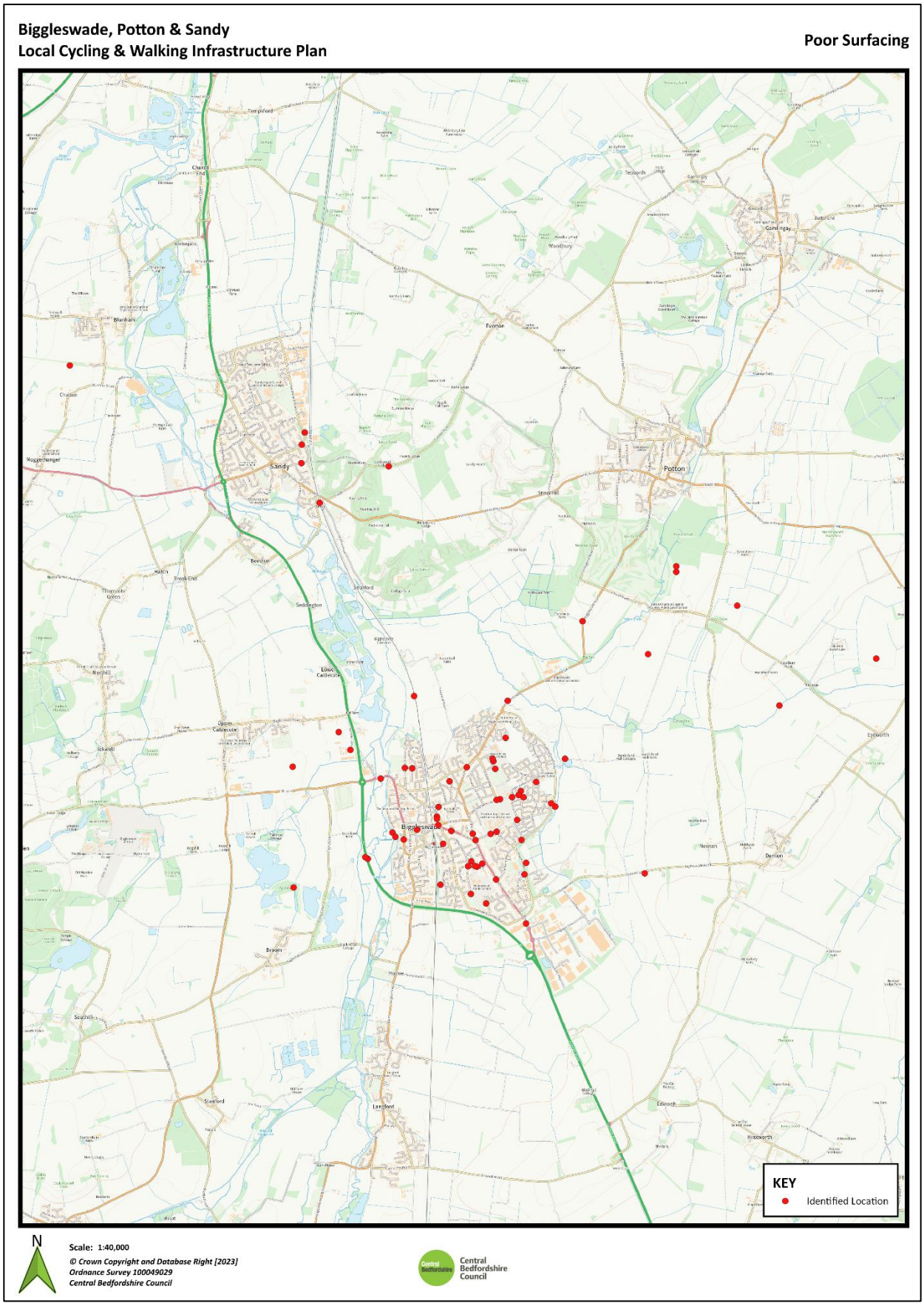

Figure 54: Locations where residents highlighted issues – Poor surfacing

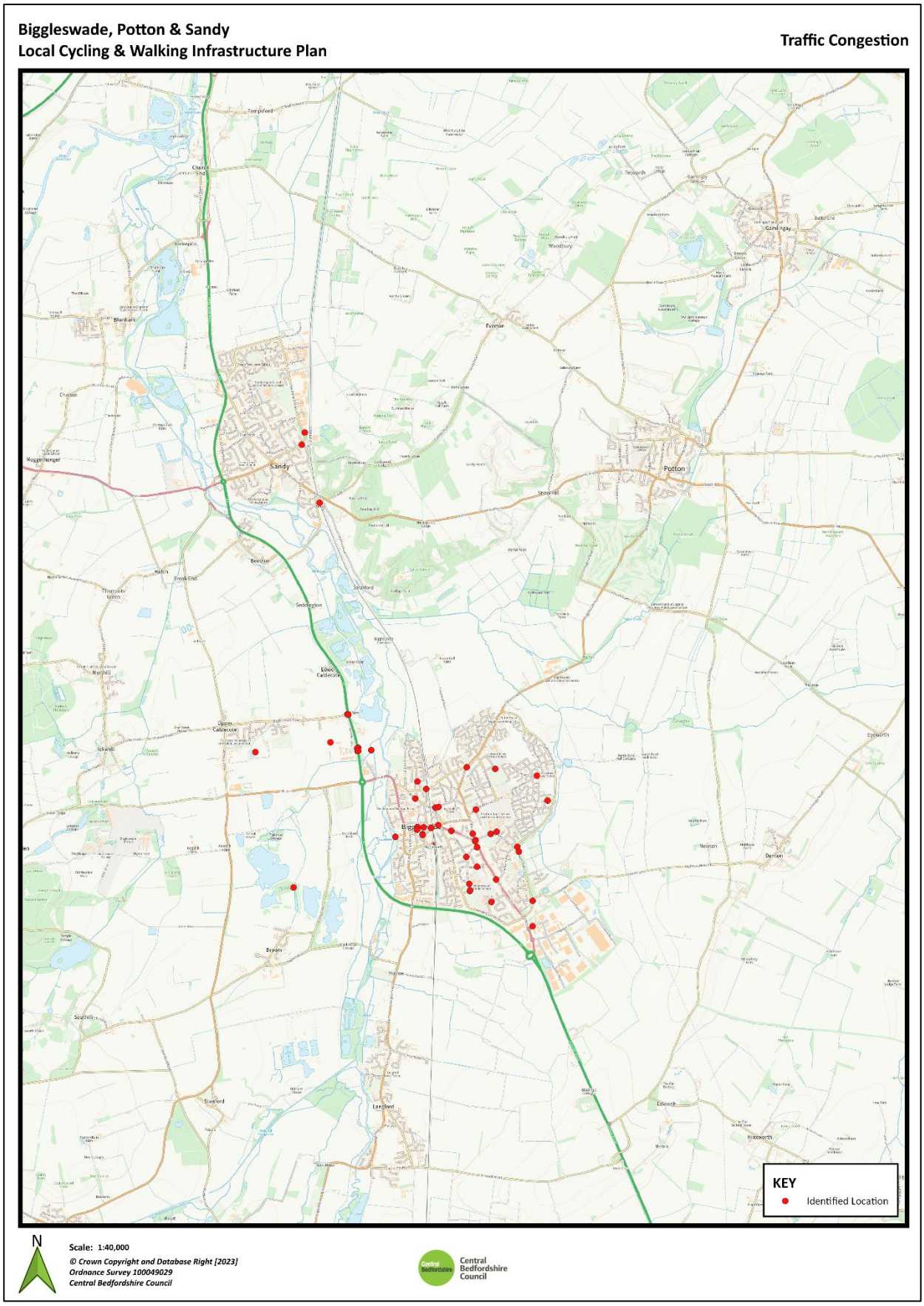

Figure 55: Locations where residents highlighted issues – Traffic congestion

Flagged Improvements

The following suite of maps (Figures 56-63) highlight locations where respondents flagged potential improvements across Arlesey, Fairfield, Henlow & Stotfold to benefit pedestrians. These were in relation to:

- Junctions
- Signage and wayfinding
- Speed limits
- Surfacing
- Dropped kerbs and tactile paving
- Parking
- Crossings
- Lighting

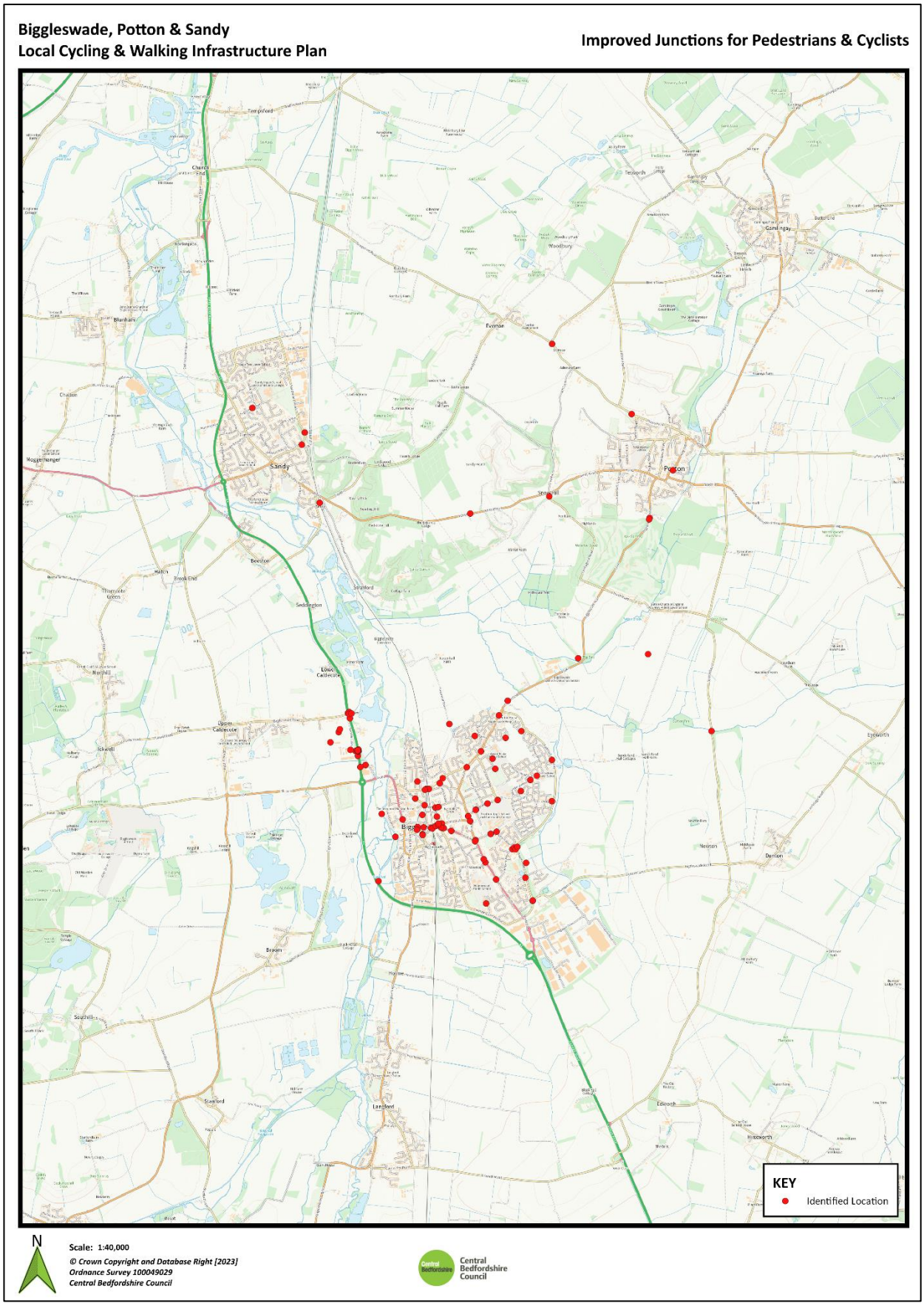

Figure 56: Locations where residents highlighted improvements – Improved junctions

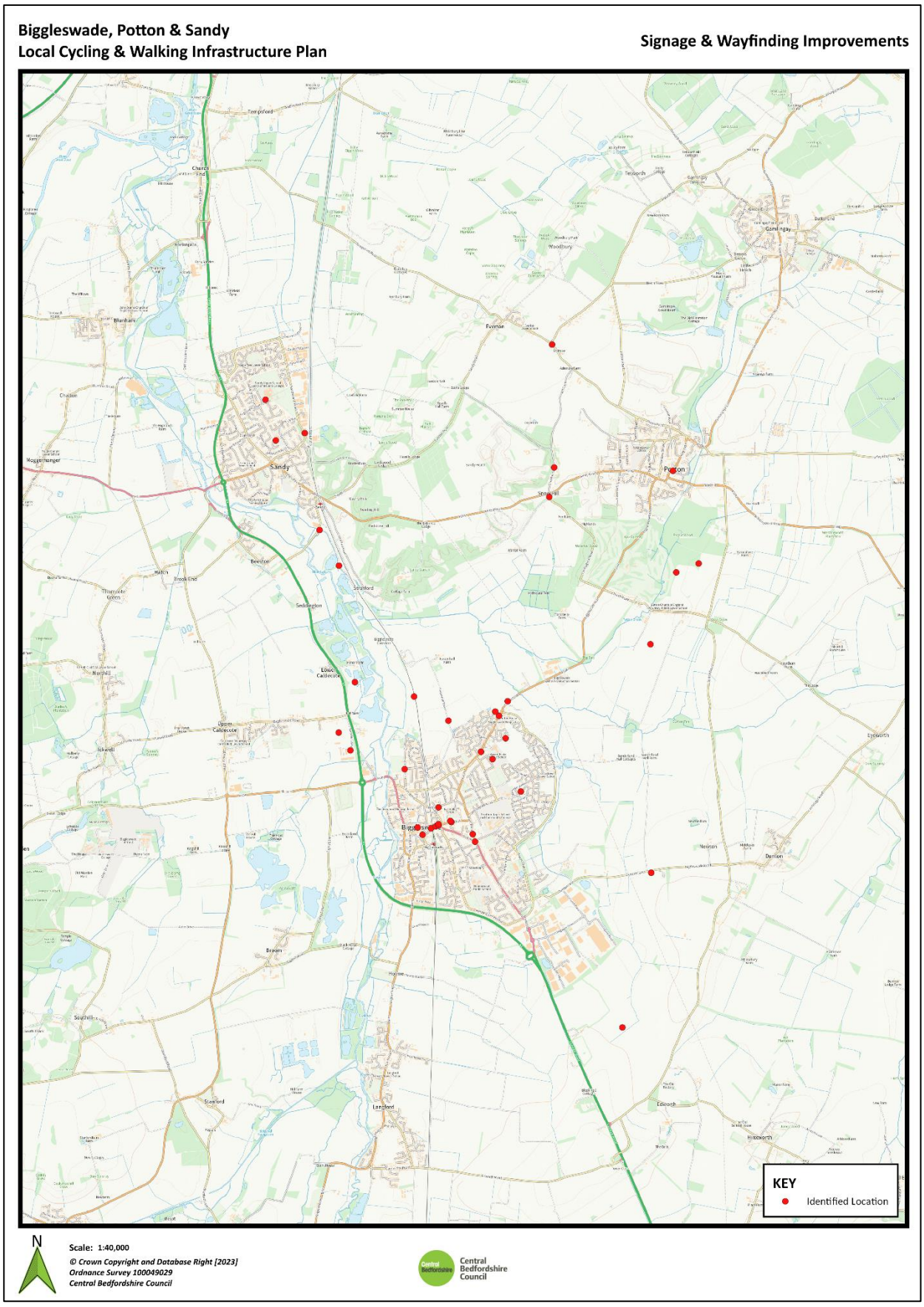

Figure 57: Locations where residents highlighted improvements – Signage & wayfinding improvements

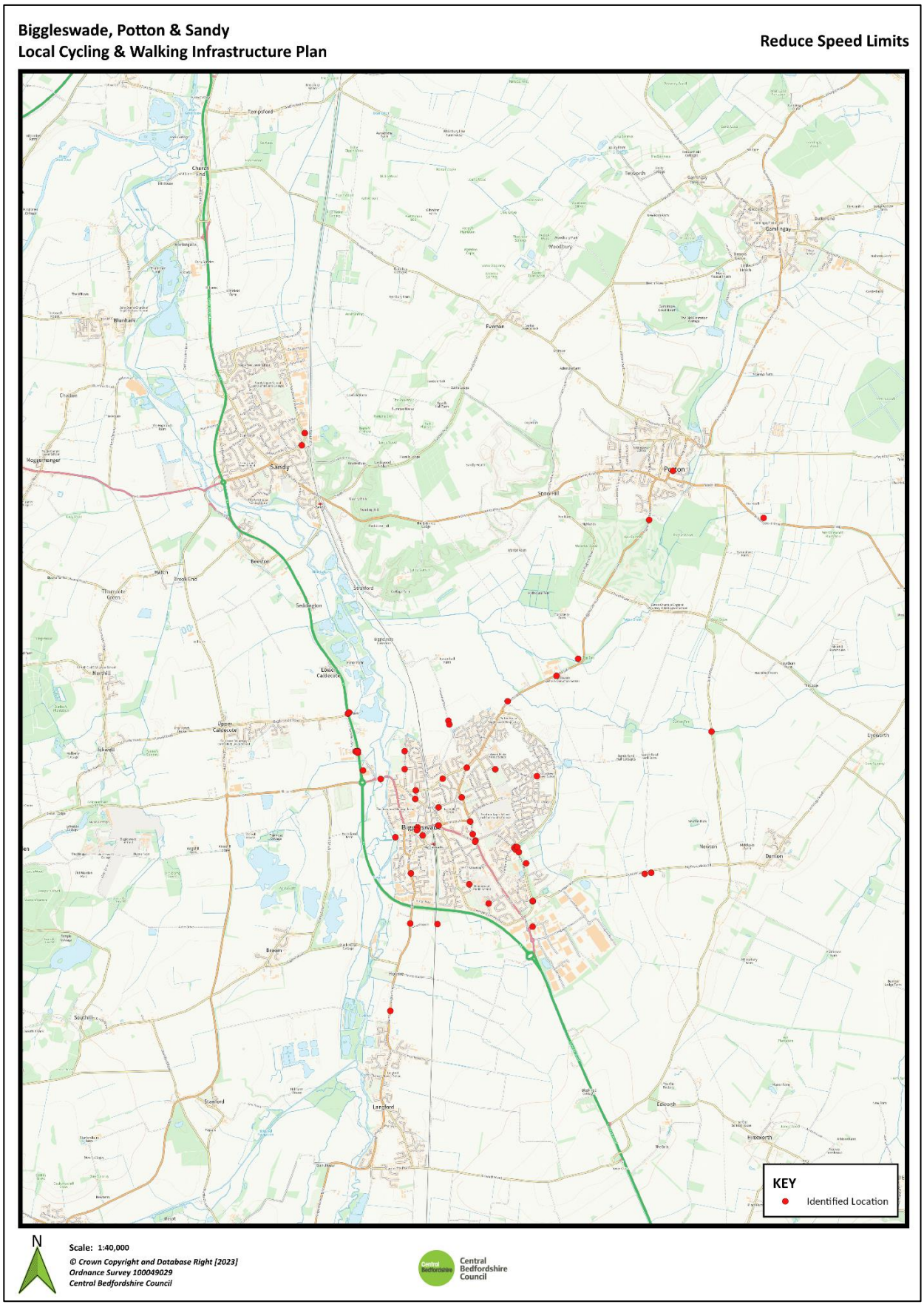

Figure 58: Locations where residents highlighted improvements – Reduce speed limits

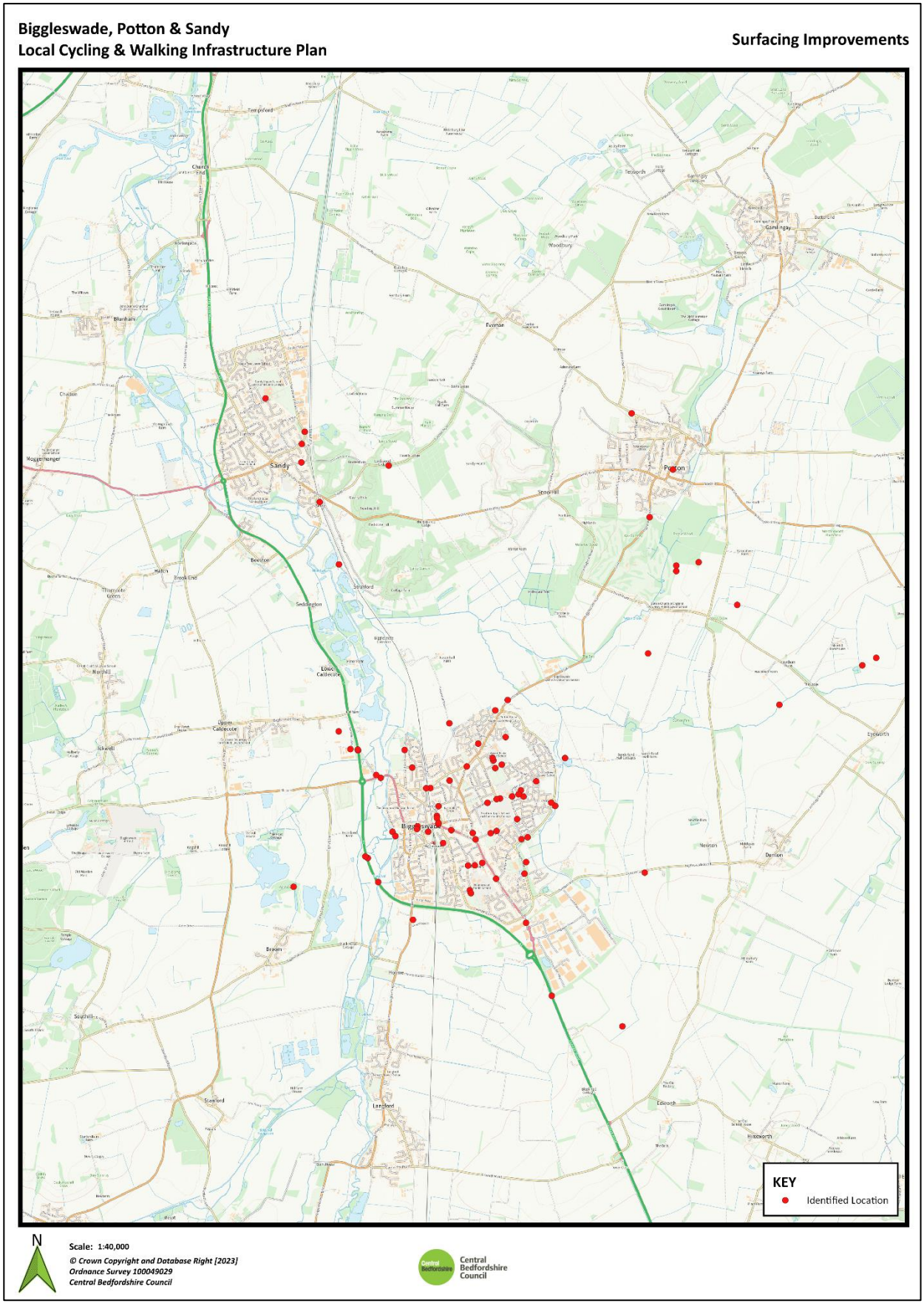

Figure 59: Locations where residents highlighted improvements – Surfacing improvements

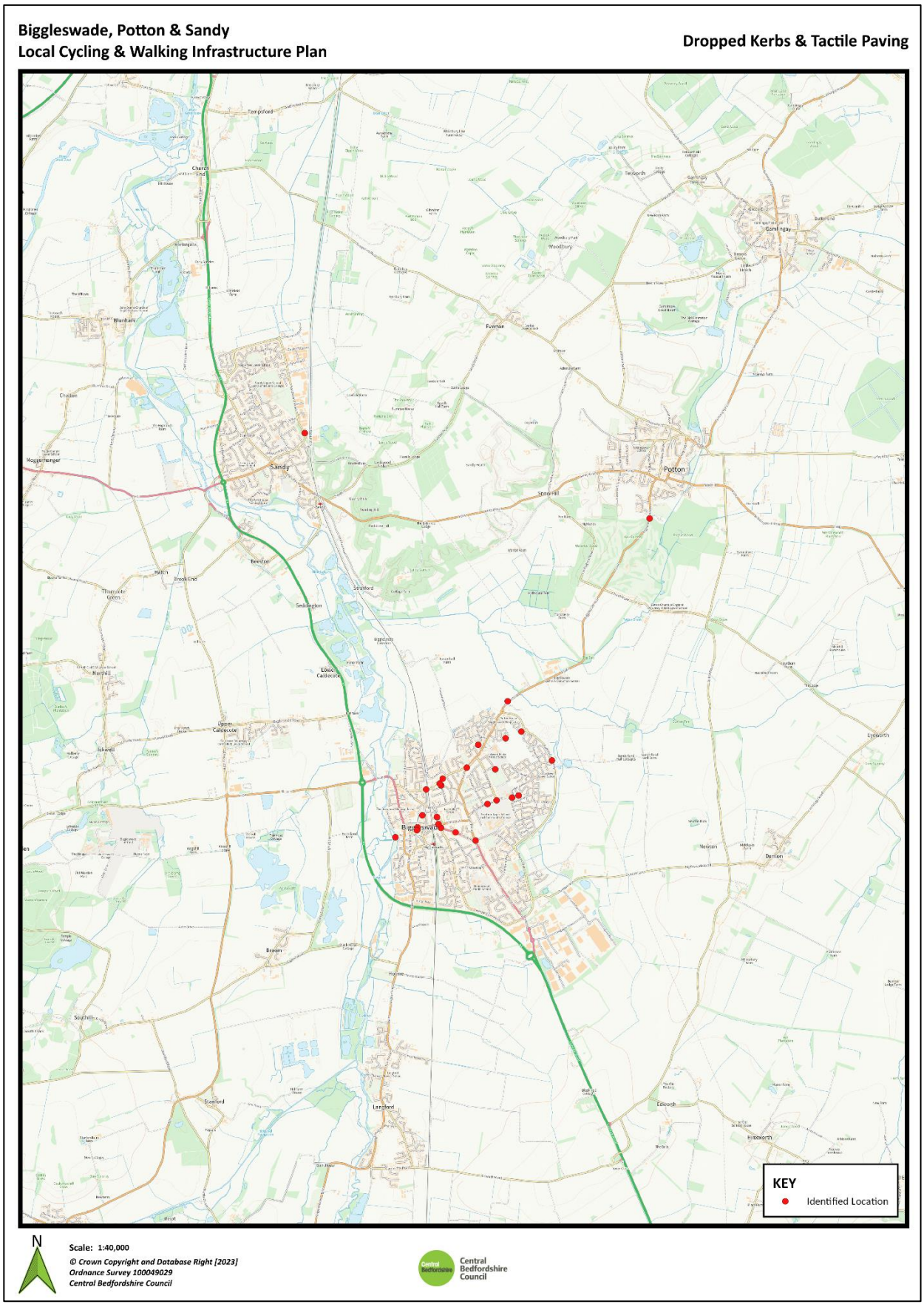

Figure 60: Locations where residents highlighted improvements – Dropped kerbs & tactile paving

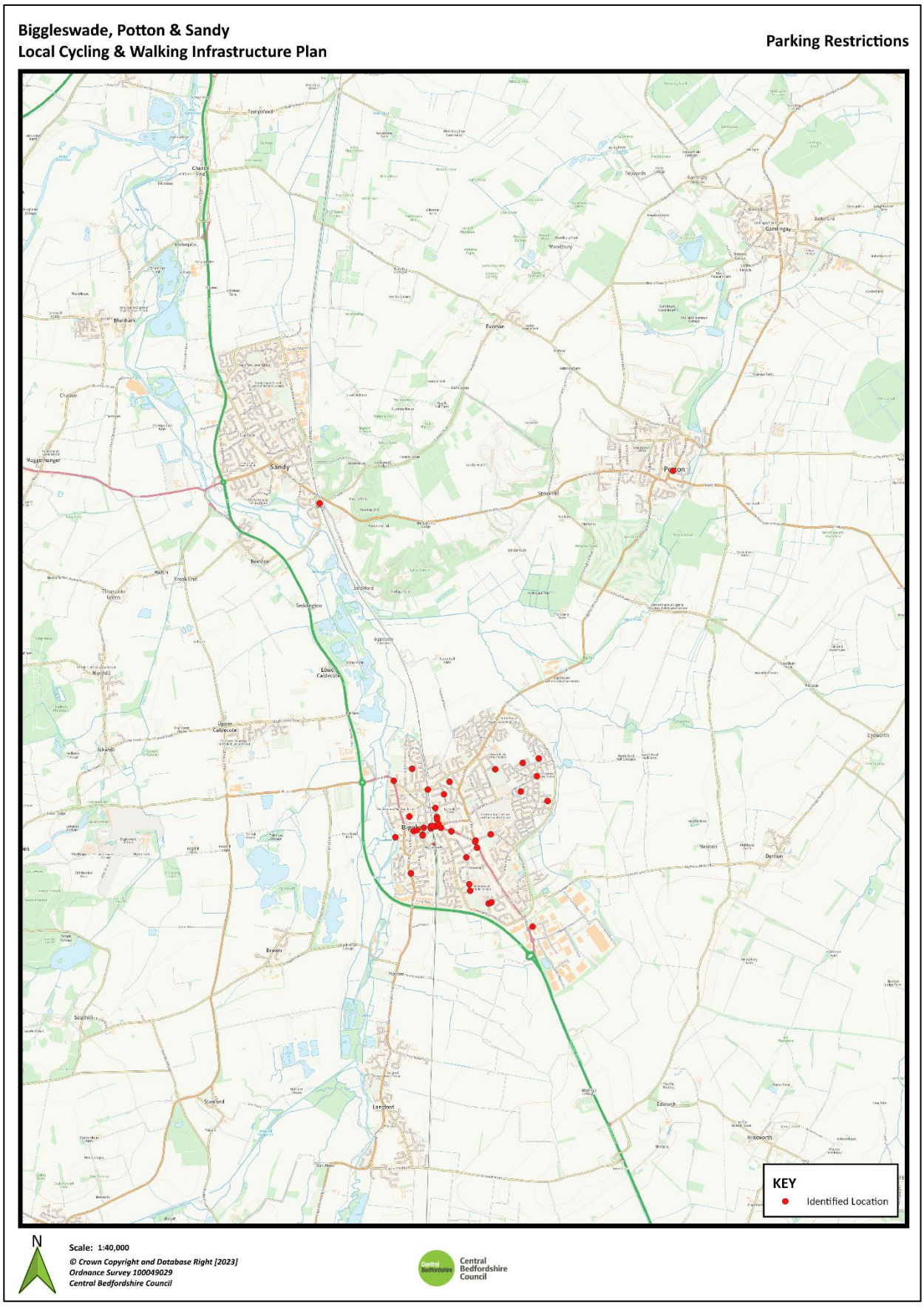

Figure 61: Locations where residents highlighted improvements – Parking restrictions

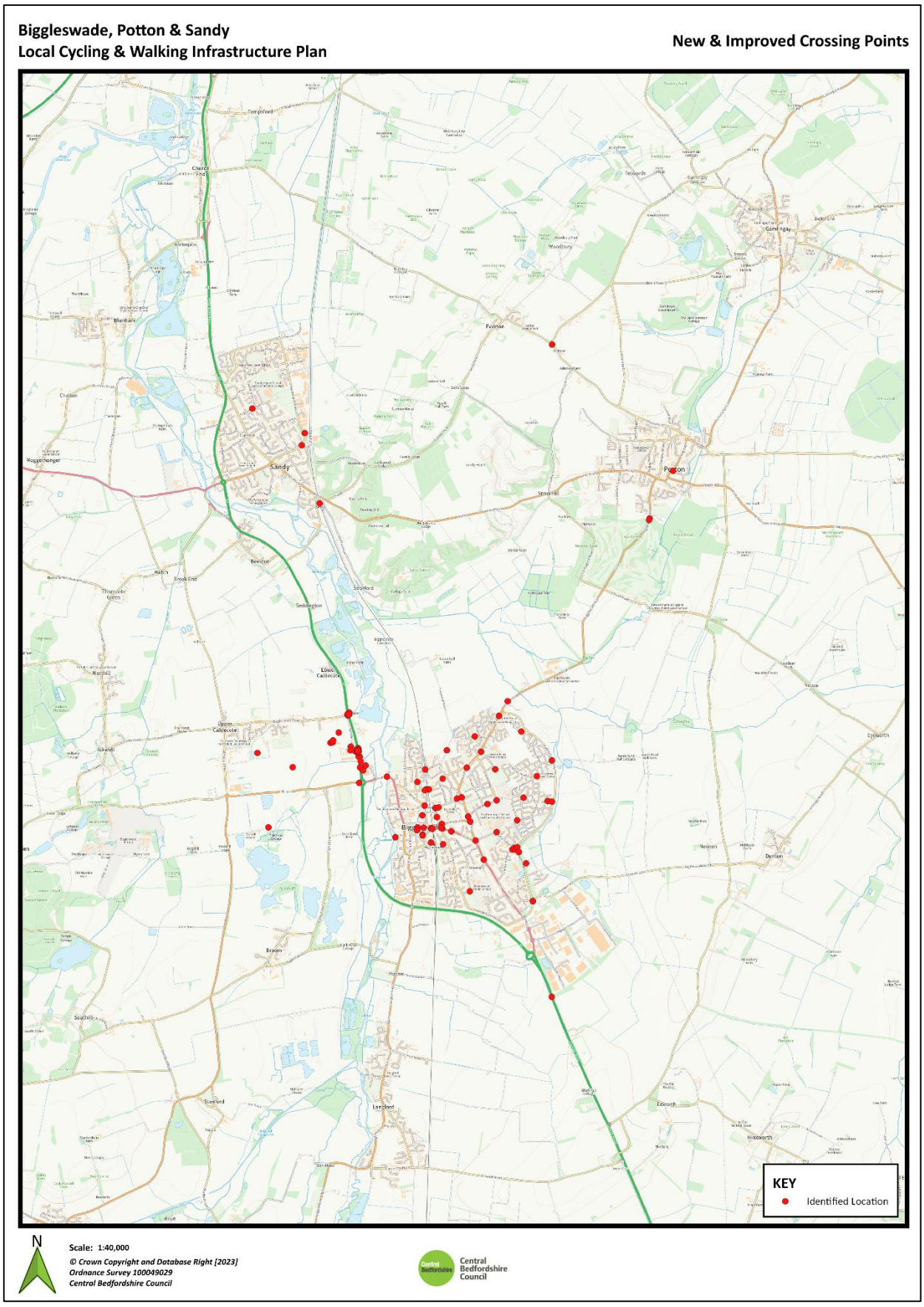

Figure 62: Locations where residents highlighted improvements – New & improved crossing points

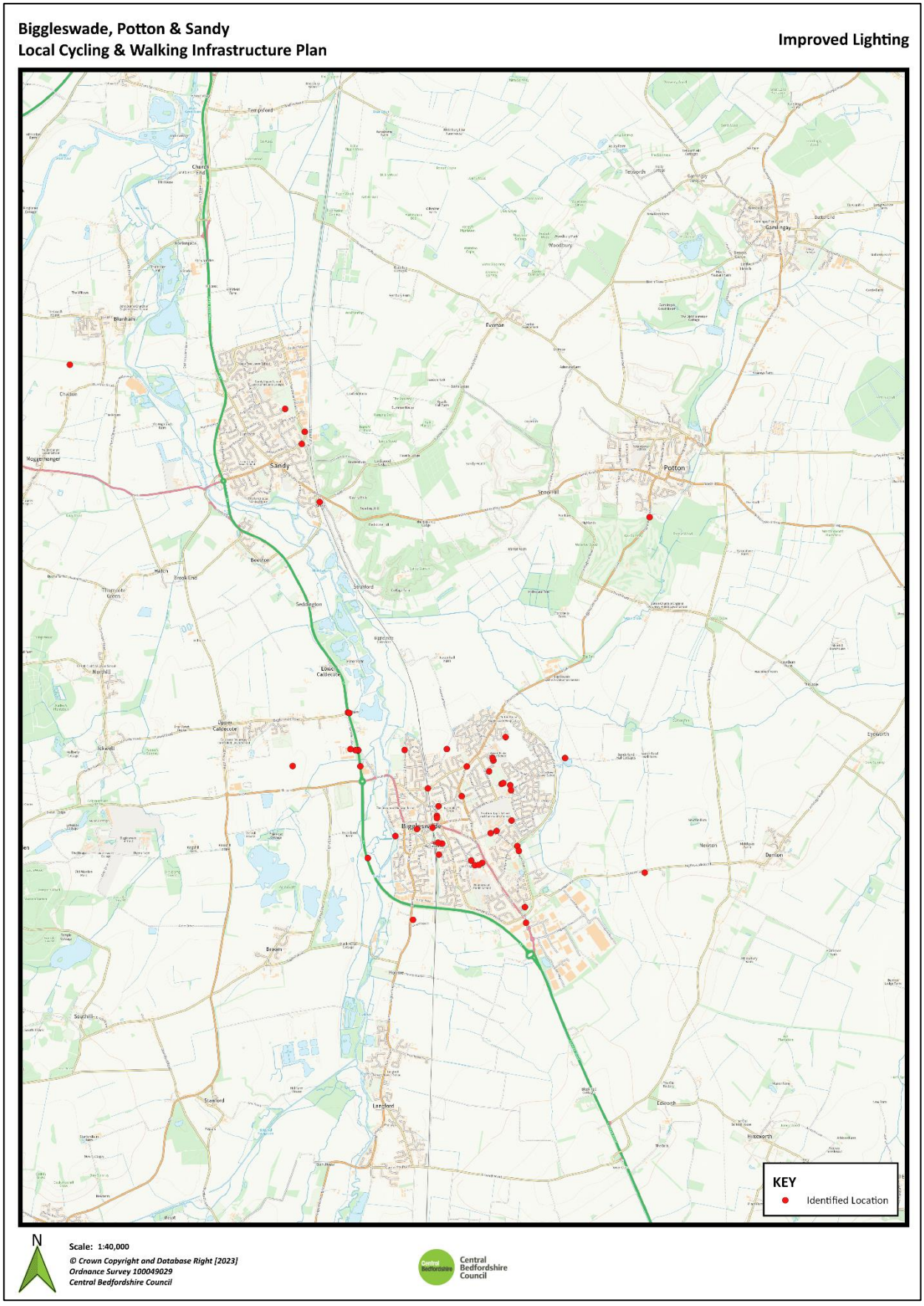

Figure 63: Locations where residents highlighted improvements – Improved lighting

Glossary of Terms

Term	Definition
Active Streets	Measure of a street's suitability for active travel based on an assessment of its characteristics.
Active Travel	Means of getting about that involves being physically active, including walking, wheeling, cycling and running.
Active Travel England (ATE)	Executive agency set up by Government and responsible for making walking, wheeling and cycling the preferred choice for everyone to get around in England.
Biodiversity Net Gain (BNG)	Biodiversity net gain is an approach to development, and/or land management, that aims to leave the natural environment in a measurably better state than it was beforehand.
Bridleway	Path or track along which horse riders have right of way. Most bridleways are designated as public rights of way and are recorded on the Definitive Map and Statement.
Central Refuge	A pedestrian refuge island is a raised island in the centre of the carriageway designed to allow pedestrians and cyclists to cross in two stages. Guidelines on the minimum width of refuges apply, with cyclists requiring 2m.
Collision Cluster	Defined area or site where several vehicle collisions have been recorded over a specified time period, typically 3 years. Collision cluster analysis is where road safety engineers review reported accident data to identify where on the road network collisions mostly occur. It is these 'cluster sites' where road safety engineering interventions are likely to be most beneficial.
Commonplace	Commercially available software application that is designed for managing interactive public engagement and that has a graphical user interface suited to phones and tablets.
Controlled or Uncontrolled Crossing	Controlled crossings give priority to pedestrians or cycles crossing a road and typically take the form of a Zebra, Pelican or Toucan. These contrast with uncontrolled crossings, where traffic has priority.
Cycle Bypass Lane	Facility that allows cyclists to avoid or bypass a junction or a bus stop.
Cycle Contraflow	Where cyclists are permitted under a Traffic Regulation Order to ride in both directions on a street that is one-way for cars. Often this arrangement is implemented with an advisory cycle lane, though this is not CBC's policy where speed limits are 20mph.
Cycle Lane	The part of a road that is separated by a dash or solid white line from the rest of the road, for the use of people riding bicycles.

Term	Definition
Cycle Track	Route that runs along the side of a road, separate from the road, for the use of people riding bicycles.
Cycling & Walking Investment Strategy (CWIS)	Document published by Government in 2017 that outlines the ambition to make cycling and walking the natural choices for shorter journeys, or as part of a longer journey, by 2040. An updated version of the document – CWIS2- was published in March 2023.
Definitive Map & Statement	Legal record of the public rights of way maintained by the authority. Where a route is shown on the Definitive Map and Statement, it is conclusive proof that that route is a public right of way which the public are entitled to use.
Desire Line	Route that reflects people's preference, often evidenced by a distinct path across a grassy surface that is formed by repeated foot traffic. Desire line paths show that pedestrians and cyclists will take short cuts whenever these are available. This is often the case at road junctions where a pedestrian will prefer not to deviate but to remain on a straight line.
Dropped Kerb	Where the kerb line is lowered to allow a vehicle to access a property, or a wheelchair user to cross a road. In the UK, vehicles parked in front of a dropped kerb can be fined as it is classed as an obstruction.
Equality Act (2010)	Legal framework that protects the rights of individuals and advances equality for all. The Act enshrines a discrimination law which protects individuals from unfair treatment and promotes a fair and equal society.
Equestrian	Person who rides horses.
Footway/Footpath	Footpath means a highway over which the public have a right of way on foot only, not being a footway. Footway is that part of highway that has been set aside for pedestrians, being a way over which the public have a right of way on foot only. In common parlance, a footway is the path or pavement that runs alongside the road whereas a footpath is a path separate to the road. Some, but not all, footpaths are designated as public rights of way and are recorded on the Definitive Map and Statement.
Gear Change	Document published by Government in July 2020 setting out the plan to make England a great walking and cycling nation.
Green Wheels	Publicly accessible paths around communities that connect people to local green spaces. They are constructed by linking existing and new paths to create an outer 'rim'. This is supported by 'spokes' radiating out to the rim and beyond. Wheels are 'green' due to their natural setting and because they promote trips using healthy sustainable transport. As well as improving public access, the green wheels seek to

Term	Definition
	protect, manage and enhance biodiversity, landscape and heritage. Where possible, they also create new habitats, landscape and accessible green space. Green wheel routes are designed to be shared by walkers and cyclists, whilst also providing links to the wider bridleway network for horse riders.
Highways Authority	Organisation, which in Central Bedfordshire's case means the Council, responsible for operating, administering, and maintaining public roads.
Highway Code	Government published document that provides a comprehensive guide to the rules of the road with the aim of making roads safer for everyone.
Highways Integrated Schemes	Schemes affecting the public highway that seek to combine different modes of transport to maximise ease and efficiency for the user in terms of time, cost, comfort, safety, accessibility and convenience.
Home Zone	Residential street where people and vehicles share the whole of the street space safely, and on equal terms, with the intention of pedestrian movements having equal precedence over traffic movements. The arrangement needs careful design and is considered most suited to roads where pedestrian movements are higher than traffic movements.
Inclusive Design	Inclusive design aims to make it possible for everyone to participate equally, confidently and independently in everyday activities, including travel.
Integrated Transport Block (ITB) Funding	Monies provided to local authorities annually by Government for transport capital improvement schemes worth less than £5 million.
Journey 'Stage'	Part of a longer journey that involves different forms of transport. An example would be Stage 1: home to local station on foot Stage 2: rail journey Stage 3: remote station to place of work on foot
Junction Assessment Tool	Method to examine the degree of difficulty for cyclists when moving through a road junction. Each movement is assessed and colour coded as either red, amber or green, with red being the most uncomfortable or unsafe for cyclists. Through design, the aim is to achieve green rating where the potential for a collision is negligible
Junction Intervisibility	Intervisibility related to the ability to see and to be seen by approaching traffic. Good intervisibility helps ensure the safety of road users at junctions. The aim should be to provide the greatest level possible for both drivers and other users. In urban areas, existing building lines and other features may reduce or restrict visibility.

Term	Definition
Light Segregation	Engineering technique designed to protect cyclists using a cycle lane by placing physical objects such as flexible bollards next to the cycle lane marking.
Local Cycling & Walking Infrastructure Plan (LCWIP)	Local Cycling and Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling and Walking Investment Strategy, are a strategic approach to identifying cycling and walking improvements required at the local level. They enable a long-term approach to developing local cycling and walking networks, ideally over a 10-year period, and form a vital part of the Government's strategy to increase the number of trips made on foot or by cycle.
Local Transport Note (LTN/Ref)	Official documents issued by Government that summarise the latest and most important ideas about traffic management issues and provide guidance for local authorities.
Local Transport Plan (LTP)	Statutory document drafted by a highways authority setting out transport objectives, policies and strategy.
Low Traffic Neighbourhood	Geographically defined residential area where Modal Filters are used to control how the different modes of traffic can flow with the aim of advantaging walking and cycling, reducing inappropriate 'rat-running' and improving measures of local air quality.
Micro-mobility	Lightweight and small vehicles designed for a single user travelling short distances at speeds below 15mph. Micro-mobility devices include electric scooters, electric bikes, electric skateboards, hoverboards.
Modal Filter	Arrangement under a Traffic Regulation Order that allows the passage of some modes of transport but not others. A common type of modal filter allows buses to pass but not other motorised traffic; frequently referred to as a 'Bus Gate', or 'Bus Lane' where the filter applies to a length of single lane carriageway.
On-road	In relation to cyclists, this means sharing the carriageway with other traffic.
Off-road	In relation to cyclists, this means using paths that cars are not legally allowed to use.
Permeability	Measure of the extent to which an urban area permits the movement of people by walking or cycling.
Play Streets	Name for a programme where streets are closed off to through traffic, for a few hours, usually during the evening or at the weekend, to give local children an area to play in.
Protected Space	Routes promoted to cyclists where physical measures such as kerbs or bollards keep users separated from other streams of traffic.
Public Realm	All parts of the built environment to which the public has free access.

Term	Definition
Public Right of Way	Public rights of way are the main means, other than roads, of getting about in the countryside. They are minor highways, protected in law like all other public roads. There are four types: • Footpaths, with recorded rights to walk • Bridleway, with recorded rights to walk, ride a horse or bicycle • Restricted Byway, with recorded rights to walk, ride a horse or bicycle and use a horse-drawn carriage Byway open to all traffic, with recorded rights for all users
Public Sector Equality Duty	The public sector equality duty requires public bodies to have due regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between different people when carrying out their activities.
Quiet Lane	Quiet Lanes are minor rural roads which have been designated by the highway authority to warrant special attention to the needs of walkers, cyclists, horse riders and other vulnerable road users.
Regulatory Signage	Signage required under traffic laws, regulations and requirements.
Rights of Way Improvement Plan (RoWIP)	Statutory plan that explains how a local authority intends to improve its public rights of way network to provide a better experience for users such as walkers, cyclists, horse riders and carriage drivers.
Road Safety Audit	Process for checking the road safety implications of highway improvements and new road schemes. The aim of the process is to reduce the road collisions occurring once a scheme comes into use.
Road Safety Engineering	Road Safety Engineering is a process, based on analysis of road and traffic related accident information, which applies engineering principles in order to identify road design or traffic management improvements that will reduce the number and severity of accidents in the most cost-effective manner.
School Safety Zone	Package of road safety engineering measures that are put in place to ensure the safety of children around schools.
School Streets	Programme where motorised traffic is restricted from using roads outside schools during drop-off and pick-up times. The restriction applies to school traffic and through traffic but not to residents.
Shared Space	Road or street where the physical divide between the footways and the roads are reduced or removed altogether, requiring pedestrians, cyclists and vehicles to all share the available space. The aim of shared space is to slow down traffic, reduce accidents and make an urban space more flexible and attractive for everyone.
Shared Use Path	Footway where cycling is legally allowed.

Term	Definition
STATS19	Protocol/code which outlines information collected whenever a crash that causes injury is reported to the Police. This code is also frequently used to refer to Britain's official Road Accident Statistics, which are derived from Police STATS19 returns and compiled by the Department for Transport.
Street Furniture	Facilities and structures which are not intended primarily for advertising. These include (but not limited to) seating benches, planters, bins, bus shelters, utility cabinets, telephone boxes, i.e., everything cluttering the highway excluding road signs, traffic signals, street lights and other road-related structures.
Structural Maintenance	The collective term for activities which maintain the integrity of the road and footway structure. The main activities include resurfacing and reconstruction, surface dressing, patching and drainage.
Sustainable Transport	Methods of transporting people and goods that generate low, very low or zero-emissions.
Sustrans	British charity whose purpose is to encourage people to walk, cycle and use public transport rather than private cars in order to reduce motor traffic.
Tactile Paving	Paving slab where on the surface there is a pattern of raised bumps which can be dots, bars, or lozenge bumps. The purpose is to warn people with sight loss to dangers or obstacles they may be approaching, such as a crossing, steps, or the edge of a train station platform. The paving also serves to guide people crossing a road where the pavings are set opposite each other so that the pattern of dots align.
Tetra Tech	A company that offers consulting and engineering services to a worldwide client base.
Traffic Calming	Measures purposefully designed to slow the speed of traffic. These can include horizontal and vertical deflection (narrowing the road / installing chicane arrangements or raised features such as tables, humps or cushions). Measures can also include creating uncertainty by removing road marking.
Traffic Regulation Order	A legal document that specifies speed limits, weight limits and parking and other restrictions including, but not limited to, no entry, banned turns, no stopping.
Traffic Restraint	Measures that have the effect of restricting what classes of vehicle can use a designated road, or a section of a road, and when. These restraints are normally specified in a Traffic Regulation Order.
Traffic Signals - Advance (or early) Start	Separate signal that gives cyclists a head start over other traffic to negotiate the busy junction and to make their intentions clear to drivers / riders behind.

Term	Definition
Trip Attractor	Place frequently visited, such as a school.
Wayfinding Signage	Signage designed to help people navigate to a specified destination or location.
85th Percentile Speed	The speed at which 85 percent of the drivers travel at on a road segment under free-flowing traffic conditions, typically measured using automated recording equipment. Where the 85th percentile figure is more than 10% + 2mph above the speed limit, this is often the trigger for traffic calming measures (e.g., 24mph where the speed limit is 20mph, 35mph where the speed limit is 30mph, etc.)

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