APPENDIX E

Central Bedfordshire

Arlesey, Fairfield, Henlow & Stotfold 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	Arlesey, Fairfield, Henlow & Stotfold LCWIP (Consultation Version)	30/10/2023	OW/LC/SL/TP

Contents

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 allow them to reach their destination without adding to their carbon footprint.

I am pleased to present the Local Cycling and Walking Infrastructure Plan for Arlesey, Fairfield, Henlow & Stotfold 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 Arlesey, Fairfield, Henlow & Stotfold 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 Arlesey, Fairfield, Henlow & Stotfold provides a network of preferred routes and core zones for further development. These are shown on Figure 7.

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:

- Arlesey, Fairfield, Henlow & Stotfold (this plan)
- Ampthill & Flitwick
- Biggleswade, Potton & Sandy
- 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 and 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. Government reaffirmed the ambition in 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 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 central component of the evidence base for securing improvement works through new development. The plans also form the basis for bids for funding made available by bodies such as Active Travel England.

1.1.6 All routes within the network are digitally recorded. Once the plan is approved, these will be made publicly accessible via the Council's online mapping system.

1.1.7 Each LCWIP will be reviewed and where appropriate, revised within three years of adoption.

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

1.1.9 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 3, 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 Arlesey, Fairfield, Henlow & Stotfold, 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 to include schools and nurseries, shops and service centres, places of work and recreation, leisure centres, playing field 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 Arlesey, Fairfield, Henlow & Stotfold, ensuring new residents have options to travel sustainably.
- Provide routes to connect Arlesey, Fairfield, Henlow & Stotfold 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 aspirations and improvement plans.

1.3 Arlesey, Fairfield, Henlow & Stotfold LCWIP

1.3.1 The Arlesey, Fairfield, Henlow & Stotfold 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 delivery 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 Arlesey, Fairfield, Henlow & Stotfold has been produced in accordance with 'Local Transport Note (LTN) 1/20: Cycle Infrastructure Design' guidance[3] 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 to ensure 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 issued by DfT[5] 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 programme 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', published separately to this Plan[6].

1.5.4 Network plans will be regularly reviewed and made accessible online as a digitised map.

1.6 Links between LCWIPs, Green Wheels & 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. Paths are linked together to create a circular 'rim'. 'Spoke' paths link urban areas to the circular 'rim', and occasionally beyond.

1.6.3 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 those that form spokes.

1.6.4 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.

1.6.5 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 can safely share rather than to go separate ways.

1.6.6 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.

1.6.7 The Green Wheel Masterplan map for the Etonbury Green Wheel, covering Arlesey, Fairfield and Stotfold, but not Henlow, is reproduced at Appendix 2.

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

2. Background

2.1 Coverage

2.1.1 This LCWIP covers the Bedfordshire towns of Arlesey, Fairfield, Henlow & Stotfold that combined have a population of 20,900[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
- Convenience shops and supermarkets
- Parks, recreation grounds and children's play facilities
- Cinemas, theatres, clubs and other public venues / meeting rooms / 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 Arlesey, Fairfield, Henlow & Stotfold. The LCWIP also includes routes that extend into 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.

2.1.4 These routes, local facilities, and links out to adjacent settlements are shown spatially in Figures 12 to 16 in Section 5 of this report.

2.2 Previous Cycling and Walking Network Blueprints

2.2.1 In developing the Arlesey, Fairfield, Henlow & Stotfold 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 Arlesey, Fairfield, Henlow & Stotfold, including links to nearby local villages, are reproduced in Appendix 3.

[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[8] platform for the six major conurbations within the authority, including Arlesey, Fairfield, Henlow & Stotfold. 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 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 Arlesey, Fairfield, Henlow & Stotfold '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 poor quality.

2.3.3 A summary of the route assessment classification from the Tetra Tech study for Arlesey, Fairfield, Henlow & Stotfold is shown in Table 3. Some 80% of the promoted network required cyclists to share road space with other traffic with almost no protection, a position that few cyclists enjoy or perceive as safe.

Table 3: Summary of route assessment 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)	40.5	78%
Some: On-Road (Cycle lanes greater than 1.8m wide and traffic speeds less than 30mph)	1.0	2%
Full: Full physical segregation from traffic (including use of kerbs and off-road routes)	10.4	20%
TOTAL	**51.9**	**100%**

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 design 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 road with general traffic. The exception would be using quiet streets where vehicle speeds and flows are low, or very low.

[8] Central Bedfordshire Travel Choices
[9] Central Bedfordshire Local Area Transport Plans

2.3.6 This conclusion is supported by a review of the accident data within Arlesey, Fairfield, Henlow & Stotfold, 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 infrastructure, these collisions can be avoided. This issue is explored further in Section 2.5.

2.3.7 Sections of cycle route of reasonable quality exist in both towns and villages, albeit somewhat in isolation with major gaps in network provision, particularly in Arlesey.

2.3.8 National Cycle Network Route 12 connects the towns of Arlesey and Stotfold, running alongside the main interconnecting road and using an underpass where it meets the A507. A section of this route, known as the 'Pendleton Way', runs past the entrance to two schools. Of these, Etonbury Academy has the authority's highest number of pupils cycling regularly. Leaving Stotfold via Norton Road, the route again crosses the A507 via an underpass and continues south to Letchworth. The route also connects to Henlow using a section of too-narrow footway along a heavily trafficked section of the A507 where speeds are unrestricted.

2.3.9 The lack of an integrated route network has undermined efforts to increase levels of cycling for local journeys. The journey from Fairfield to Arlesey Railway Station for example, is a little over 4km. This is well suited to cycling with a 20-minute door to door journey time for a commuting cyclist. For many, cycling would be more time efficient than driving. However, whilst West Drive is amenable to cycling, the length of Arlesey High Street is not. Nor is the cycle parking at the station (both sides) sufficiently secure for cyclists to have high confidence their bike will still be there when they return.

2.3.10 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 spring 2022. This work produced a new network blueprint, shown in Figure 7 in Section 3.

2.4 Network Planning Considerations and Constraints

2.4.1 Whilst Arlesey, Fairfield, Henlow & Stotfold are all unique, many of the issues facing people walking, wheeling, and scooting are in common. These can be summarised as poor accessibility, gaps in provision, hazards, and obstructions, and for many cyclists, inconvenient and inadequate facilities at both ends of a trip.

2.4.2 As a result, anyone wishing to cycle to the railway station may have little option but to 'mix-it' with traffic, to negotiate often complex road junctions and to compete for road space. The route from Fairfield to Pix Brook and Etonbury schools for example is not of the quality needed for parents to confidently consent to their child cycling. The provision along parts of Hitchin Road, particularly the section that connects to Fairfield, has also been flagged as uncomfortable for people when walking.

2.4.3 Figure 1, a reproduction of a chart from LTN1/20, summarises the traffic conditions when 'protected space' for cycling is considered appropriate. 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.

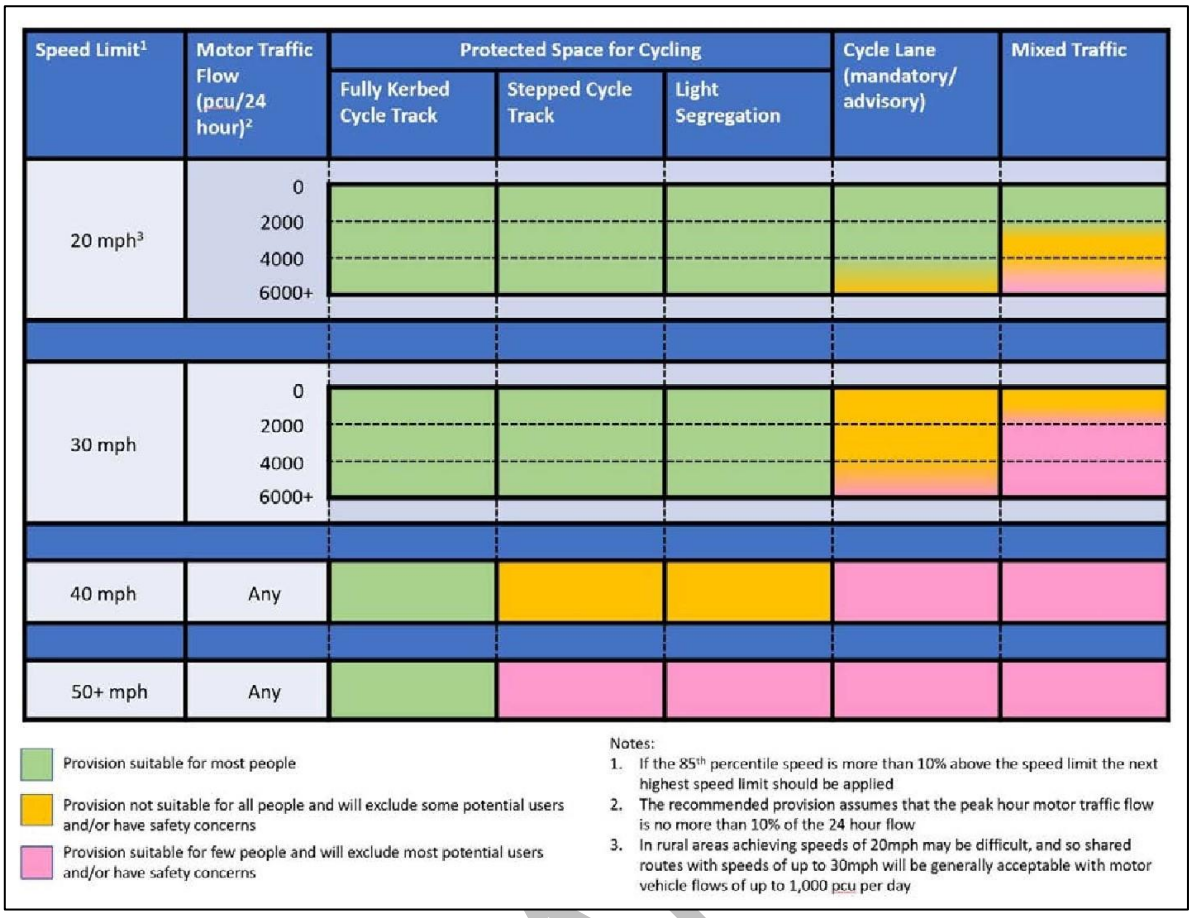

Figure 1: LTN1/20 guidance on appropriate protection for cyclists based on traffic speeds and flows

2.4.4 In accord with the above guidance, cyclists on promoted routes should not have to mix with traffic on roads where the speeds are 40mph or above. Nor is shared use provision acceptable on roads such as the A507 where speeds are unrestricted in the absence of a protective, kerbed island serving as a separator.

2.4.5 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.

2.4.6 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.

2.4.7 Roads deemed as 'out-of-bounds' for cycle route planning purposes, applying the above criteria, are shown in Figure 2.

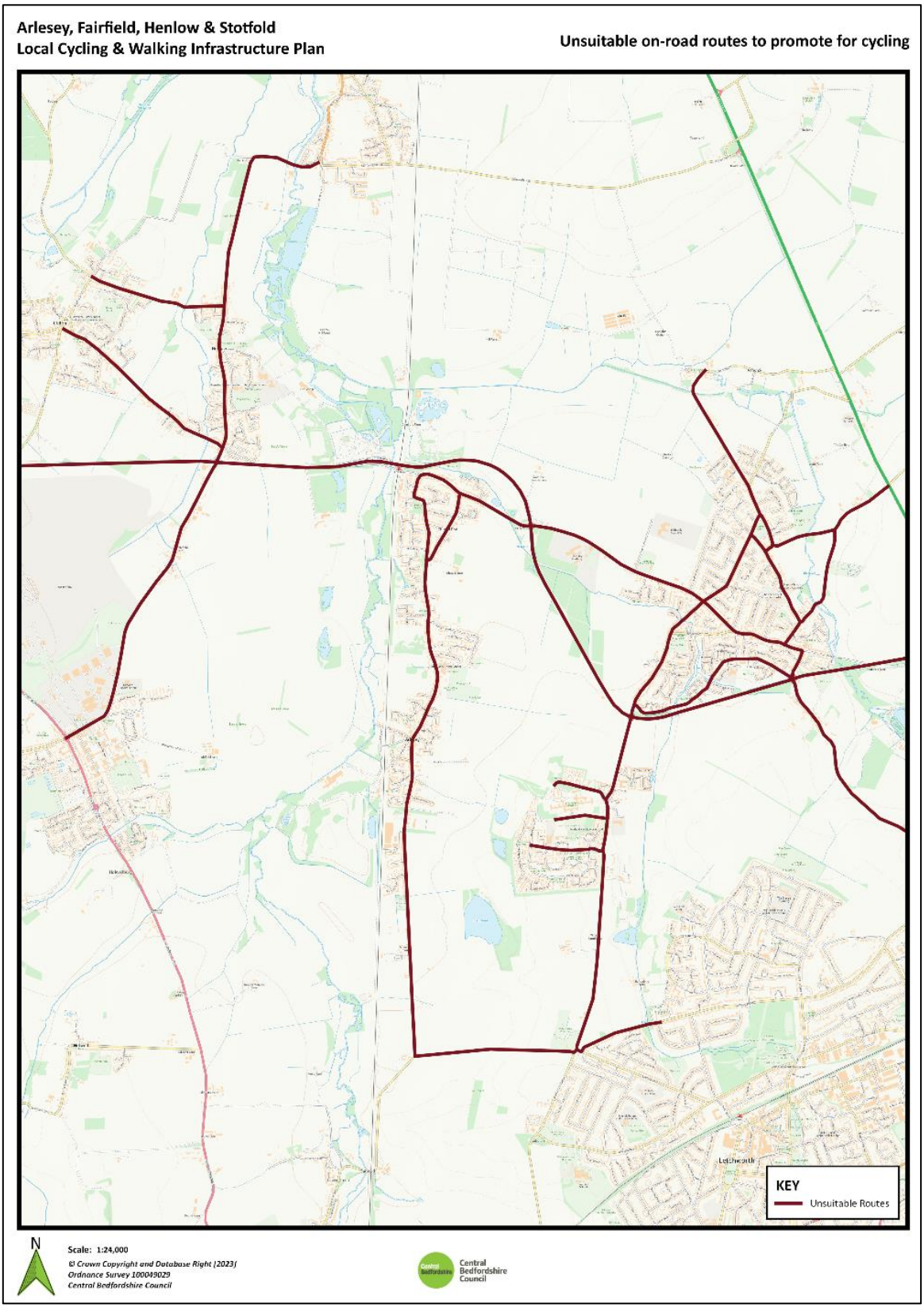

Figure 2: Roads assessed as unsuitable for cycling based on traffic speeds and flows

2.5 Road Safety Considerations

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

2.5.2 It should be noted that not all collisions are reported to the police, particularly if the injury is slight and no ambulance is called. Hence, the picture presented is partial. However, the maps presented below in Figures 3 to 6 support the contention that more vulnerable road users, notably those travelling on foot or by bike, are most at risk when negotiating busy junctions on the road network.

2.5.3 When considering each map, it is important to note that there is no attribution of causality for a collision. They show where collisions have occurred, but not why. The causes of collisions, particularly those of a serious nature, are investigated by the police. When conclusions are reached these will be shared with the authority. Excessive speed, and a lack of care and consideration to the road environment and to other users, are often a factor. Inattention is commonly cited, the result of tiredness, intoxication or distraction.

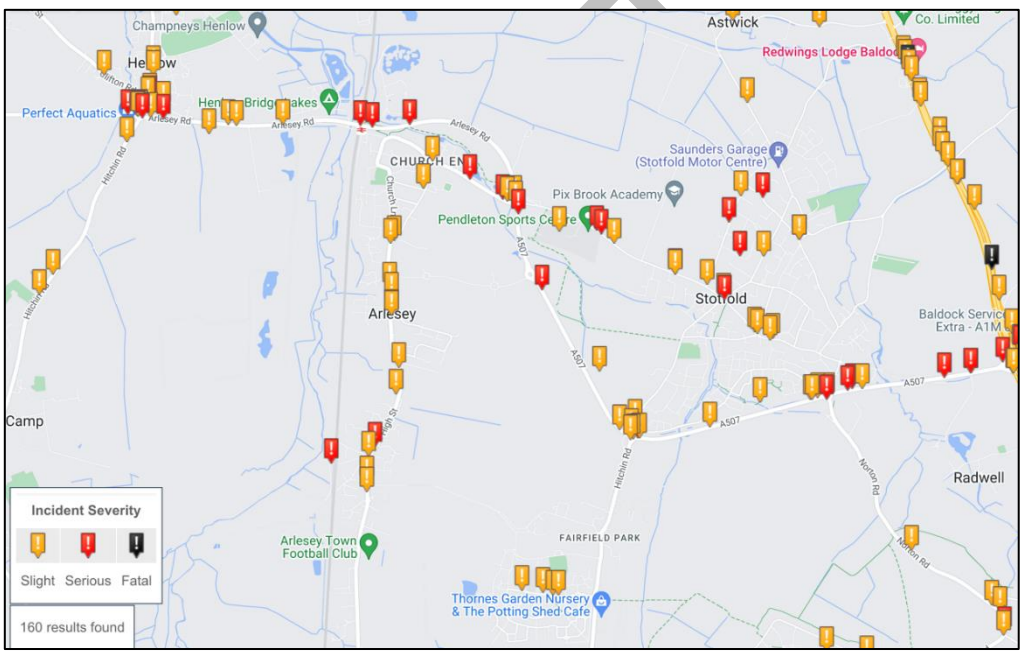

Figure 3: Collision reports involving all vehicle types on roads within Arlesey, Fairfield, Henlow and Stotfold for the period 2017-2021. Source: Google Maps / CrashMap Data

2.5.4 Figure 3 shows the location of recorded collisions on local roads for the most recent 5-year period for which data is available. Unsurprisingly, collisions involving all types of vehicles and where injuries are more serious are most frequent on roads where the speed is unrestricted. This includes rural roads and sections of the A507.

2.5.5 The A507, at 10.5m wide, is classed as a wide single carriageway and unsuited to all but the most confident and assertive cyclists. The road has 'hard strips' on both sides, delineated by a solid white line. These strips do not function as cycle lanes as they are too narrow and afford nothing in the way of physical protection.

2.5.6 Hard strip lanes are also frequently littered with debris. An unwary cyclist could be unseated by hitting road detritus, catapulting them into the verge, or worse. For this reason, cyclists using the A507 would be expected to ride in the carriageway.

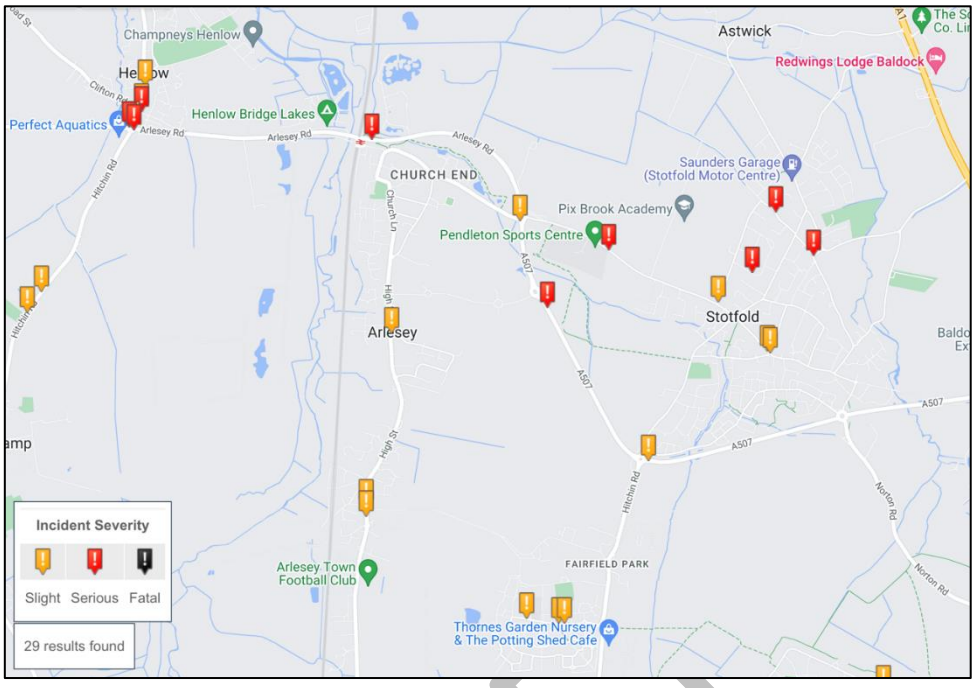

Figure 4: Collision reports involving cyclists over the five-year period 2017-2021
Source: Google Maps / CrashMap Data

2.5.7 Whilst police records show far fewer collisions involving pedestrians and pedal cyclists, the severity of outcome is frequently higher. This is evident in the data mapped in Figure 4, showing only those collisions resulting in an injury to a cyclist.

2.5.8 To the south of Henlow, there is a cluster of collisions on the B659/A6001 occurring at the junctions with the A507 and Clifton Road, to the immediate north. The nature and circumstances of each collision will be researched as on checking, the higher-than-expected incidence of injuries to cyclists using the A6001 extends back further in time

2.5.9 Away from Henlow, collisions involving cyclists are more dispersed. There are three reports of collisions involving cyclists on Arlesey High Street and four reports of collisions on roads in Stotfold that resulted in a serious injury to a cyclist.

2.5.10 There are relatively few reports of injuries to pedestrians on local roads. However where these occur, they are often serious in nature. This is shown in Figure 5. As with cyclists, most incidents occurred on roads within Stotfold, again with no obvious connecting thread.

2.5.11 Within the LCWIP area there was one reported collision that resulted in injuries to children, albeit a serious one involving several children. The location this collision, at a signal-controlled crossing, is shown in Figure 6.

2.5.12 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 collision reports and the assessment of the police as to contributing factors. Cluster analysis involves assessing locations that experience a higher incidence of reported accidents in a specified time period, typically three or five years.

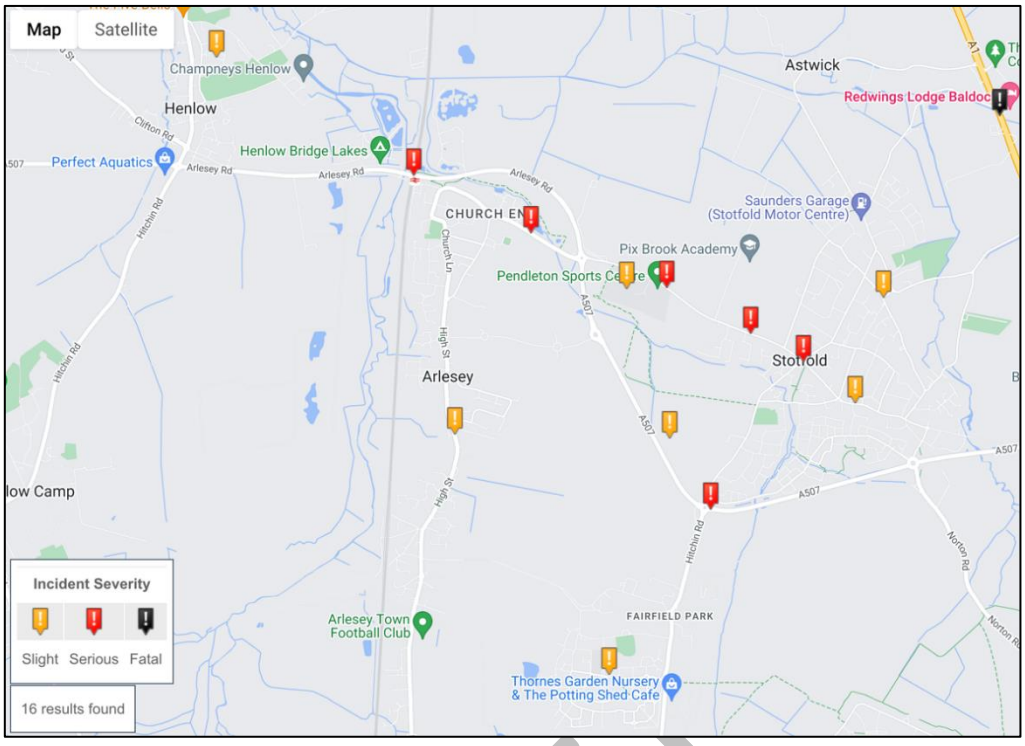

Figure 5: Collision reports involving pedestrians over the five-year period 2017-2021
Source: Google Maps / CrashMap Data

Figure 6: Collisions involving injuries to children over the five-year period 2017-2021
Source: Google Maps / CrashMap Data

3. Route Network Map

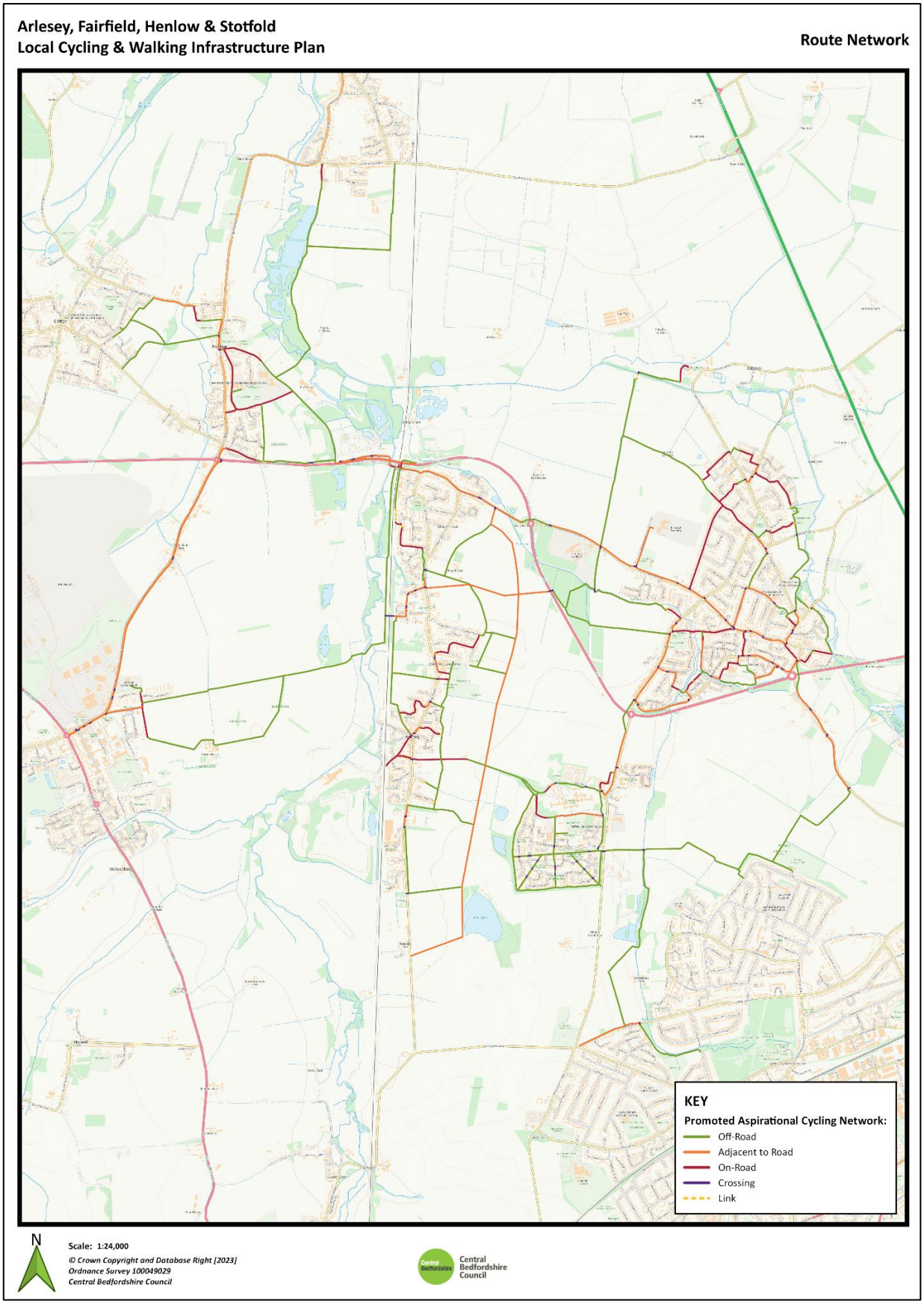

Figure 7: Promoted cycling network for Arlesey, Fairfield, Henlow & Stotfold

4. Network Analysis

4.1 Arlesey

4.1.1 Other than on its northern edge, specifically Stotfold Road, Arlesey currently has little in the way of infrastructure for cyclists.

4.1.2 As has been referenced in a previous section, Arlesey Railway Station is served by National Cycle Network Route 12. However, the route to each side, and through the station, is generally of poor quality. Only where NCN12 approaches the eastern edge of Arlesey is it of a standard considered acceptable.

4.1.3 The section of NCN12 connecting the station to Henlow runs adjacent to the A507. Although nominally off-road, it affords little protection and feels hostile to anyone travelling on foot and by bike. The route runs up and over the main A507 road bridge, then turns back on itself as it continues down and cuts across the embankment towards the station. Here the path is steep and narrow and exits via a gated entrance to the station carpark. Once exiting the carpark access road, the route remains on-road as it continues east towards Stotfold via Old Oak Close, a road with limited road and pavement width.

4.1.4 The town of Arlesey is a linear, ribbon-style settlement, with the East Coast Main Line railway forming the western boundary for a length of 2 miles. Currently, the town is seven times longer that it is wide, though this is changing with the build out of approved housing growth to the east. This growth includes a new north-south spine road as an alternative to the High Street and importantly a new connection and junction onto the A507. The latter road includes cycle provision in the form of adjacent shared use paths for most of the road length.

4.1.5 A beneficial feature for cyclists is the provision of a new bridleway bridge across the A507. Once the connecting paths on the eastern side are in place, the route will interconnect with NCN12 Pendleton Way on Arlesey Road Stotfold. This will provide an advantageous route for pupils from Arlesey attending Etonbury and Pix Brook schools.

4.1.6 The main existing road route through the length of the settlement, comprising Hitchin Road, High Street and Church Lane/ House Lane has pedestrian but no associated cycling infrastructure for the entirety of its length. It also currently carries levels of traffic well in excess of the thresholds deemed acceptable for the road to be promoted as a cycle route. Nor does the road corridor have the width to be reconfigured to accommodate cyclists. With the provision of new road infrastructure as part of the development, the level of traffic on the High Street will reduce, but not to a level that will allow it to be used as a promoted route within the wider network of provision. This constraint dictates the need for alternative north-south route alignments with links to local facilities.

4.1.7 In this regard, sections of the High Street can be improved for pedestrians. Whilst the focus should remain on the central section, as this hosts the lower school and other community facilities, there is a scope for improvements along the length of the road. This will provide a more attractive corridor, conducive to journeys on foot.

4.1.8 For cyclists, the network proposal envisages a new off-road route immediately west of the railway line, providing a direct connecting to the station. The creation of this route would be complemented by the provision of a secure cycle hub facility west of the station. The blueprint also proposes a route immediately east of the rail line. Provision of these routes will be a longer-term aspiration, but necessary given a lack of reasonable alternative options.

4.1.9 It is also proposed to create a north south route that largely tracks the western boundary of the existing settlement. This route to include several connecting links where these provide permeability, benefitting pedestrians and cyclists.

4.1.10 More generally, where off-road paths are available and can be appropriately upgraded to allow for safe shared use, these have been selected.

4.1.11 Where there is no off-road alternative and width exists within the highway for a cycle track to be created, this is the next option and relevant to those roads where traffic flows and speeds exceed acceptable levels.

4.1.12 With regards to connections between towns and adjacent villages, a route is proposed that links Arlesey and Henlow Camp. The proposal uses sections of existing public rights of way, but to be realised will require new rights and permissions to be negotiated.

4.1.13 With regard to pedestrians, Arlesey is characteristic of many of the authority's towns where over time, the convenience and comfort of people travelling on foot has been adversely affected by increasing levels of road traffic, car ownership and parking demands on residential roads.

4.1.14 During the Commonplace engagement, respondents were invited to flag issues affecting pedestrians and pinpoint where they felt improvements are needed. These locations are mapped at Appendix 5. All proposals will be reviewed and where appropriate, a scheme of improvement works brought forward. Schemes will be implemented on an area-by-area basis.

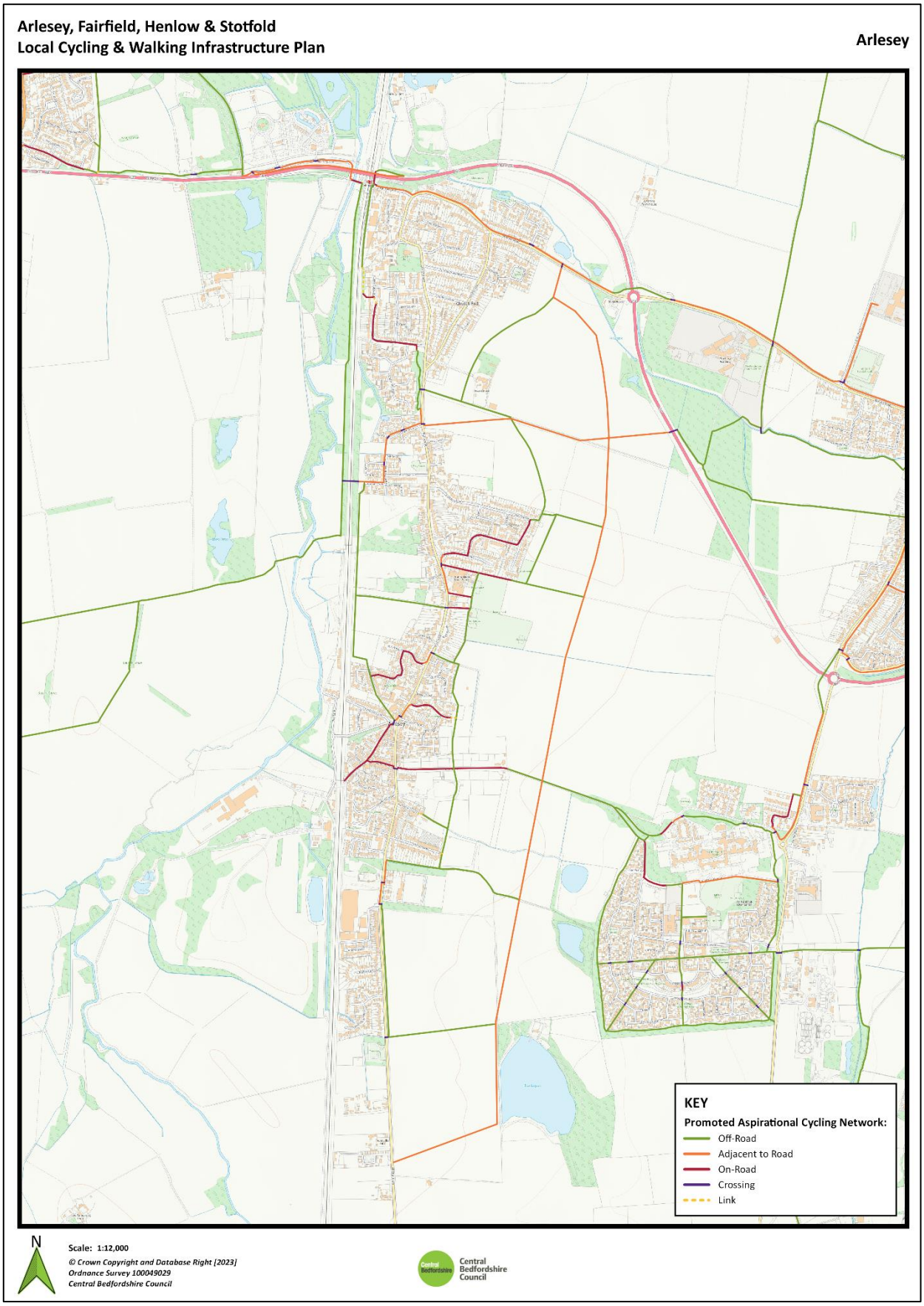

Figure 8: Proposed cycle network for Arlesey

4.2 Fairfield

4.2.1 Fairfield is a highly attractive village that is of a size and built form that should mean walking is the natural choice for local trips starting and ending within the settlement boundary.

4.2.2 As is evident from Figure 9, the proposed network within Fairfield is almost wholly off road, utilising the excellent network of paths within the settlement and immediately adjacent to its edge. In this regard, Fairfield stands out within Central Bedfordshire in respect of the quality of network provision. Where there is a weakness, it is the lack of high-quality connections to adjacent settlements including Arlesey (to the west), Stotfold (to the north) and Letchworth (to the south and east).

4.2.3 The proposed route to Letchworth is mostly within Hertfordshire and utilises existing tracks and public rights of way. It is one of several cross-boundary connections where, following liaison at the engagement stage, route aspirations will be captured and reflected in separate LCWIP documents.

4.2.4 Routes to Arlesey and to Stotfold exist, but in the latter case are not to an acceptable standard. West Drive connects Fairfield and Arlesey, and for the most of its length, is traffic free and provides an attractive corridor. As there are no rights of way connections, nor suitable alignments for such, the connection between Fairfield and Stotfold uses the footpath adjacent to Hitchin Road. For parts of its length, most notably the section between Eliot Way and the A507 underpass, this footpath is currently inadequate in width.

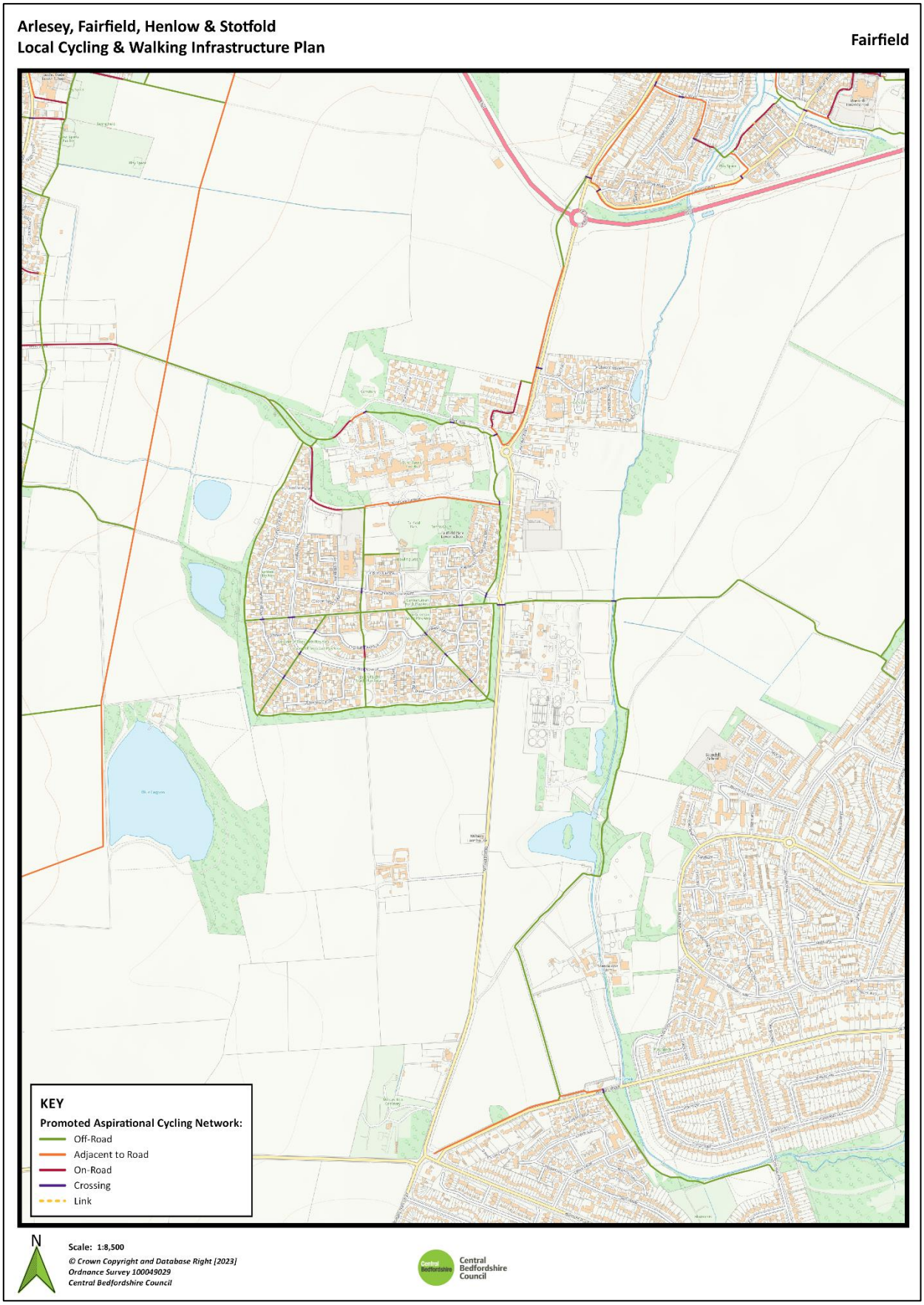

Figure 9: Proposed cycle network for Fairfield

4.3 Henlow

4.3.1 As shown in Figure 10, the proposed network for Henlow forms a loop, allowing cyclists to avoid the High Street and junctions thereon (with the A6001 having a history of collisions involving cyclists).

4.3.2 A substantial proportion of the proposed network is on road, including Park Lane which is one-way to general traffic and where a cycle contraflow arrangement has operated for some years.

4.3.3 From Henlow there are proposed connections west to Clifton, north to Langford (and thereon to Biggleswade), east to Arlesey and the railway station and south to Henlow Camp. In forming these connections, where suitably aligned off-road rights of way exist, these have been utilised. Where these are public footpaths, allowing use by cyclists will require a change to the path's legal status or permissive rights to be negotiated to allow a scheme to progress.

4.3.4 Of the two proposed alignments west linking to Clifton, the northernmost route has a section adjacent to Stockbridge Road. This is designated as shared use, but at the time of construction was constrained by lack of available width. The other alignment uses existing rights of way, offering a wholly off-road option.

4.3.5 The route north to Langford utilises existing bridleways and once suitably upgraded, could be incorporated into the National Cycle Network (NCN), forming part of the route to be named the 'Great North Cycleway'.

4.3.6 The route south to Henlow Camp involves the creation of a new route running along the edge of the existing urban area, linking Coach Road and the A507. From here it uses Arlesey Road and turns south along Hitchin Road, crossing the A507 on the eastern arm of the roundabout. The Hitchin Road section assumes use of the footway, suitably upgraded.

4.3.7 The route east from Henlow towards Arlesey and the station is planned to be off-road using existing rights of way and a new path parallel to the A507. The proposal is to provide a new connecting section of route to the west of the station utilising the path that runs adjacent to the one-way access road. There is no reasonable alternative to the section of route adjacent to the A507 over the road bridge, so this section is retained, as is the path across and down the slope. Both sections can be improved, the latter by providing additional width by cutting into the embankment without compromising its structural stability.

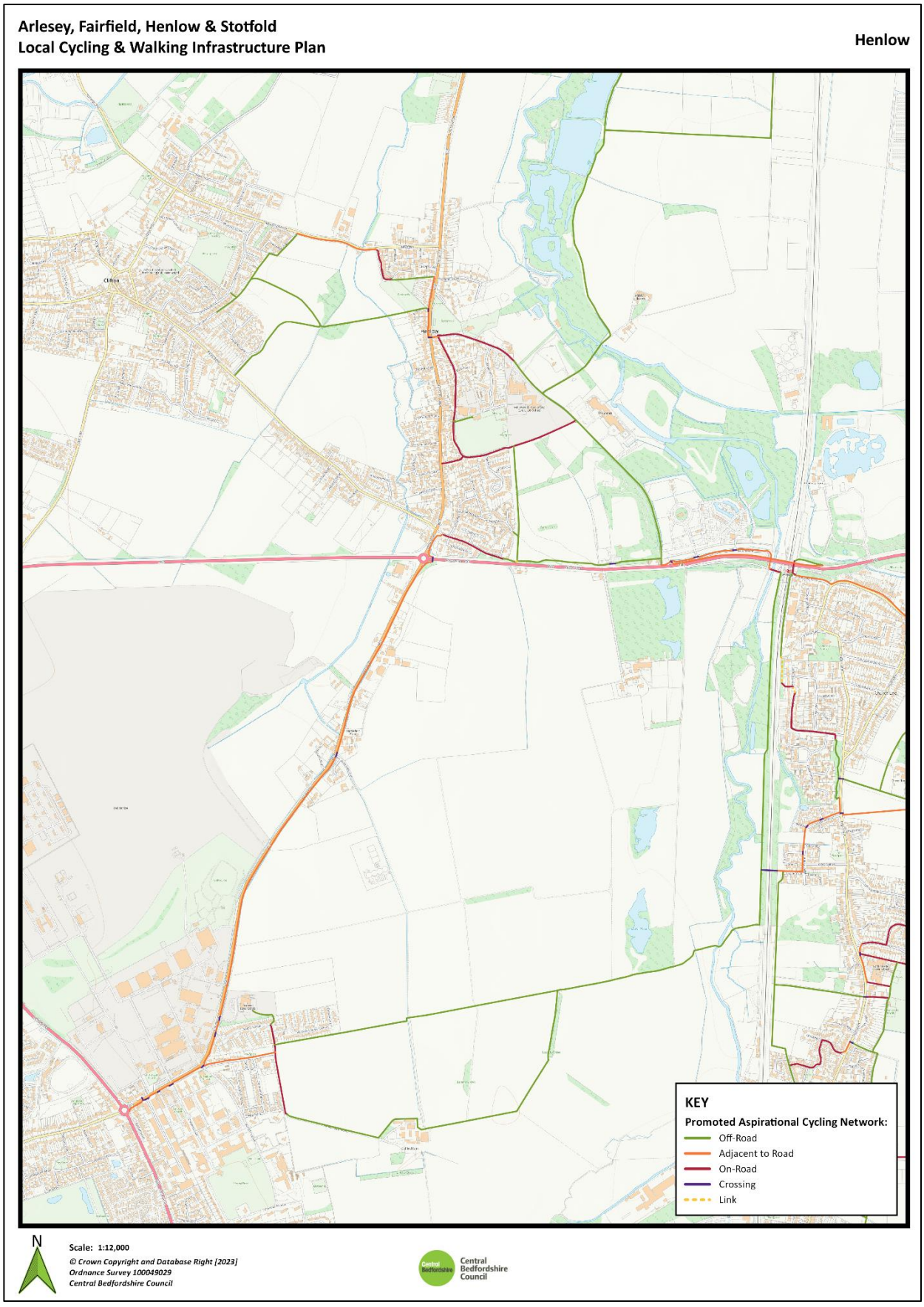

Figure 10: Proposed cycle network for Henlow

4.4 Stotfold

4.4.1 As shown in Figure 11, the proposed network serving Stotfold is a mix of on and off-road routes.

4.4.2 Where the network uses residential streets, these typically have been selected as suitable due to low traffic speeds and flows, or having the potential to be engineered to be safer for cyclists.

4.4.3 Where suitable, off-road rights of way exist, these have been utilised. This includes a mix of bridleways and public footpaths, use of the latter by cyclists requiring changes to the legal status or the negotiation of permissive rights.

4.4.4 The proposal involves routes that run through sites that are allocated for (re)development, or being built out. In this situation, these sections will be subject to agreement, be referenced in planning conditions and delivered as part of the development. In some instances, alternative routes may need to be created to accommodate pedestrian and cycle movements whilst sites are in construction.

4.4.5 Where mapping work identified there is sufficient width in the highway to allow for a cycle track or shared-use path to be created adjacent to the road, this has been promoted. Examples are Ampthill Road, host to Pendleton Way and Hitchin Road, which provides the link south to Fairfield.

4.4.6 Delivery of the network requires the provision of several new linking sections of path, which will need to be secured through agreement or compulsion. these links are listed in Table 9 and shown spatially in Figure 24 (see Section 5 of this report).

4.4.7 Where during the Commonplace engagement (see Section 5.2), respondents flagged issues regarding pedestrian infrastructure in Stotfold, the location will be reviewed and where appropriate, improvements brought forward. These will be implemented on an area-by-area basis, in accord with the approach outlined in Section 5 of this report.

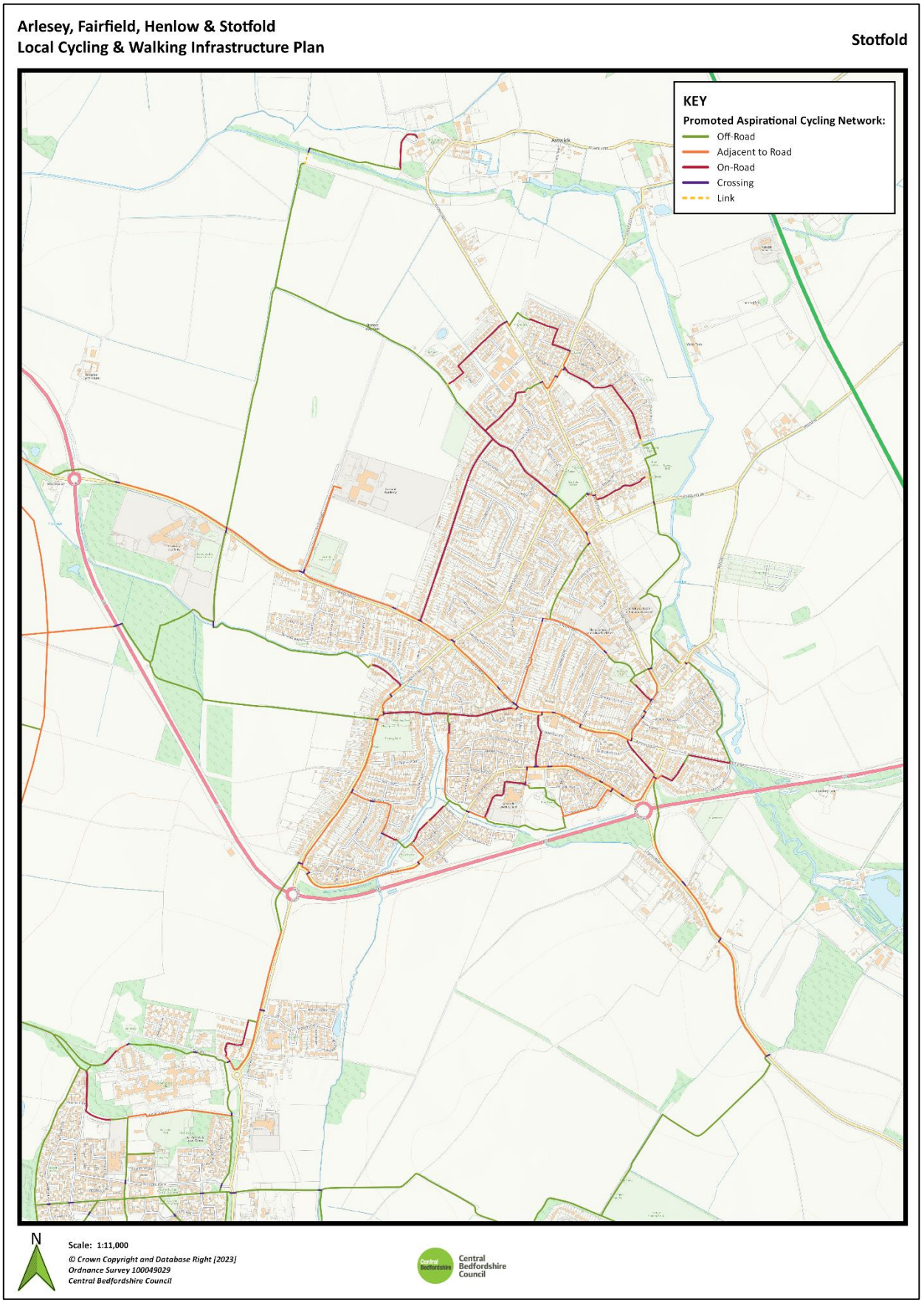

Figure 11: Proposed cycle network for Stotfold

5. Network Mapping

5.1 Network Blueprint

5.1.1 Figure 12 shows the cycle network blueprint for Arlesey, Fairfield, Henlow & Stotfold, with connections to the adjacent settlements of Astwick, Clifton, Langford, Stondon, and Letchworth. Popular local facilities are also shown.

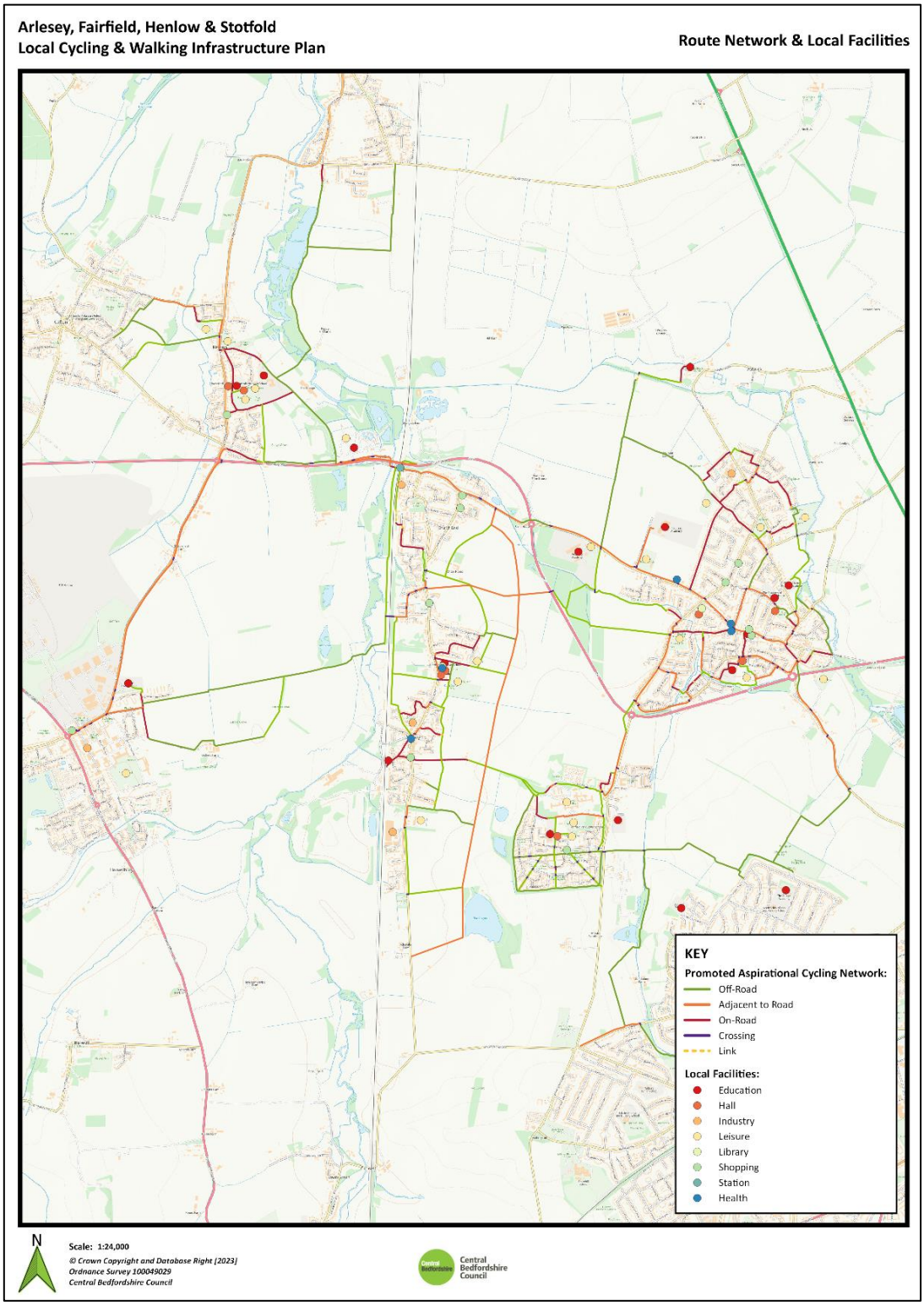

Figure 12: Proposed cycle network and location of key local facilities in Arlesey, Fairfield, Henlow & Stotfold

5.1.2 The proposed network for Arlesey is shown in Figure 13.

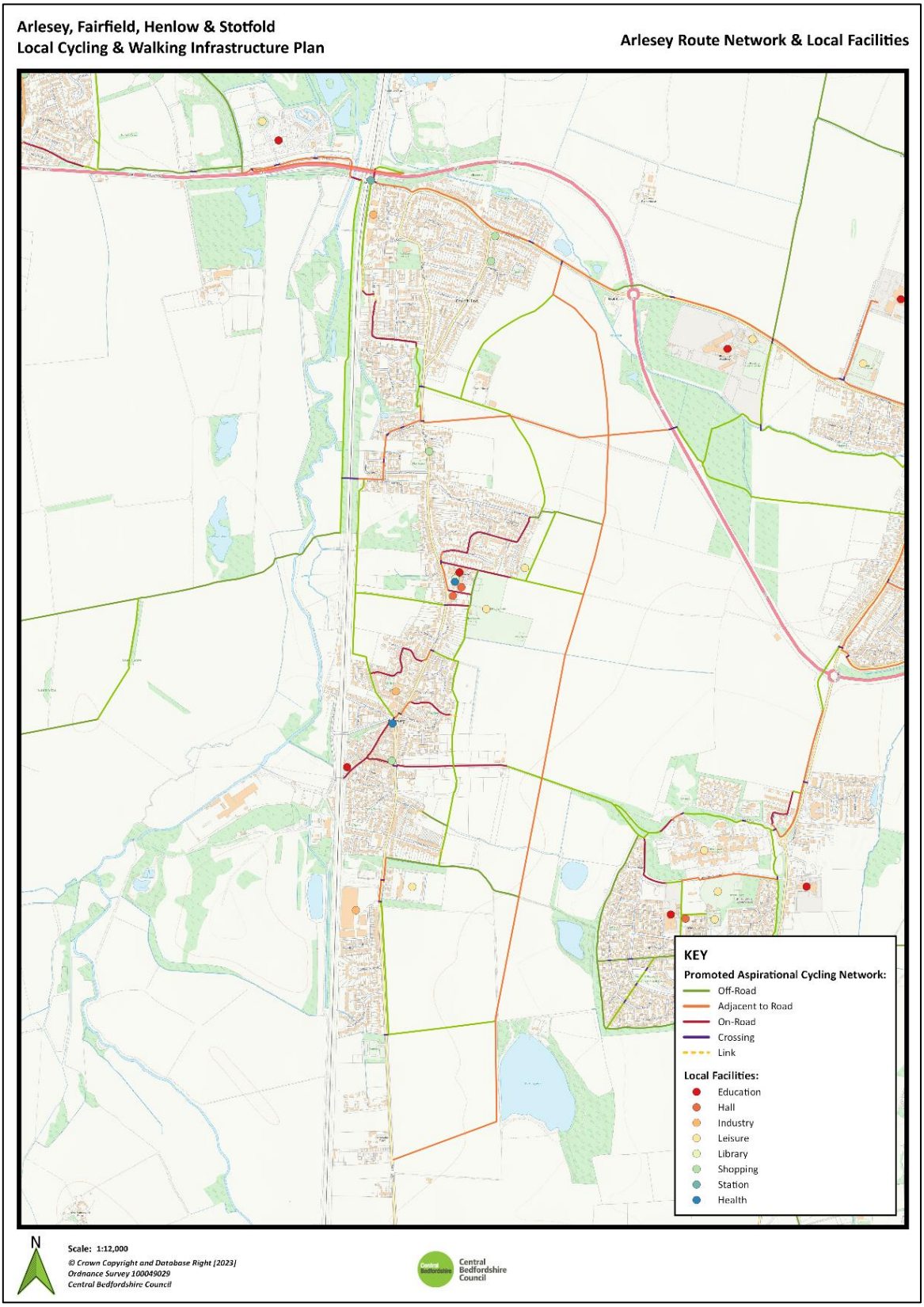

Figure 13: Proposed cycle network and location of key local facilities in Arlesey

5.1.3 The proposed network for Fairfield is shown in Figure 14.

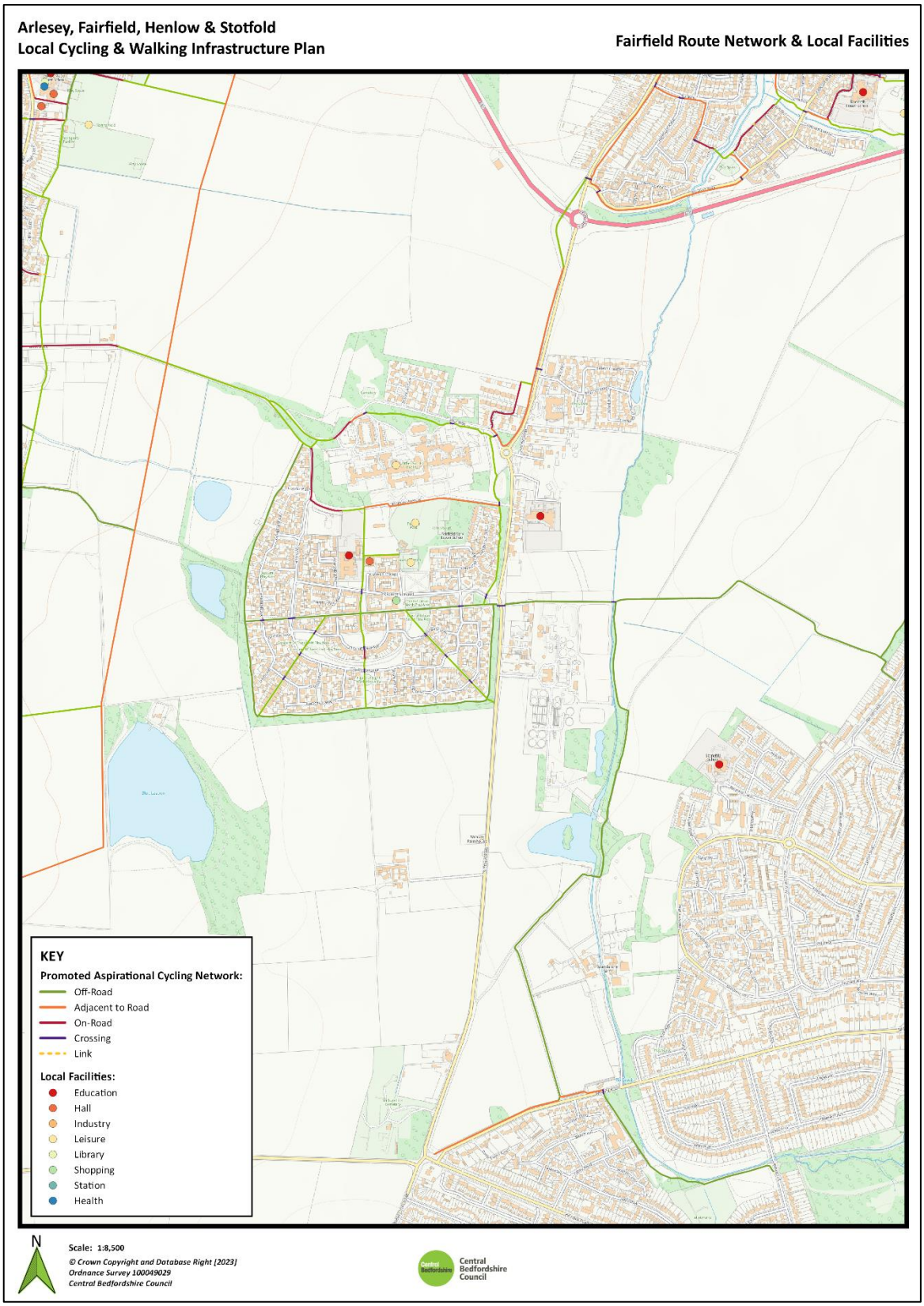

Figure 14: Proposed cycle network and location of key local facilities in Fairfield

5.1.4 The network for Henlow is shown in Figure 15.

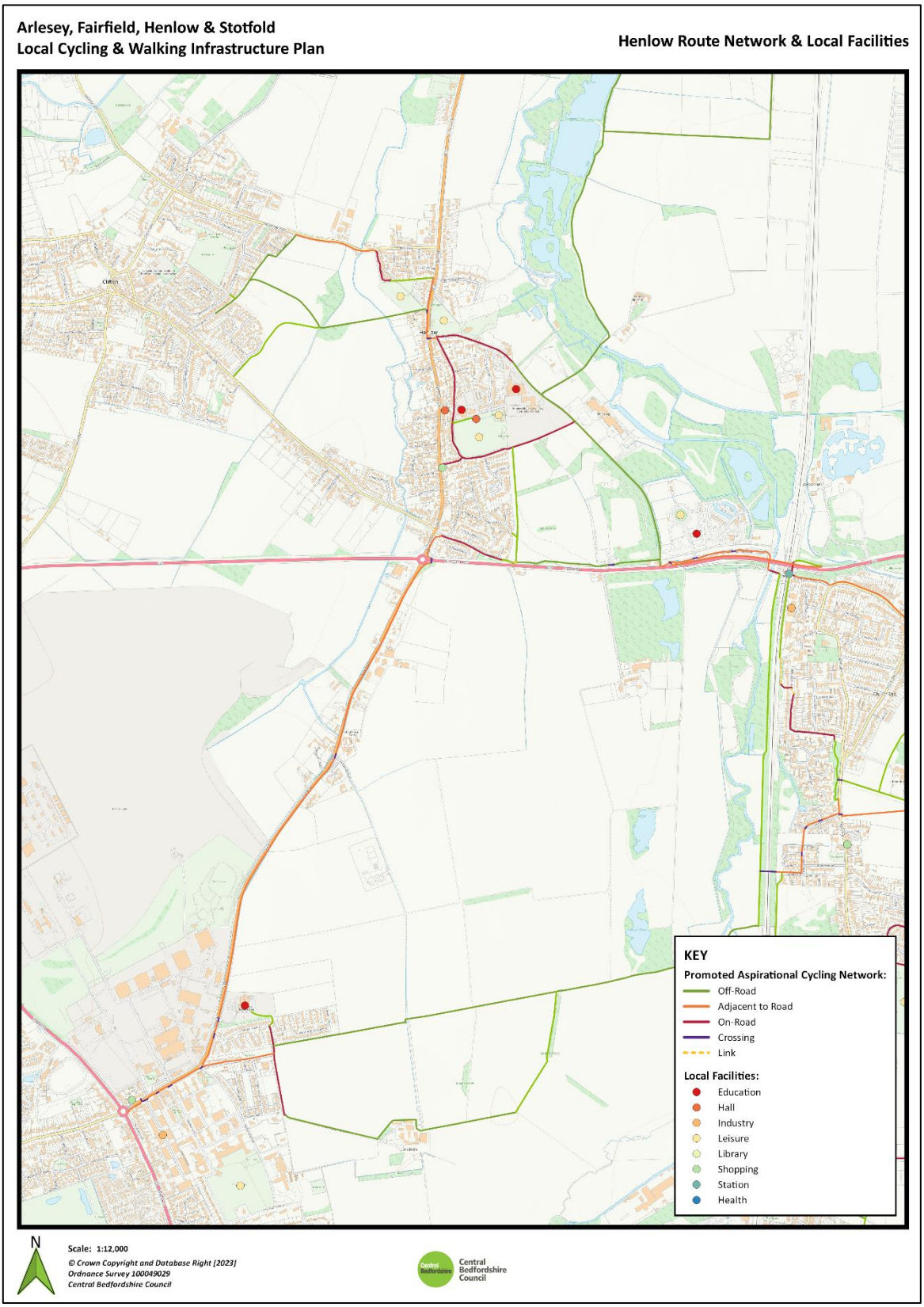

Figure 15: Proposed cycle network and location of key local facilities in Henlow

5.1.5 The network for Stotfold is shown in Figure 16.

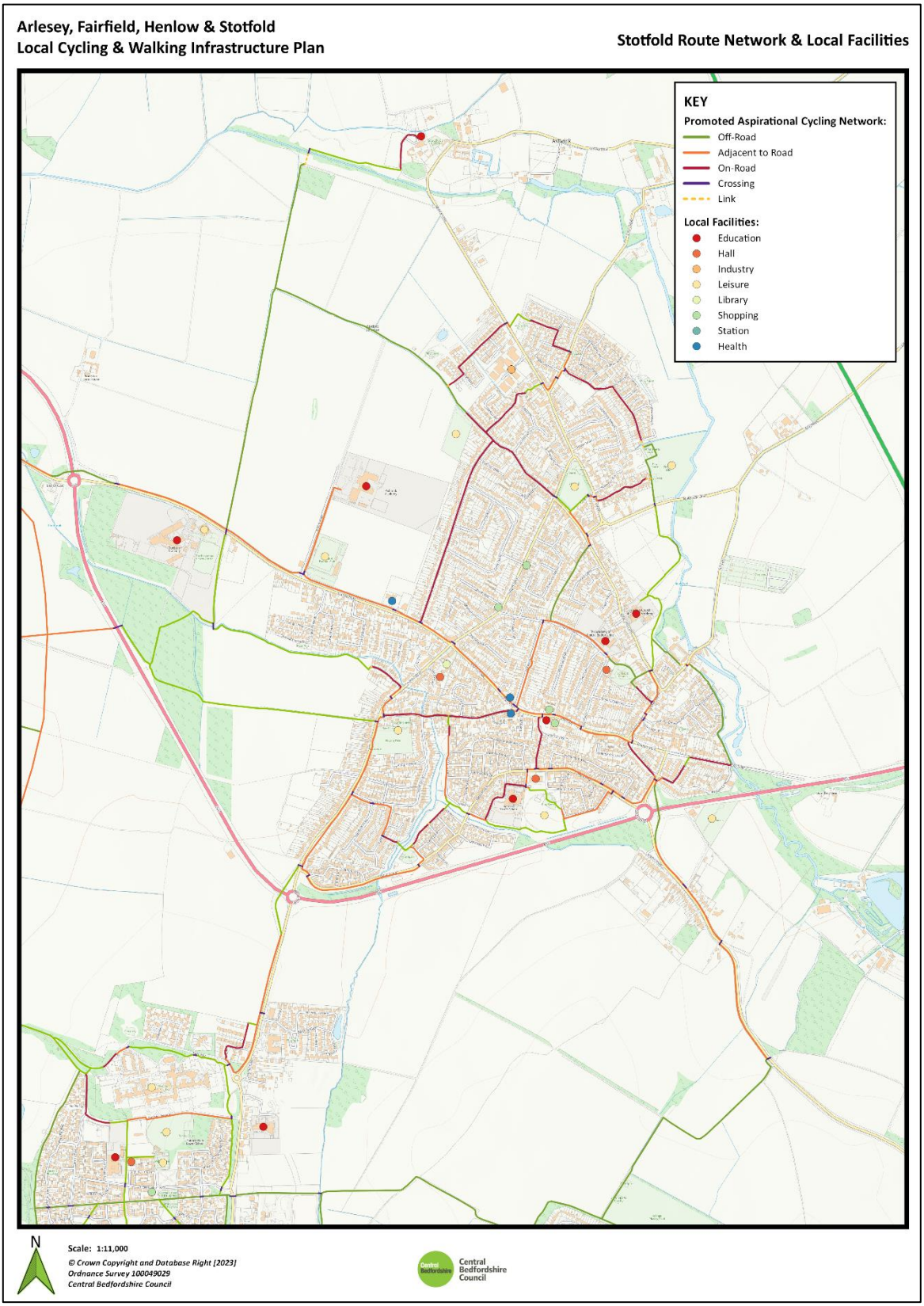

Figure 16: Proposed cycle network and location of key local facilities in Stotfold

5.2 Testing and Refining the Network Proposals - Commonplace Engagement

5.2.1 In May 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 perceive 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 summer of 2022 over the six-week period from 16 September to 28 October 2022. Two in-person events were held at Arlesey and Stotfold libraries on 15 October and 22 October 2022 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 both events, attendance was 31 members of the public and local stakeholders with roughly a 20/80 percent split between Arlesey and Stotfold respectively. This disparity can be explained by the Stotfold event having taken place later into the engagement following an extended campaign from the Central Bedfordshire Council Communications Team

5.2.5 The six-week Commonplace-hosted engagement elicited 378 responses from the public. The distribution of comments, at a summary level, is shown in Figure 17.

5.2.6 The interactive version of Figure 17 is hosted on the Arlesey, Fairfield, Henlow and Stotfold Commonplace webpage[10]. On this page it is possible to zoom in to see the detail of comments submitted street-by-street. Clicking on a coloured dot opens a dialog box with the information submitted. Figure 18 illustrates of the level of information available.

5.2.7 In response to the feedback received, the network route map was reviewed and revised. The report detailing the results of the Arlesey, Fairfield, Henlow and Stotfold engagement is available on Commonplace by clicking through to the supporting documents section[11].

[10] Arlesey, Stotfold, Henlow & Fairfield map on Commonplace

[11] Arlesey, Stotfold, Henlow & Fairfield information page on Commonplace

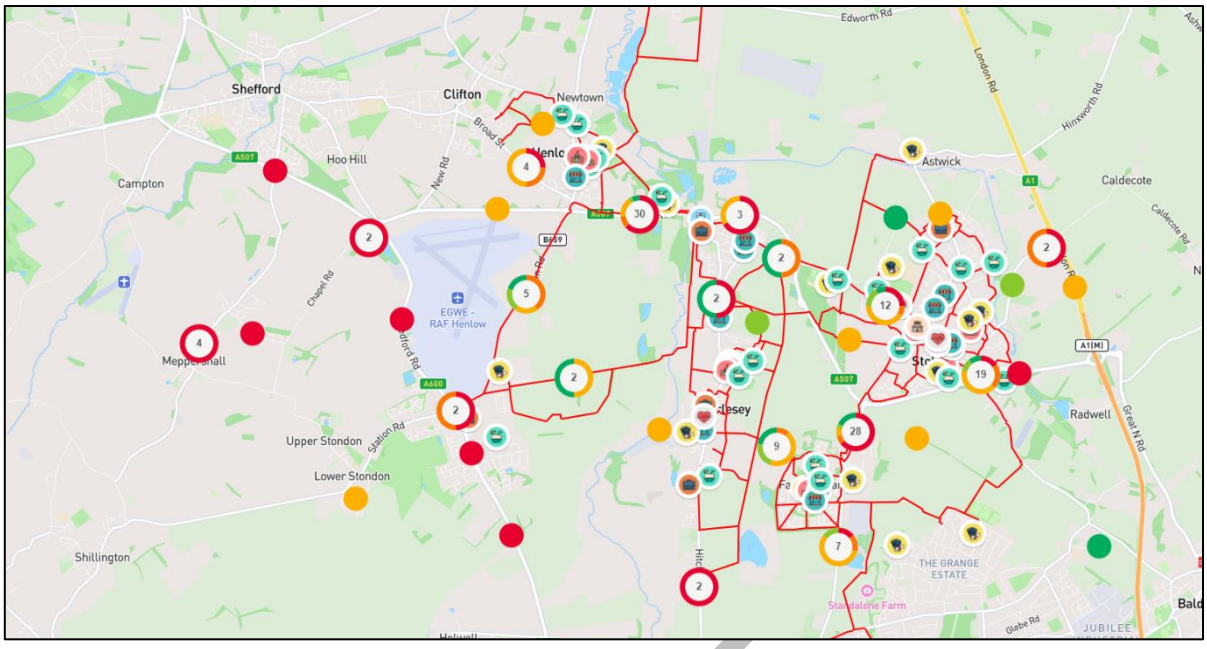

Figure 17: Commonplace platform showing routes, identified local facilities and responses received

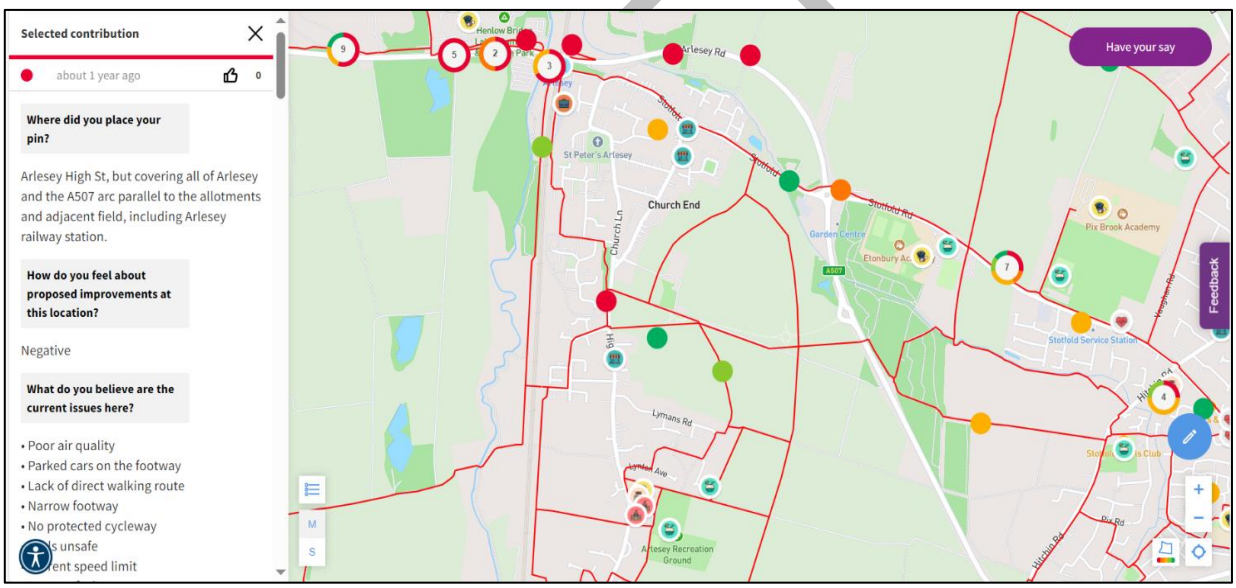

Figure 18: Extract from Commonplace map showing an example of pinned comments and feedback

5.3 Detailed Route Maps

5.3.1 Figures 19-24 and Tables 4-9 provide a detailed breakdown of the network, breaking down each route into sections reflecting the nature of provision. Each individual route section is numbered for cross-referencing purposes.

On-Road Route Sections

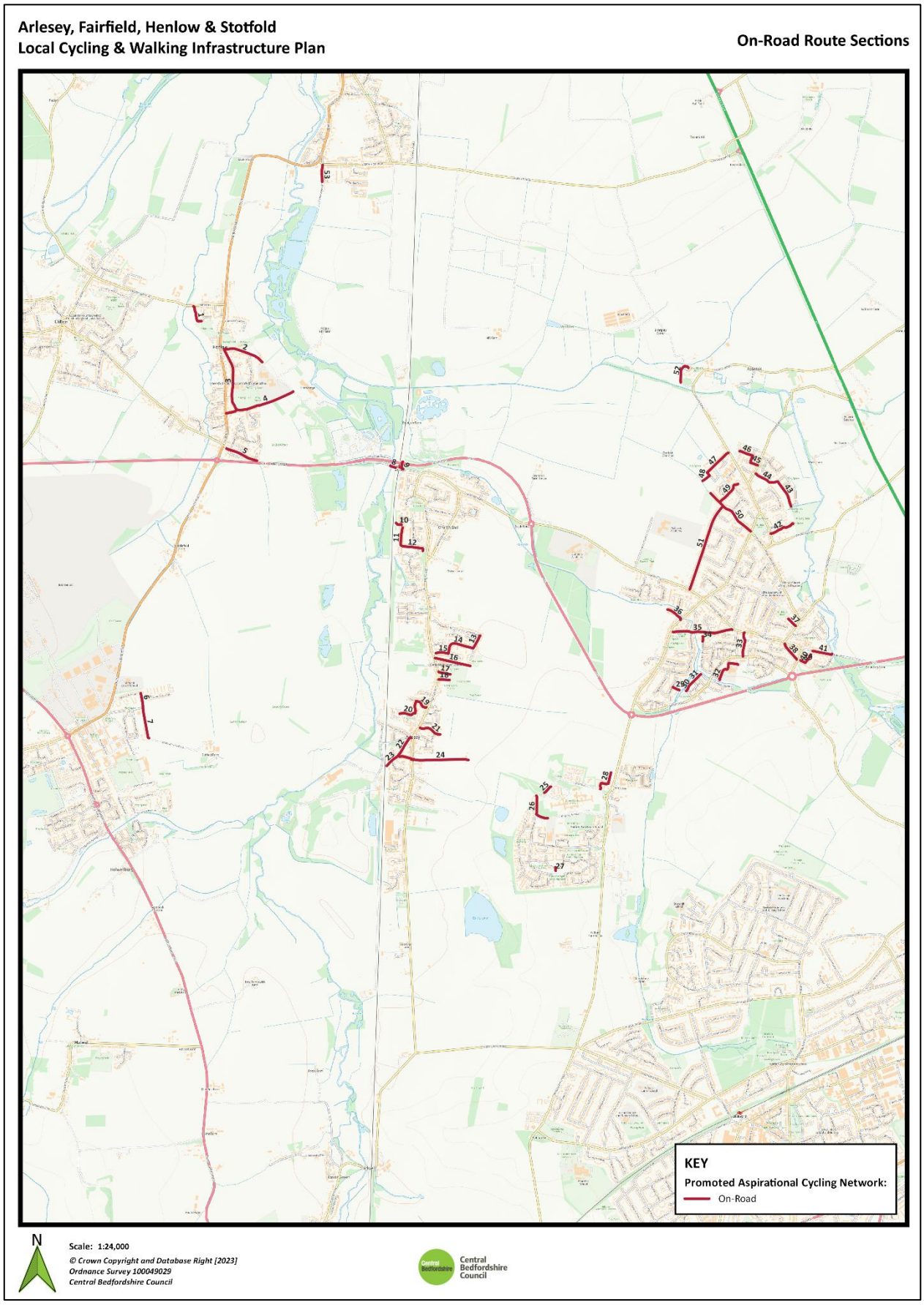

Figure 19: Sections of on-road cycle network route

Table 4: Route information for on-road sections

No.	Route Name	Parish	Length (m)
1	Harrier Mill	Henlow	152.53
2	Church Road	Henlow	324.66
3	Park Lane	Henlow	585.77
4	Coach Road	Henlow	467.46
5	Arlesey Road	Henlow	256.44
6	Tedder Avenue	Henlow	82.62
7	Oldfield Farm Road	Henlow	277.32
8	Bridge End Road	Henlow	44.66
9	Rail Station Car Park	Arlesey	69.72
10	The Rally	Arlesey	52.65
11	The Rally	Arlesey	139.44
12	Bury Mead	Arlesey	192.91
13	Hilary Rise	Arlesey	114.70
14	Gothic Way	Arlesey	254.55
15	Lynton Avenue	Arlesey	97.50
16	High Street	Arlesey	280.28
17	Recreation Ground Access Road	Arlesey	95.09
18	Recreation Ground Access Road	Arlesey	85.61
19	Cricketer's Road	Arlesey	100.88
20	St Johns Road	Arlesey	224.96
21	Chapel Drive	Arlesey	174.58
22	Station Road	Arlesey	180.21
23	Hospital Road	Arlesey	232.85
24	West Drive	Arlesey	433.57
25	Eliot Way	Fairfield	70.70
26	Hardy Way	Fairfield	241.98
27	Charlotte Avenue	Fairfield	27.32
28	Lydgate Fields	Fairfield	193.81
29	Howard Close	Stotfold	55.10
30	Cornflower Crescent	Stotfold	93.52
31	Gentian Gardens	Stotfold	78.52
32	Buttercup Road	Stotfold	239.78
33	Grange Drive	Stotfold	191.91
34	Sorrell Drive	Stotfold	40.50
35	Brook Street	Stotfold	467.51
36	Waters End	Stotfold	135.84
37	Chequers Close	Stotfold	79.55
38	Murrell Lane	Stotfold	154.70
39	Groveland Way	Stotfold	41.87
40	The Coppens	Stotfold	76.47
41	Baldock Road	Stotfold	154.37

No.	Route Name	Parish	Length (m)
42	Drovers Lane	Stotfold	197.82
43	Elder Avenue	Stotfold	221.81
44	Aspen Gardens	Stotfold	193.81
45	Spruce Meadow	Stotfold	118.20
46	Fir Tree Road	Stotfold	109.23
47	Sycamore Avenue	Stotfold	226.62
48	Ash Tree Way	Stotfold	97.94
49	Saxon Avenue	Stotfold	213.42
50	Common Road	Stotfold	435.42
51	Vaughan Road	Stotfold	703.64
52	Access Road	Astwick	171.99
53	Boot Lane	Langford	132.76

5.3.2 As shown in Table 4, there are 53 separate sections of route within the network proposal that are on-road. This is 14.5% of the total network length.

5.3.3 The design principles for sections of on-road route are addressed at Section 6.3.

On-Road Junctions

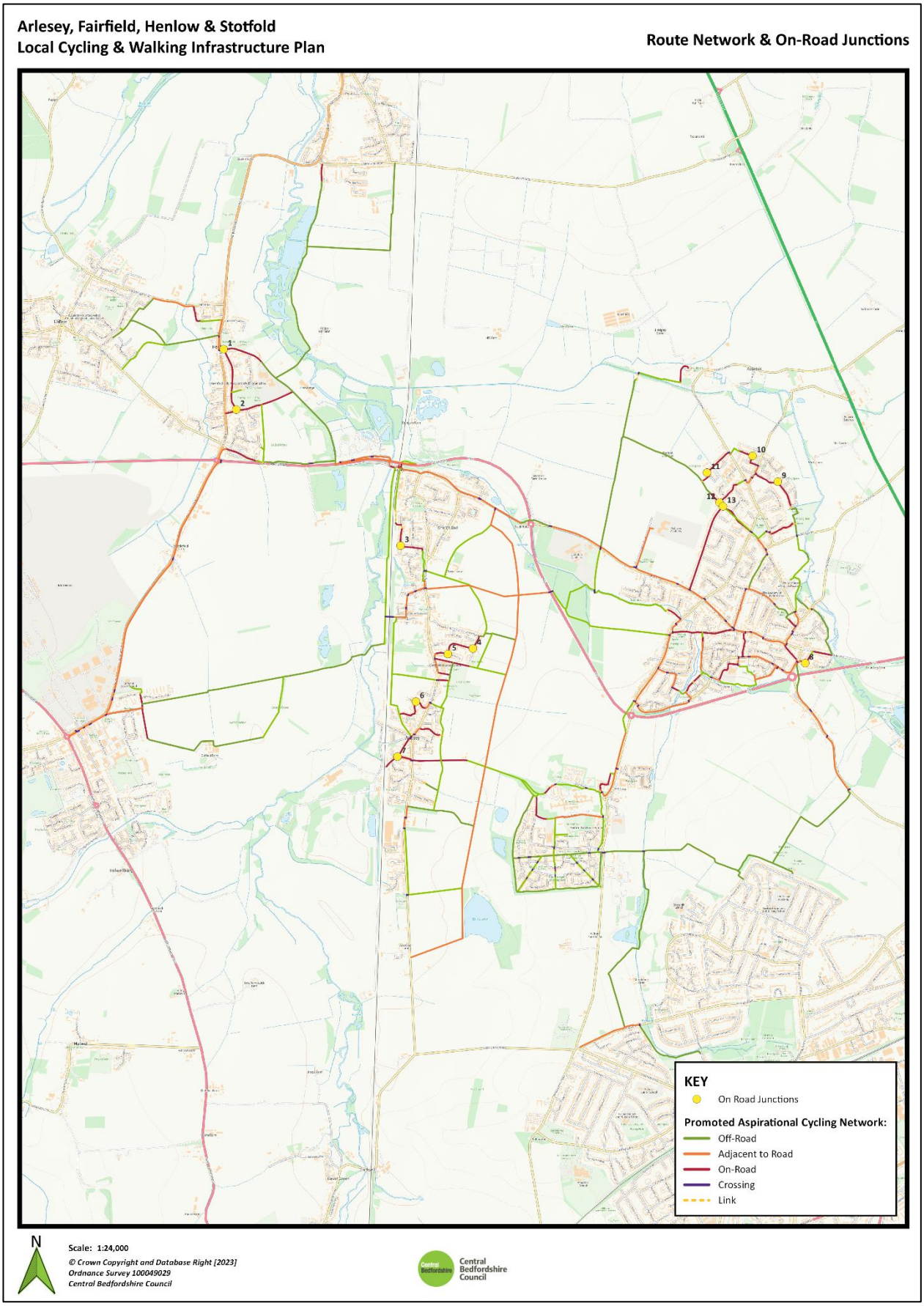

Figure 20: On-road junctions highlighted as part of the cycle network

Table 5: Route information for on-road junctions

No.	Route Name	Parish
1	Church Road & Park Lane	Henlow
2	Park Lane & Coach Road	Henlow
3	The Rally & Bury Mead	Arlesey
4	Gothic Way & Hilary Rise	Arlesey
5	Lyndon Avenue & Gothic Way	Arlesey
6	Cricketer's Road & St. Johns Road	Arlesey
7	Station Road & Hospital Road	Arlesey
8	Groveland Way & The Coppens	Stotfold
9	Elder Avenue & Aspen Gardens	Stotfold
10	Fir Tree Road & Spruce Meadow	Stotfold
11	Sycamore Avenue & Ash Tree Way	Stotfold
12	Saxon Avenue & Common Road	Stotfold
13	Vaughan Road & Common Road	Stotfold

5.3.4 As shown in Table 5, the network proposed for Arlesey, Fairfield, Henlow & Stotfold has relatively few junctions that involve a change in priority for cyclists using on-road sections of route.

5.3.5 The design principles for junctions across the network are addressed at Section 6.4.

Adjacent to Road Route Sections

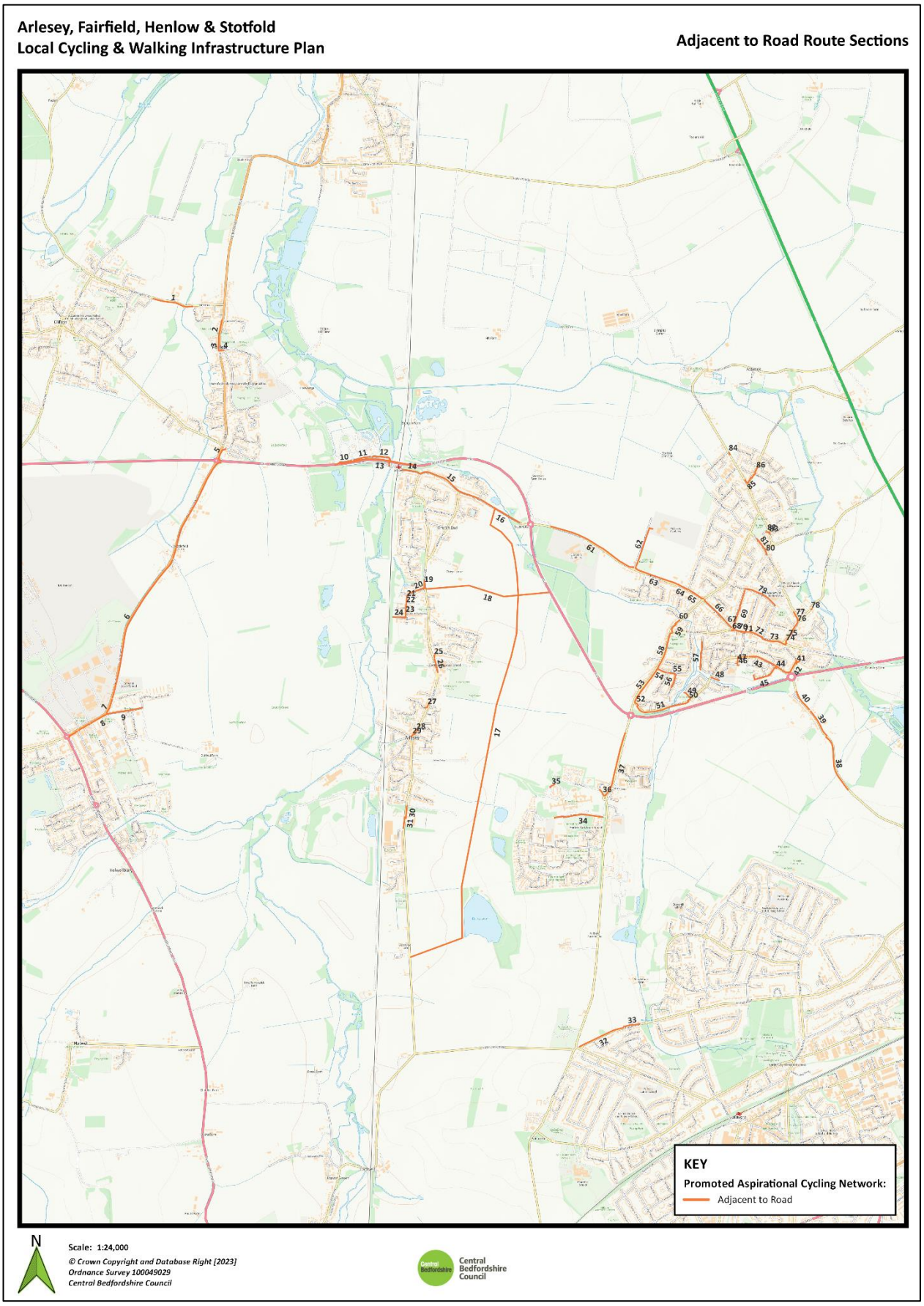

Figure 21: Sections of adjacent to road cycle network route

Table 6: Route information for adjacent to road sections

No.	Route Name	Parish	Length (m)
1	Stockbridge Road	Clifton	316.85
2	High Street	Henlow	128.28
3	High Street	Henlow	102.51
4	Church Road	Henlow	25.57
5	Hitchin Road	Henlow	123.36
6	Hitchin Road	Henlow	2027.15
7	Hitchin Road	Henlow	121.65
8	Hitchin Road	Henlow	296.68
9	Oldfield Farm Road	Henlow	284.70
10	Bridge Lakes Access	Henlow	134.38
11	Bridge Lakes Access	Henlow	136.83
12	Bridge Lakes Access to Station	Henlow	202.53
13	A507	Arlesey	595.71
14	Old Oak Close	Arlesey	145.29
15	Stotfold Road	Arlesey	512.92
16	Stotfold Road	Arlesey	354.18
17	Relief Road to Stotfold Road	Arlesey	3892.67
18	Arlesey Relief Road	Arlesey	976.21
19	High Street	Arlesey	59.52
20	Goodwin Drive	Arlesey	126.32
21	Goodwin Drive	Arlesey	40.04
22	Graves Paddock	Arlesey	55.11
23	Graves Paddock	Arlesey	67.86
24	Viney Corner	Arlesey	98.53
25	High Street	Arlesey	34.92
26	High Street	Arlesey	103.57
27	High Street	Arlesey	54.12
28	High Street	Arlesey	62.47
29	High Street	Arlesey	26.41
30	Hitchin Road	Arlesey	95.19
31	Hitchin Road	Arlesey	84.74
32	Wilbury Road	Letchworth	373.02
33	Cowslip Hill	Letchworth	121.80
34	Kingsley Avenue	Fairfield	382.66
35	Eliot Way	Fairfield	41.54
36	Eliot Way	Fairfield	68.98
37	Hitchin Road	Fairfield	515.94
38	Norton Road	Stotfold	459.50
39	Norton Road	Stotfold	229.43
40	Norton Road	Stotfold	174.80
41	Norton Road	Stotfold	41.69

No.	Route Name	Parish	Length (m)
42	Norton Road	Stotfold	144.21
43	Tansy Avenue	Stotfold	356.64
44	Tansy Avenue	Stotfold	13.40
45	Angelica Avenue	Stotfold	230.06
46	Buttercup Road	Stotfold	10.49
47	Buttercup Road	Stotfold	44.86
48	Buttercup Road	Stotfold	64.25
49	Cornflower Crescent	Stotfold	68.23
50	Valerian Way	Stotfold	26.40
51	Valerian Way	Stotfold	437.07
52	Valerian Way	Stotfold	35.63
53	Hitchin Road	Stotfold	319.05
54	Pix Road	Stotfold	74.15
55	Pix Road	Stotfold	64.08
56	Hyde Avenue	Stotfold	106.29
57	Sorrell Drive	Stotfold	218.98
58	Hitchin Road	Stotfold	297.92
59	Hitchin Road	Stotfold	69.76
60	Hitchin Road	Stotfold	43.17
61	Arlesey Road	Stotfold	726.40
62	Arlesey Road	Stotfold	341.90
63	Arlesey Road	Stotfold	344.09
64	Arlesey Road	Stotfold	93.37
65	Arlesey Road	Stotfold	126.62
66	Arlesey Road	Stotfold	226.05
67	High Street	Stotfold	65.08
68	High Street	Stotfold	12.46
69	The Avenue	Stotfold	316.06
70	High Street	Stotfold	133.54
71	High Street	Stotfold	7.98
72	High Street	Stotfold	102.52
73	High Street	Stotfold	191.75
74	Queen Street	Stotfold	28.48
75	Queen Street	Stotfold	71.34
76	Queen Street	Stotfold	102.11
77	Rook Tree Lane	Stotfold	62.62
78	Mill Lane	Stotfold	9.74
79	Church Road	Stotfold	266.40
80	Rook Tree Lane	Stotfold	32.57
81	The Green	Stotfold	98.24
82	The Green	Stotfold	17.92
83	The Green	Stotfold	16.00

No.	Route Name	Parish	Length (m)
84	Astwick Road	Stotfold	17.32
85	Taylors Road/Astwick Road	Stotfold	83.03
86	Taylors Road	Stotfold	102.79

5.3.6 Table 6 lists 86 discrete route sections that are adjacent to an existing length of carriageway. Whilst confident cyclists will be comfortable sharing the road, this provision will allow others to cycle separately from vehicular traffic.

5.3.7 These 'adjacent to road' sections total a little under 20km, around 20% of the planned network provision. The principles for designing sections of adjacent-to-the-road routes are addressed in Section 6.5.

Off-Road Route Sections

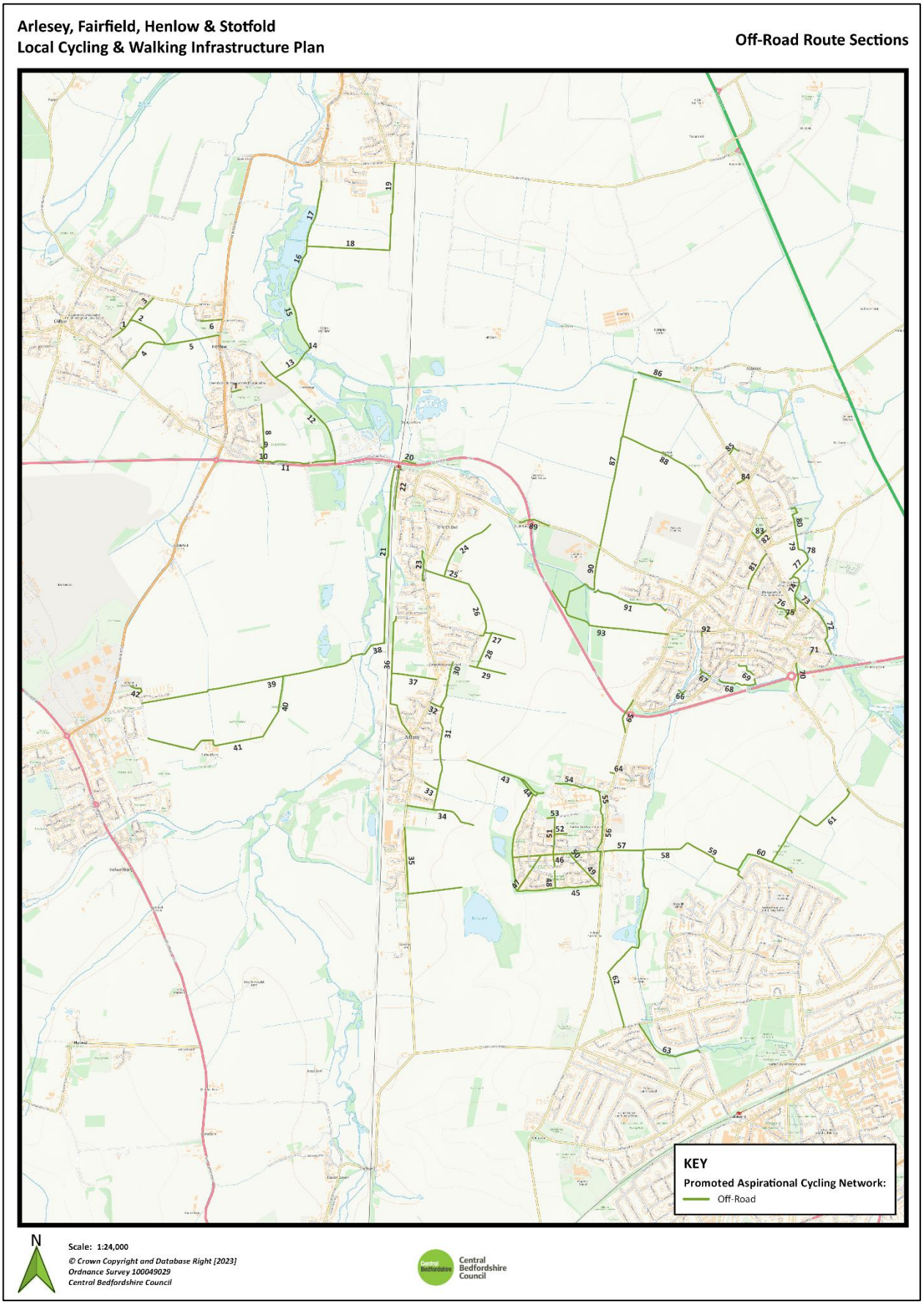

Figure 22: Sections of off-road cycle network route

Table 7: Route information for off-road sections

No.	Route Name	Parish	Length (m)
1	FP7/The Joint	Henlow	27.45
2	FP4	Clifton	524.77
3	FP6	Clifton	275.46
4	New Development Route	Clifton	430.80
5	FP2	Henlow	429.63
6	High Street/Harrier Mill	Henlow	165.21
7	Park Avenue/Henlow Park Pavilion	Henlow	78.35
8	Sally's Grove	Henlow	447.31
9	FP8	Henlow	26.60
10	Arlesey Road/FP21	Henlow	50.49
11	FP8	Henlow	545.52
12	FP7	Henlow	849.13
13	BW25	Henlow	469.93
14	BW5	Henlow	50.31
15	BW25	Henlow	663.42
16	BW19	Henlow	149.60
17	BW5	Henlow	570.73
18	FP12	Langford	933.19
19	BW4	Langford	395.08
20	A507	Arlesey	110.94
21	Western Route	Arlesey	1376.30
22	Old Oak Industrial Estate	Arlesey	329.62
23	High Street	Arlesey	253.64
24	North South Link	Arlesey	567.08
25	Relief Road	Arlesey	356.58
26	New Development Route	Arlesey	402.06
27	FP1	Arlesey	299.50
28	New Development Route	Arlesey	294.23
29	New Development Route	Arlesey	288.05
30	FP1A	Arlesey	138.70
31	SA3 Boundary Route	Arlesey	1059.91
32	High Street/SA3	Arlesey	85.06
33	FP6	Arlesey	115.41
34	FP6A	Arlesey	561.10
35	SA3 Boundary Route	Arlesey	942.31
36	High Street/Cooper Croft	Arlesey	1004.57
37	High Street/Western Route	Arlesey	351.09
38	FP2	Henlow	201.20
39	FP15	Henlow	1791.42
40	FP14/FP15	Henlow	507.92
41	FP14	Henlow	981.21

No.	Route Name	Parish	Length (m)
42	Derwent Primary Link	Henlow	122.22
43	West Drive	Fairfield	614.52
44	West Drive	Fairfield	249.11
45	BW2	Fairfield	1697.73
46	FP1	Fairfield	661.78
47	Brunel Walk	Fairfield	303.00
48	Northern Route	Fairfield	125.69
49	Cavell Walk	Fairfield	171.12
50	Anderson Walk	Fairfield	155.87
51	Northern Route	Fairfield	370.32
52	Bowling Green Route	Fairfield	97.04
53	Kingsley Avenue	Fairfield	61.21
54	Eliot Way	Fairfield	352.01
55	Hitchin Road	Fairfield	198.63
56	Hitchin Road	Fairfield	272.93
57	Hitchin Road East	Letchworth	298.45
58	FP1	Fairfield	372.18
59	Hitchin Road/Western Way	Letchworth	532.86
60	Hitchin Road/Gaunts Way	Letchworth	525.15
61	Gaunts Way/Norton Road	Letchworth	975.13
62	Hitchin Road/Wilbury Road	Letchworth	1559.55
63	Wilbury Road/Cowslip Hill	Letchworth	607.19
64	Hitchin Road	Fairfield	31.45
65	Hitchin Road	Stotfold	274.14
66	Howard Close/Cornflower Crescent	Stotfold	71.03
67	Green Space Route	Stotfold	125.61
68	Green Space Route	Stotfold	341.92
69	Green Space Route	Stotfold	165.30
70	FP24	Stotfold	216.72
71	The Coppens/Baldock Road	Stotfold	31.85
72	FP5	Stotfold	414.72
73	FP5/FP28	Stotfold	139.21
74	FP14/FP6	Stotfold	338.65
75	FP21	Stotfold	46.98
76	FP9	Stotfold	184.52
77	School/Malthouse Lane	Stotfold	188.72
78	FP14	Stotfold	66.14
79	School/Malthouse Lane	Stotfold	153.95
80	FP7	Stotfold	277.44
81	FPA9	Stotfold	303.77
82	The Green	Stotfold	88.97
83	The Green	Stotfold	63.24

No.	Route Name	Parish	Length (m)
84	Saxon Avenue/Astwick Road	Stotfold	65.25
85	Fir Tree Road/Astwick Road	Stotfold	102.05
86	Astwick Route	Astwick	334.59
87	BW17	Stotfold	1340.97
88	BW18	Stotfold	831.25
89	FP12	Stotfold	242.23
90	Etonbury Route	Stotfold	680.37
91	Waters End/Etonbury Route	Stotfold	613.46
92	Sorrell Mews/Brook Street	Stotfold	33.94
93	A507/Brook Street	Stotfold	1039.59

5.3.8 Table 7 lists 93 sections of off-road route. At 32.2km, this represents 55% of the total planned network provision.

5.3.9 The design principles for off-road sections of route are addressed in Section 6.6.

Crossing Points

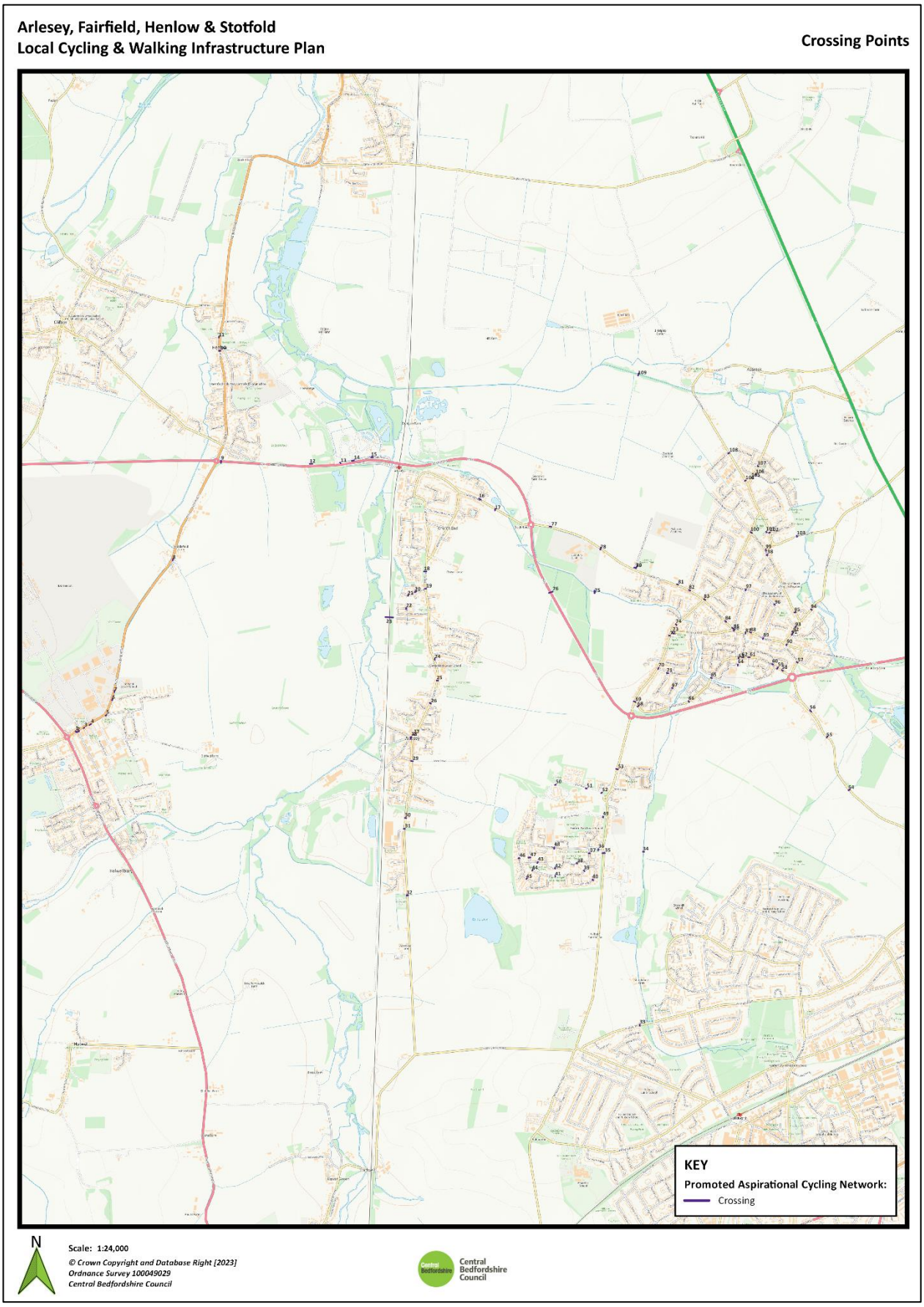

Figure 23: Crossing points linking cycle network routes

Table 8: Route information for crossing points

No.	Route Name	Parish	Length (m)
1	Hitchin Road Crossing	Henlow	10.90
2	Industrial Estate Road Crossing	Henlow	16.55
3	Access Crossing	Henlow	8.25
4	Borton Avenue Crossing	Henlow	14.90
5	Burnett Avenue Crossing	Henlow	10.58
6	Tedder Avenue Crossing	Henlow	15.96
7	Derwent Primary Entrance Crossing	Henlow	13.45
8	Middlefield Lane Crossing	Henlow	16.75
9	A507 Crossing	Henlow	17.08
10	High Street Crossing	Henlow	12.65
11	Saxon Close Crossing	Henlow	8.21
12	Access Road Crossing	Henlow	20.51
13	Bridge End Road Crossing	Henlow	5.47
14	Bridge Lakes Access Crossing	Henlow	17.25
15	Bridge Lakes Access Crossing	Henlow	13.72
16	The Hermitage Crossing	Arlesey	16.95
17	Stotfold Road Crossing	Arlesey	13.19
18	High Street Crossing	Arlesey	17.89
19	High Street Crossing	Arlesey	11.12
20	Topham Gardens Crossing	Arlesey	11.09
21	Walker Close Crossing	Arlesey	9.25
22	Viney Corner Crossing	Arlesey	9.95
23	Railway Crossing	Arlesey	61.41
24	High Street Crossing	Arlesey	11.32
25	High Street Crossing	Arlesey	11.79
26	High Street Crossing	Arlesey	12.09
27	High Street Crossing	Arlesey	9.10
28	Five Ways Crossing	Arlesey	16.81
29	High Street Crossing	Arlesey	14.56
30	Hitchin Road Crossing	Arlesey	9.95
31	Hitchin Road Crossing	Arlesey	9.45
32	Hitchin Road Crossing	Arlesey	12.00
33	Wilbury Road Crossing	Letchworth	9.69
34	Footbridge	Fairfield	9.85
35	Stotfold Road Crossing	Fairfield	19.38
36	Dickens Boulevard Crossing	Fairfield	11.75
37	Connelly Lane Crossing	Fairfield	11.13
38	Nightingale Way Crossing	Fairfield	7.55
39	Bronte Avenue Crossing	Fairfield	7.54
40	Fleming Drive Crossing	Fairfield	10.47
41	Bronte Avenue Crossing	Fairfield	8.42

No.	Route Name	Parish	Length (m)
42	Charlotte Avenue Crossing	Fairfield	7.81
43	Charlotte Avenue Crossing	Fairfield	9.46
44	Bronte Avenue Crossing	Fairfield	7.76
45	Heathcliff Avenue Crossing	Fairfield	9.33
46	Heathcliff Avenue Crossing	Fairfield	9.29
47	Bronte Avenue Crossing	Fairfield	17.46
48	Dickens Boulevard Crossing	Fairfield	11.79
49	Kingsley Avenue Crossing	Fairfield	8.13
50	Eliot Way Crossing	Fairfield	7.90
51	Hall Access Road Crossing	Fairfield	8.84
52	Eliot Way Crossing	Fairfield	9.07
53	Hitchin Road Crossing	Fairfield	15.40
54	Norton Road Crossing	Stotfold	12.70
55	Norton Road Crossing	Stotfold	13.74
56	Allotment Access Road Crossing	Stotfold	16.68
57	Norton Road Crossing	Stotfold	9.27
58	Willowherb Way Crossing	Stotfold	10.41
59	Tansy Avenue Crossing	Stotfold	12.71
60	Teasel Lane Crossing	Stotfold	8.45
61	Willowherb Way	Stotfold	13.40
62	Grange Drive Crossing	Stotfold	13.78
63	Tansy Avenue Crossing	Stotfold	8.61
64	Buttercup Road Crossing	Stotfold	10.43
65	Valerian Way Crossing	Stotfold	8.88
66	Valerian Way Crossing	Stotfold	7.97
67	Hyde Avenue Crossing	Stotfold	6.65
68	Valerian Way Crossing	Stotfold	11.01
69	Hitchin Road Crossing	Stotfold	15.62
70	Pix Road Crossing	Stotfold	10.89
71	Highbush Road Crossing	Stotfold	12.16
72	Hitchin Road Crossing	Stotfold	9.55
73	Brook Street Crossing	Stotfold	9.84
74	Hitchin Road Crossing	Stotfold	9.03
75	River Crossing	Stotfold	20.70
76	Arlesey Relief Road Bridge	Arlesey	31.25
77	Farm Access Crossing	Stotfold	14.57
78	Arlesey Road Crossing	Stotfold	16.92
79	Pix Brook Access Road Crossing	Stotfold	15.36
80	Football Ground Access Crossing	Stotfold	11.07
81	Larksfield Surgery Crossing	Stotfold	9.75
82	Vaughan Road Crossing	Stotfold	11.36
83	Regent Street Crossing	Stotfold	13.35

No.	Route Name	Parish	Length (m)
84	Barndell Close	Stotfold	11.23
85	The Avenue Crossing	Stotfold	16.97
86	High Street Crossing	Stotfold	10.64
87	High Street Crossing	Stotfold	9.68
88	Shopping Parade Access Crossing	Stotfold	7.75
89	High Street Crossing	Stotfold	9.91
90	Baldock Road Crossing	Stotfold	8.42
91	Prince Charles Avenue Crossing	Stotfold	10.08
92	Queen Street Crossing	Stotfold	7.89
93	Chequers Close Crossing	Stotfold	8.31
94	Mill Lane Crossing	Stotfold	8.92
95	Rook Tree Lane Crossing	Stotfold	10.88
96	School Entrance Crossing	Stotfold	8.65
97	Church Road Crossing	Stotfold	10.08
98	Rook Tree Lane Crossing	Stotfold	7.54
99	The Green Crossing	Stotfold	9.74
100	Regent Street Crossing	Stotfold	14.50
101	The Green Crossing	Stotfold	6.62
102	The Green Crossing	Stotfold	8.85
103	Malthouse Lane Crossing	Stotfold	7.45
104	Astwick Road Crossing	Stotfold	7.84
105	Taylors Road Crossing	Stotfold	8.38
106	Aspen Gardens Crossing	Stotfold	9.48
107	Taylors Road Crossing	Stotfold	7.23
108	Astwick Road Crossing	Stotfold	10.01
109	Watercourse Crossing	Astwick	18.92

5.3.10 Table 8 lists 109 locations where pedestrians, scooter riders and cyclists using the network will be required to cross a road, river, or rail line. Where the crossing is of a side road, the Highway Code requires car drivers to cede priority. However, this relatively recent change will take time to percolate and be consistently reflected in the behaviour of drivers.

5.3.11 The total length of crossings represents under 2% of the total network length but will be one of the most important elements in the construction of routes.

5.3.12 The design principles for crossings, including main and side roads, are addressed in Section 6.7.

New links to improve permeability

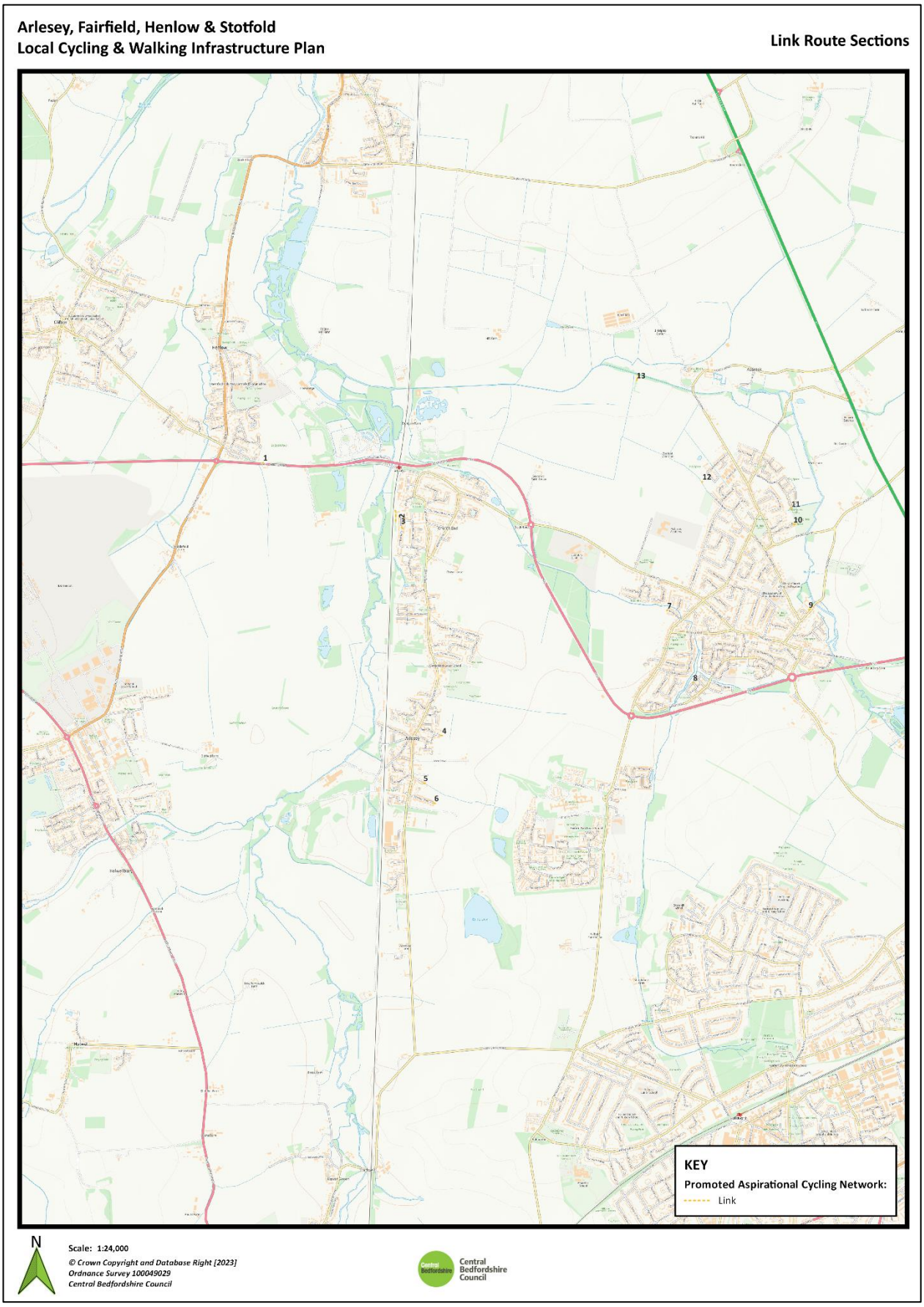

Figure 24: New links to improve permeability between residential areas and the cycle network

Table 9: Route information for links to improve permeability

No.	Route Name	Parish
1	A507/Sally's Grove Link	Henlow
2	Old Oak Industrial Estate Link	Arlesey
3	The Rally/Saffron Close Link	Arlesey
4	Chapel Drive Link	Arlesey
5	FP6/Nightingale Terrace Link	Arlesey
6	London Row Link	Arlesey
7	Waters End Link	Stotfold
8	Gentian Gardens/Cornflower Crescent Link	Stotfold
9	FP5 Link	Stotfold
10	FP7/Drovers Lane Link	Stotfold
11	FP7/Elder Avenue Link	Stotfold
12	BW18 Link	Stotfold
13	BW17 Link	Astwick

5.3.13 Table 9 lists 13 locations where new links are proposed to allow access to the network and improve permeability between new and existing area of development.

6. Delivering the Network

6.1 Summary

6.1.1 Delivering the agreed network blueprint for Arlesey, Fairfield, Henlow & Stotfold will involve the implementation of a range of improvement schemes and 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[12] 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 as individual improvement schemes and as part of a wider, scheduled programme of maintenance work. 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 3 of this report, along with locations where potential improvements could be made.

[12] 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 that are too widely splayed by changing the kerb line, helping control vehicle entry/exit speeds and reducing the width of carriageway that pedestrians have to 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[13]. • 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[14]. • 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.

[13] 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.

[14] 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 Figure 20, is 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[15]. 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[16].

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 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[17].

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.

[15] 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.

[16] Central Bedfordshire Council Highways Construction Standards and Specifications Guidance.

[17] 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[18] 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.

[18] 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 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 25 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 in common use in other European countries.

Figure 25: Crossing design suitability matrix
Source: LTN 1/20

6.8 Designing for 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 Arlesey, this includes a new crossing of 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 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 26: Maintenance interventions for off-road routes
Source: LTN 1/20

6.10 Area-Based Delivery

6.10.1 The Arlesey, Fairfield, Henlow & Stotfold 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 the two towns and villages.

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 Arlesey, Fairfield, Henlow & Stotfold LCWIP, the network will be published on the Council's online mapping system[19] 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.

[19] 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 Local 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 Leighton Linslade Toddington Masterplans to be developed include: Marston Valley Dunstable & Houghton Regis.

Appendix 2: Etonbury Green Wheel Master Plan

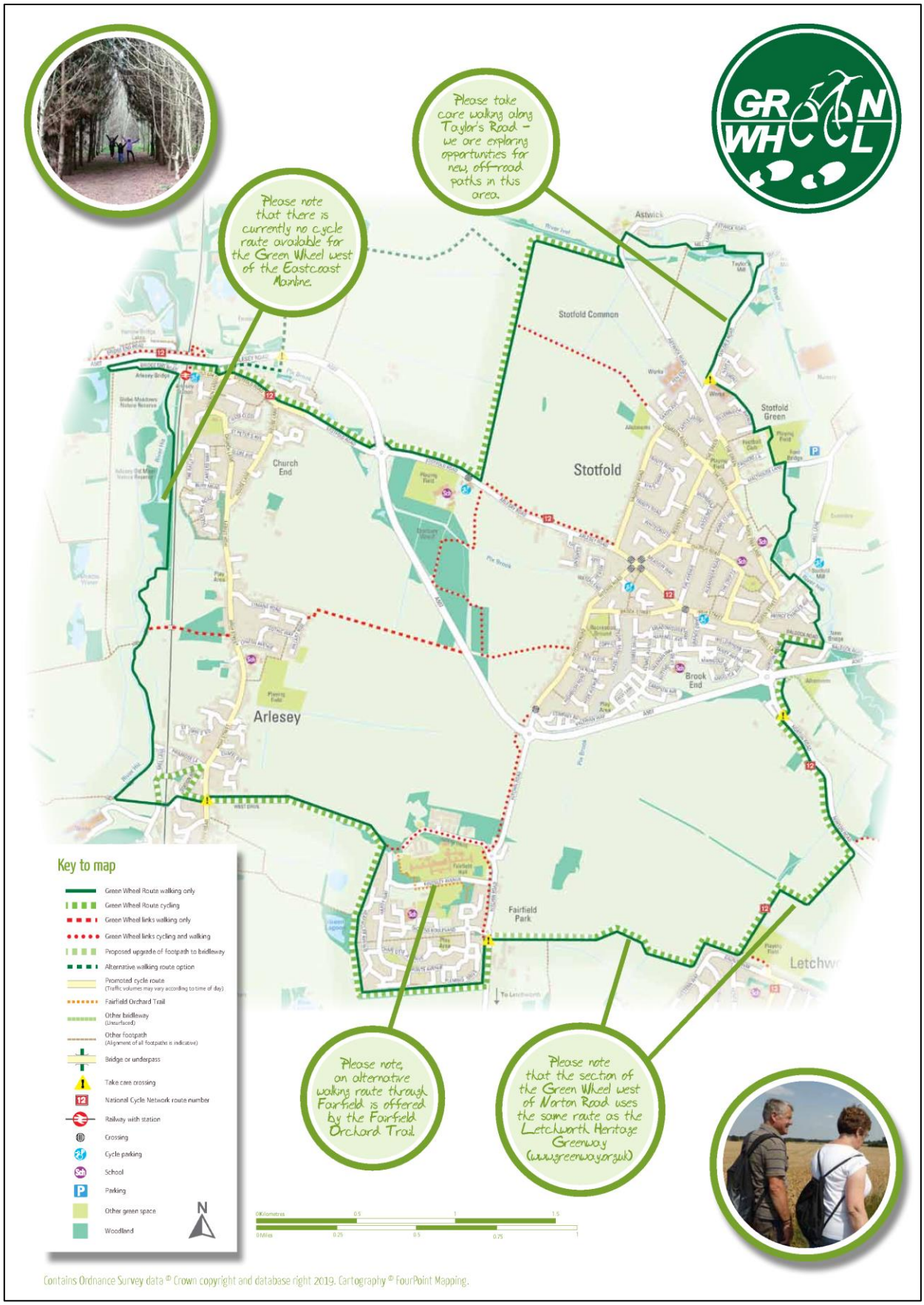

Figure 27: Masterplan poster for the Etonbury Green Wheel

Appendix 3: 2009 Network Mapping

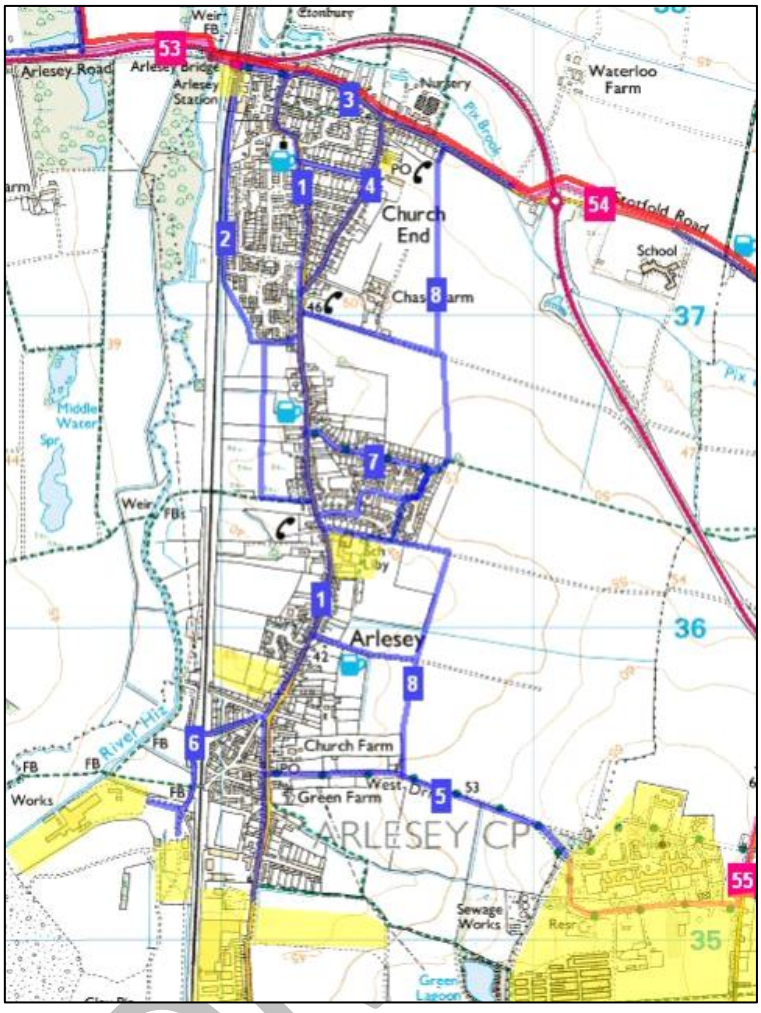

Figure 28: Proposed cycle network map for Arlesey (2009) (destinations shaded in yellow)

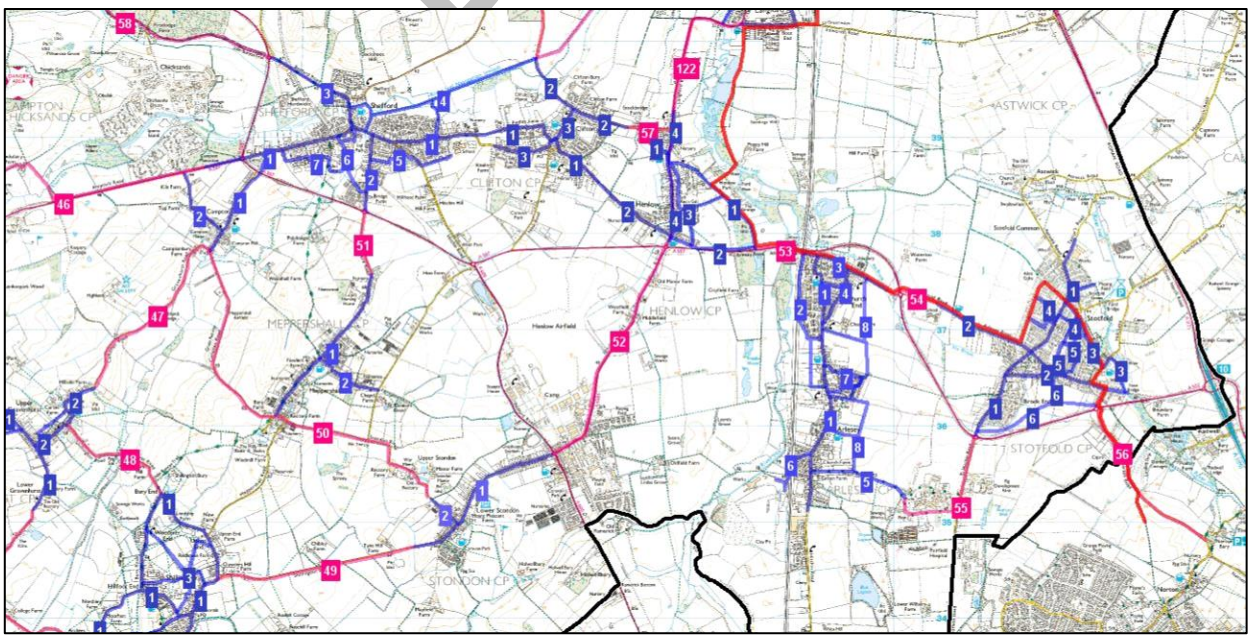

Figure 29: Proposed cycle network map for Arlesey (2009) with links to nearby villages

Figure 30: Proposed cycle network map for Henlow (2009) (destinations shaded in yellow)

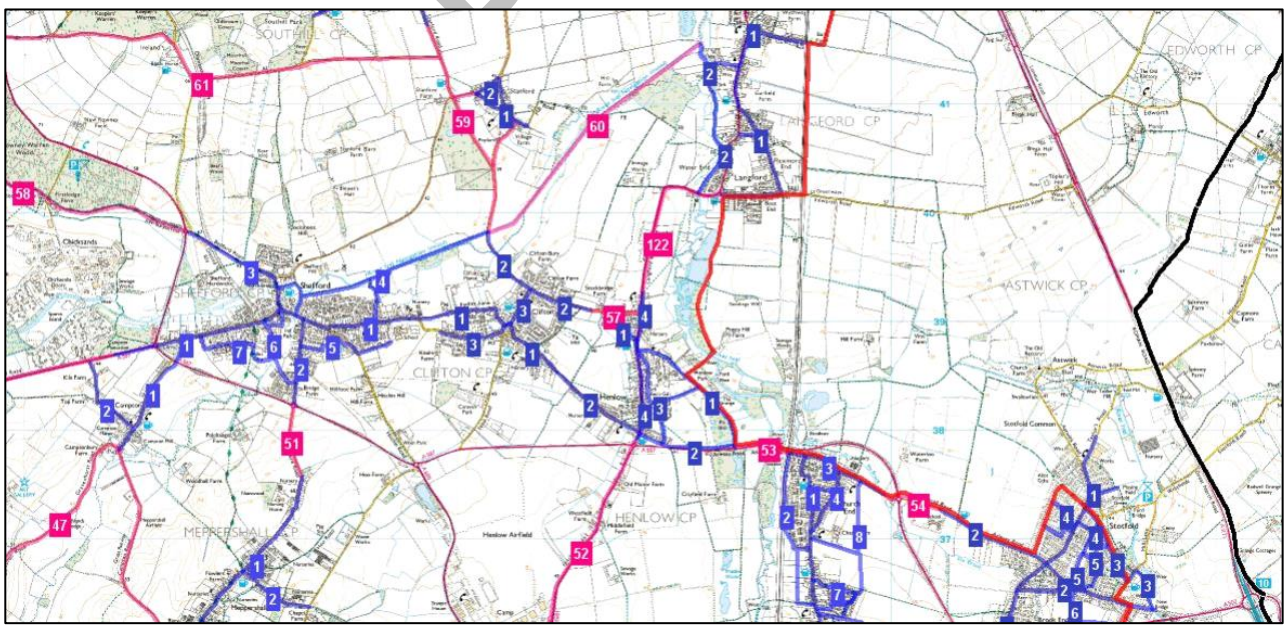

Figure 31: Proposed cycle network map for Henlow (2009) with links to nearby villages

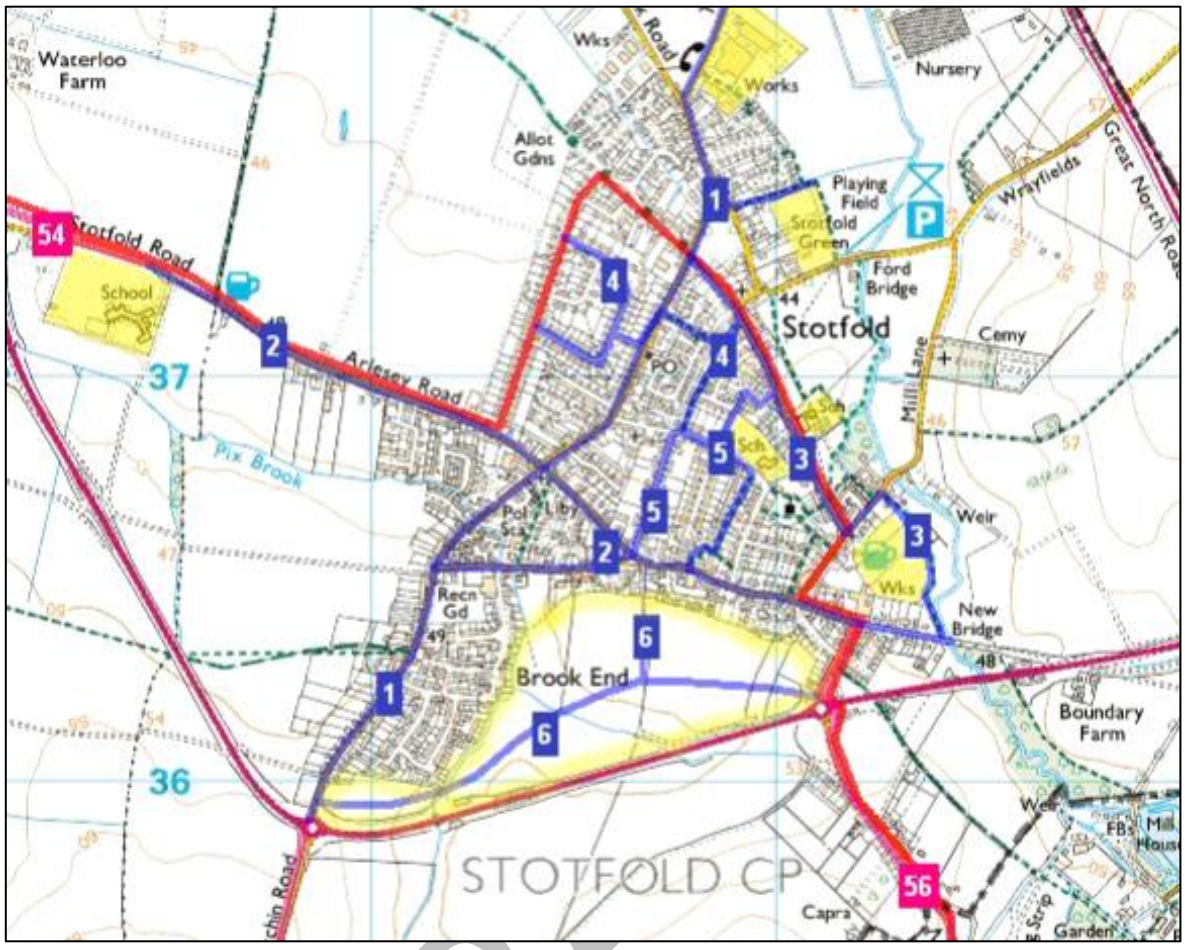

Figure 32: Proposed cycle network map for Stotfold (2009) (destinations shaded in yellow)

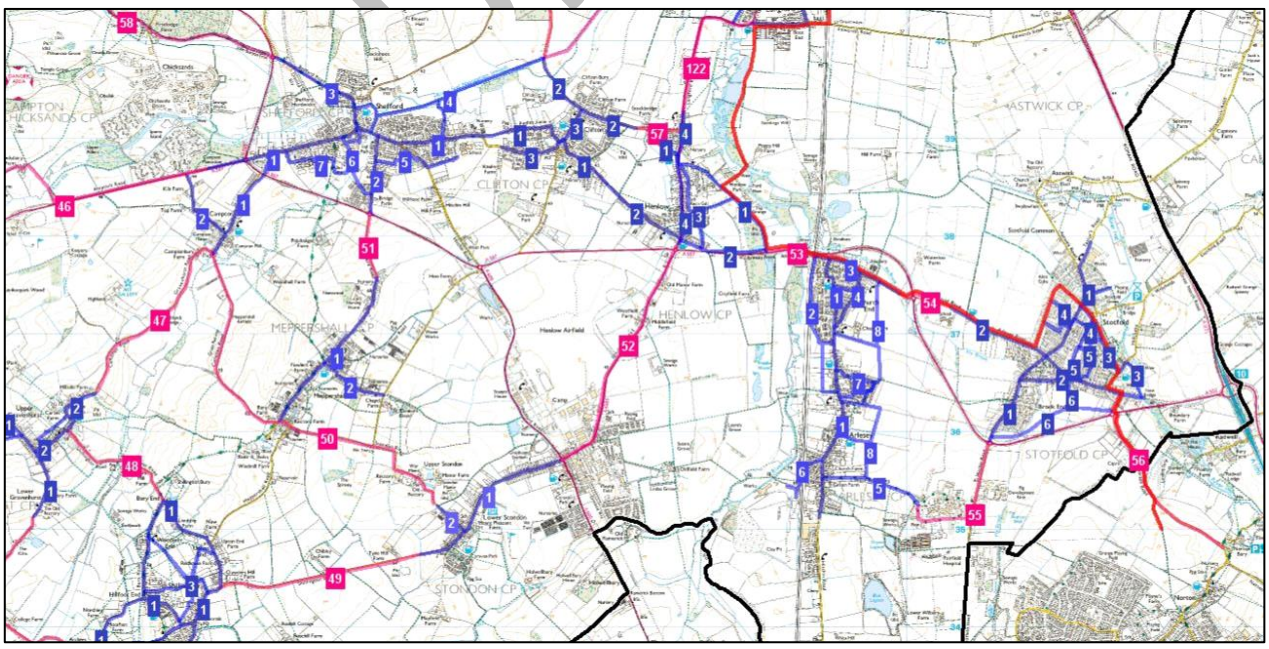

Figure 33: Proposed cycle network map for Stotfold (2009) with links to nearby villages

Appendix 4: Travel Choices Map for Arlesey, Fairfield & Stotfold

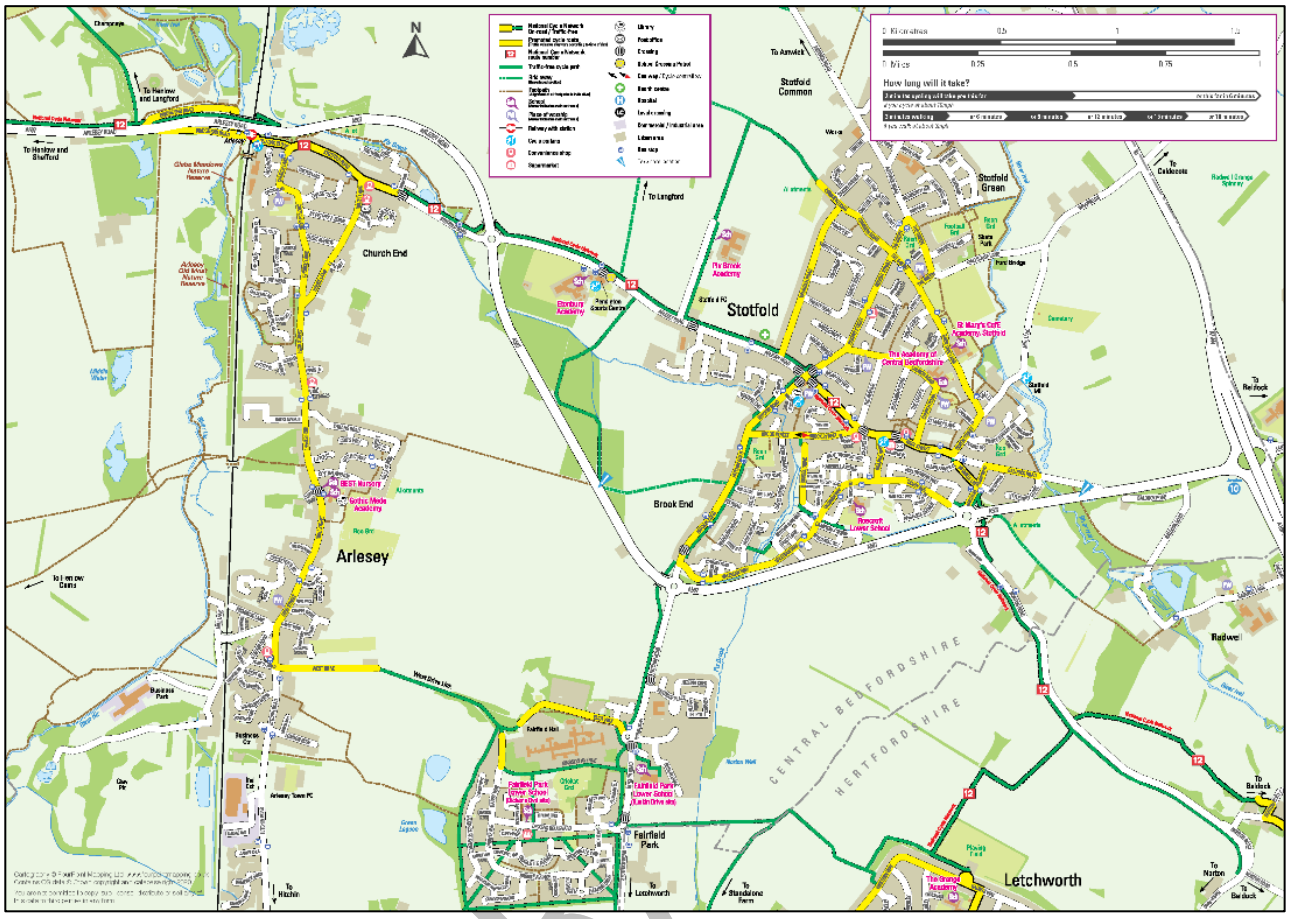

Figure 34: Cycle route network for Arlesey, Fairfield & Stotfold (2015)

Appendix 5: Commonplace Feedback on Walking

Flagged Issues

The following suite of maps (Figures 35-42) highlight locations where respondents identified issues for pedestrians across Arlesey, Fairfield, Henlow & Stotfold 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

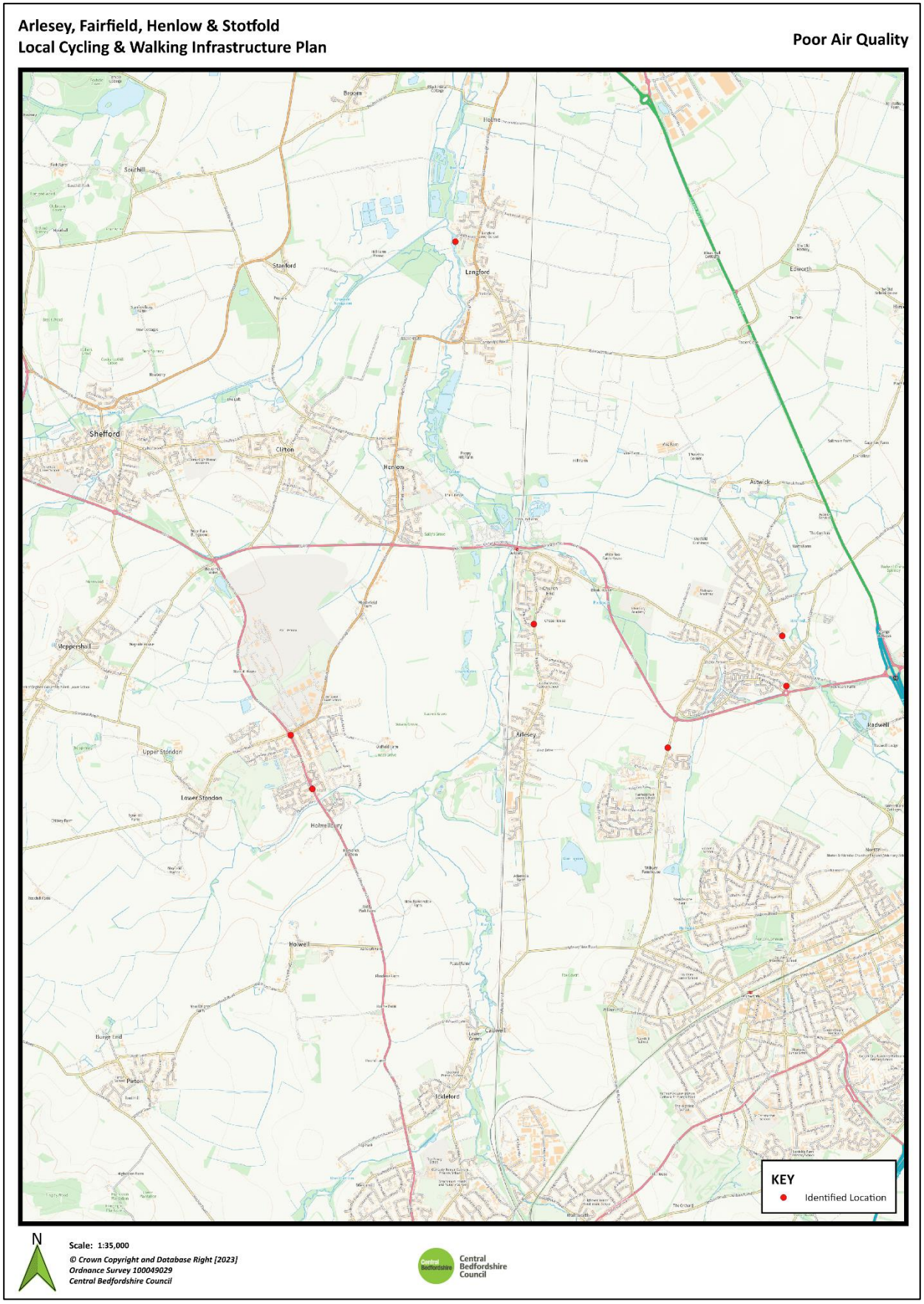

Figure 35: Locations where residents highlighted issues – Poor air quality

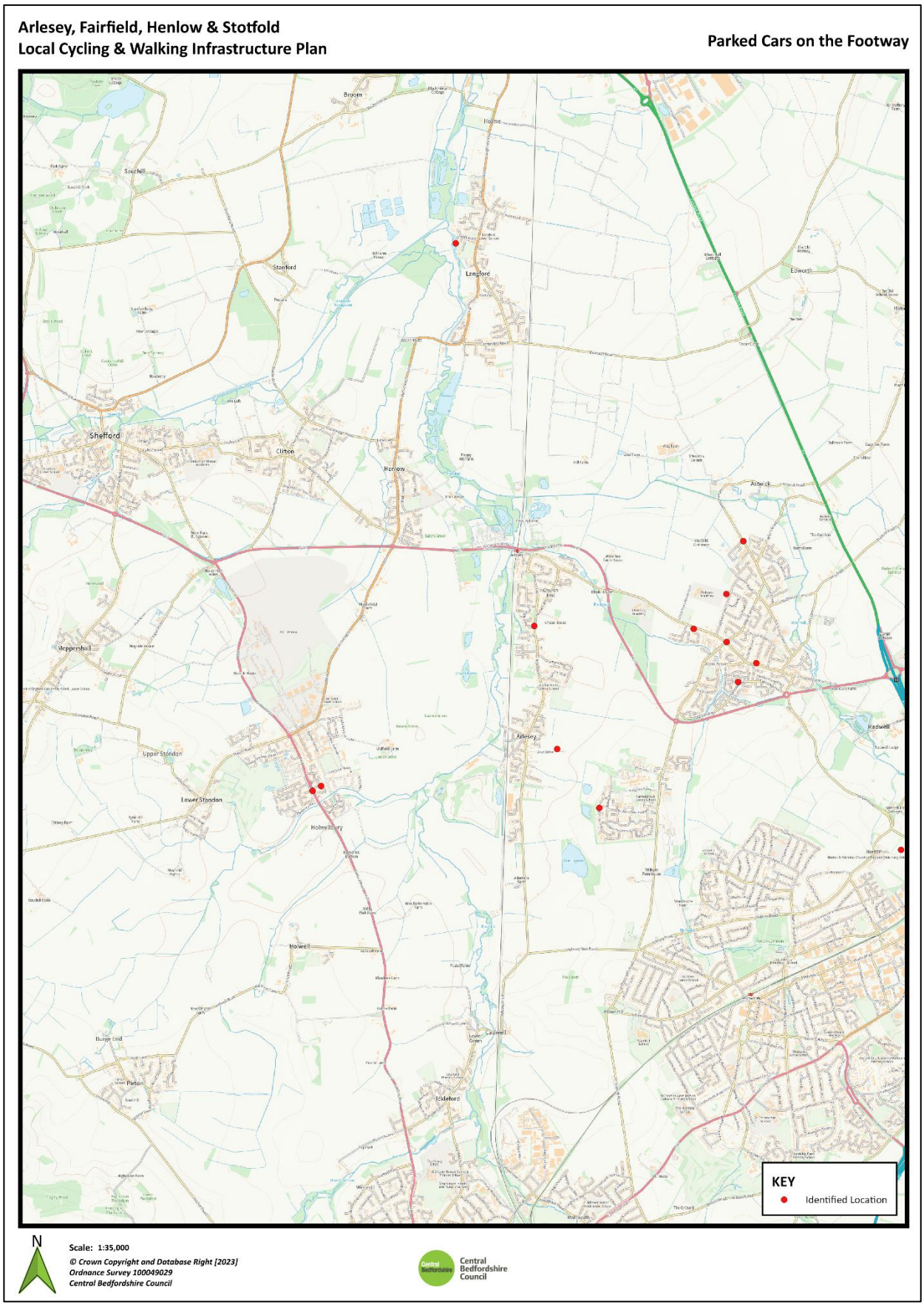

Figure 36: Locations where residents highlighted issues – Parked cars on the footway

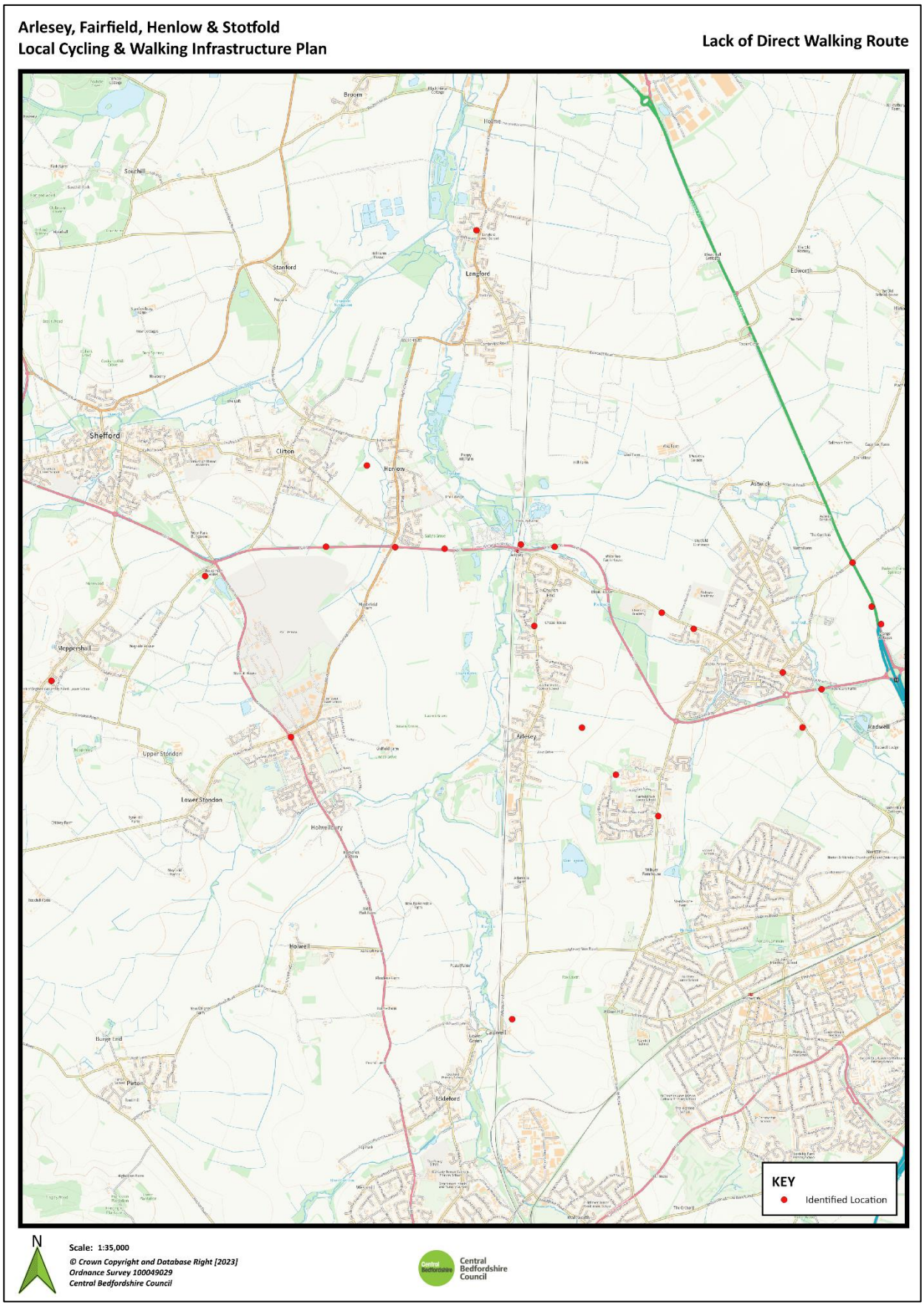

Figure 37: Locations where residents highlighted issues – Lack of direct walking route

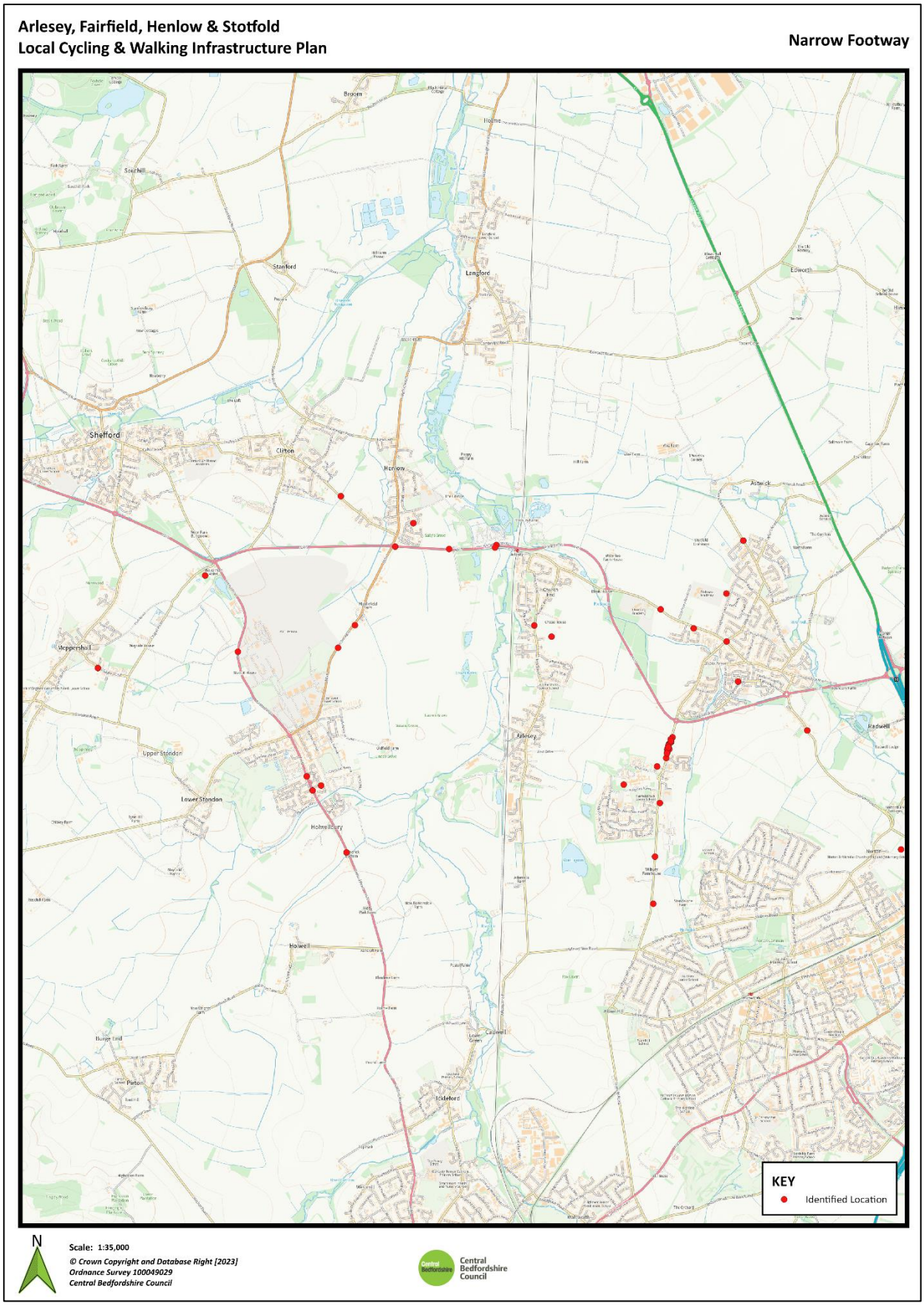

Figure 38: Locations where residents highlighted issues – Narrow footway

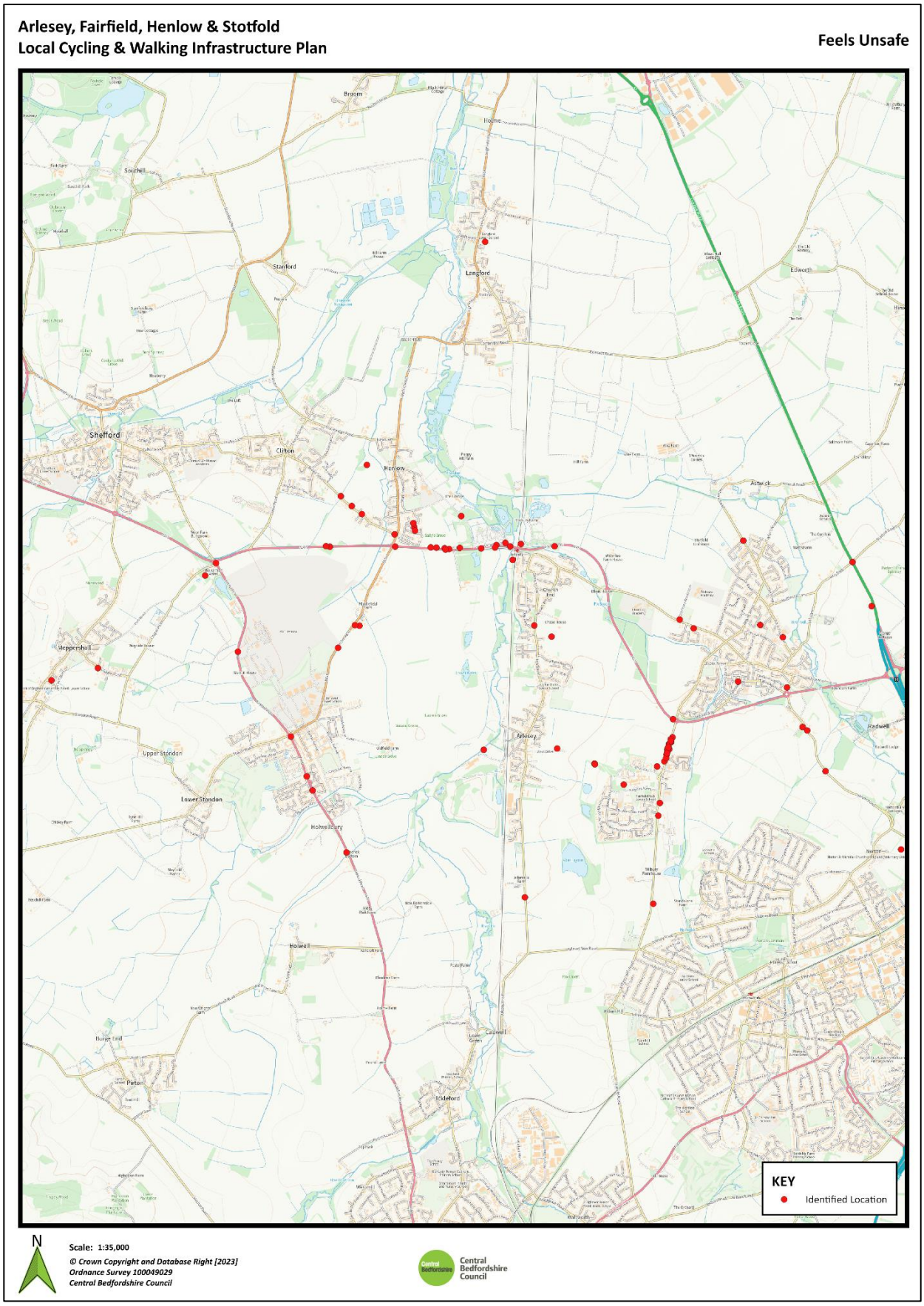

Figure 39: Locations where residents highlighted issues – Feels unsafe

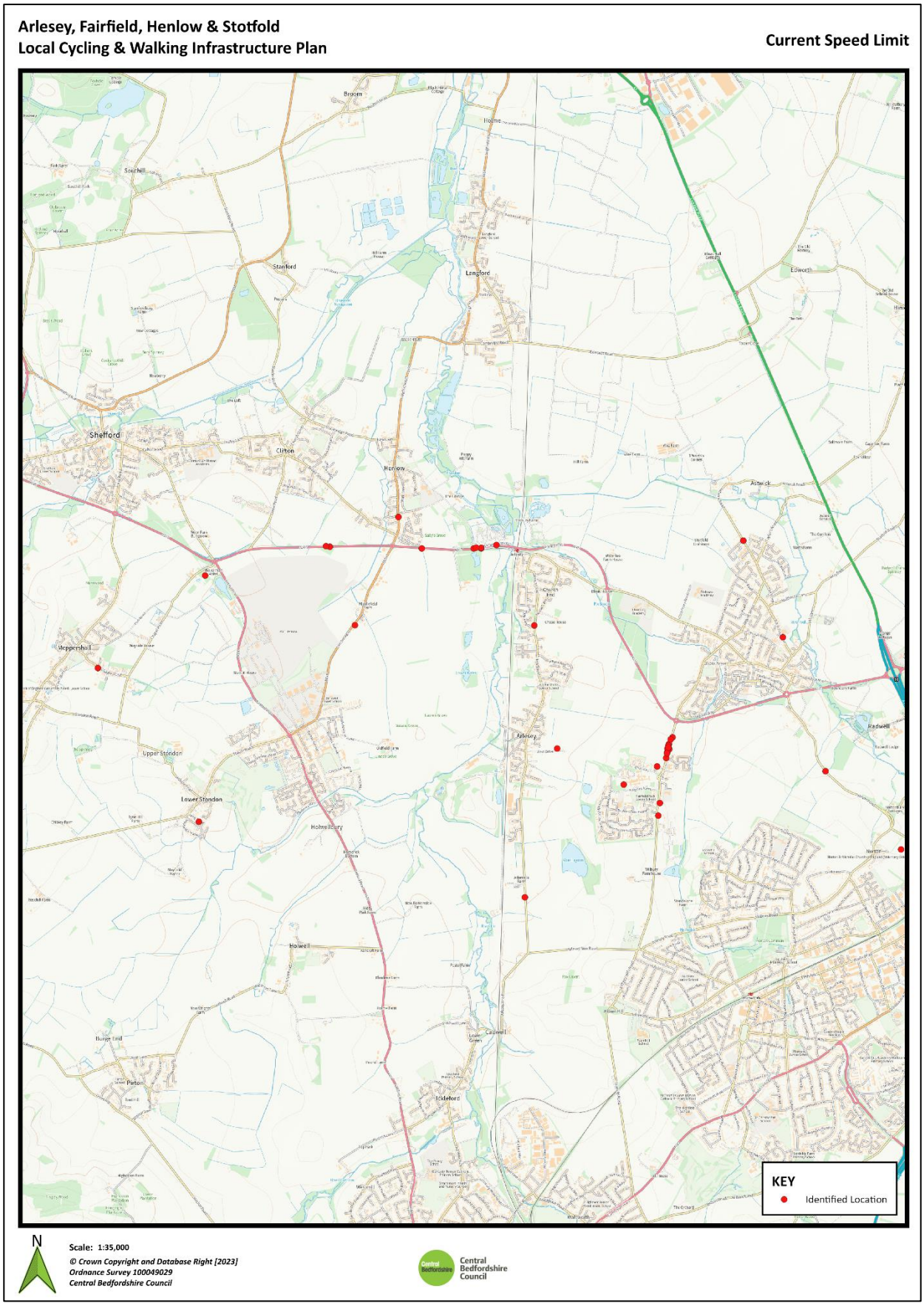

Figure 40: Locations where residents highlighted issues – Current speed limit

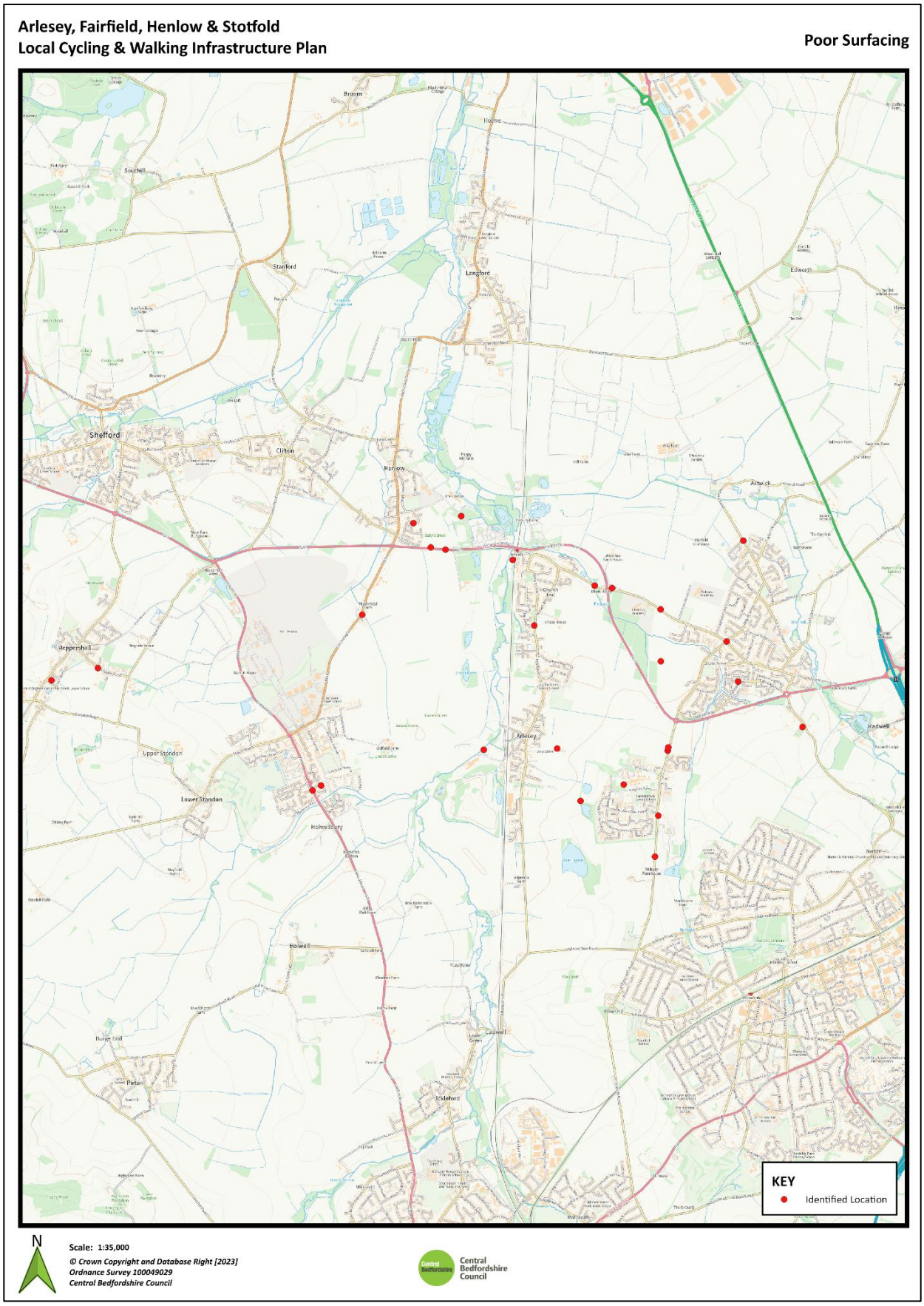

Figure 41: Locations where residents highlighted issues – Poor surfacing

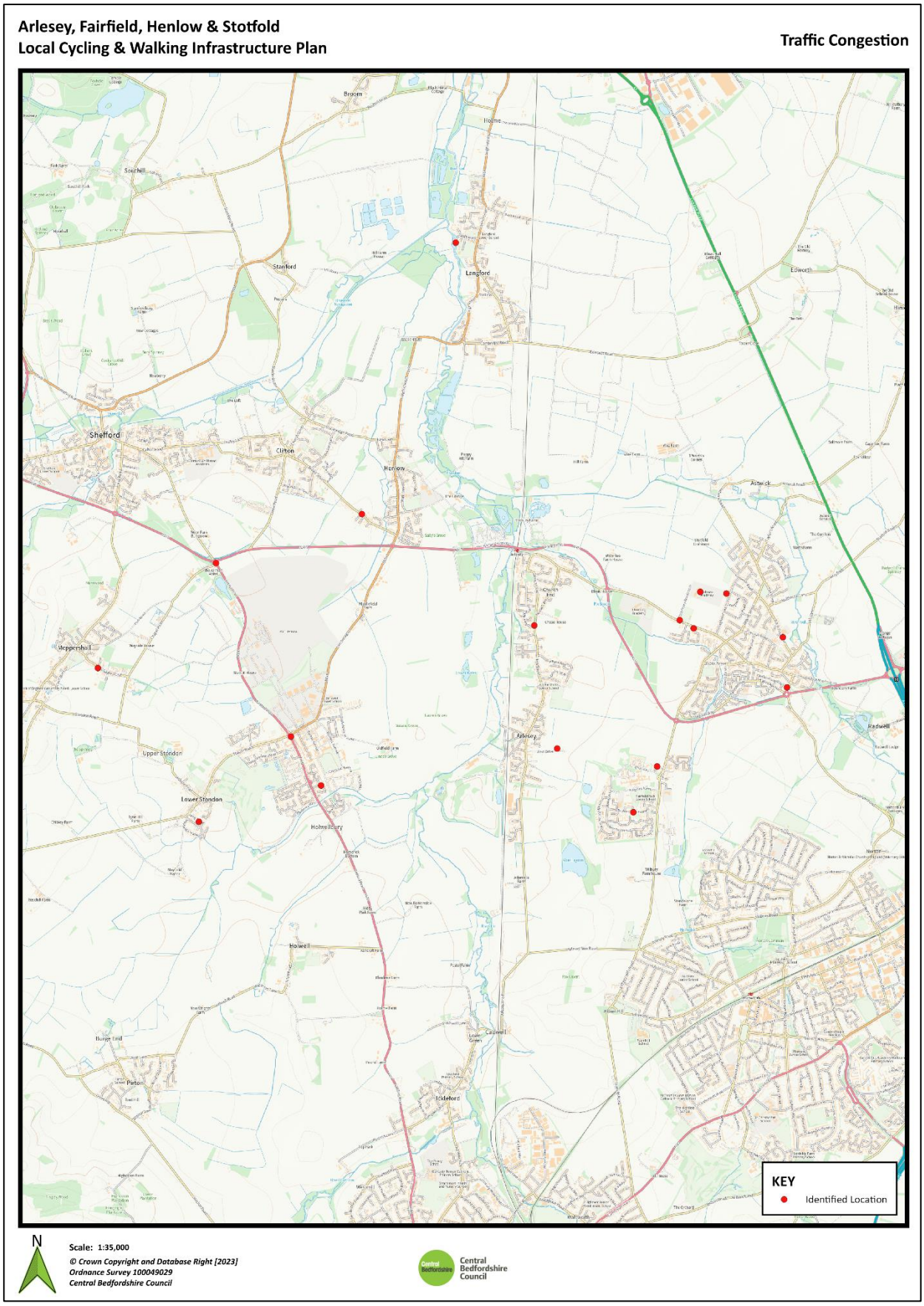

Figure 42: Locations where residents highlighted issues – Traffic congestion

Flagged Improvements

The following suite of maps (Figures 43-50) 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

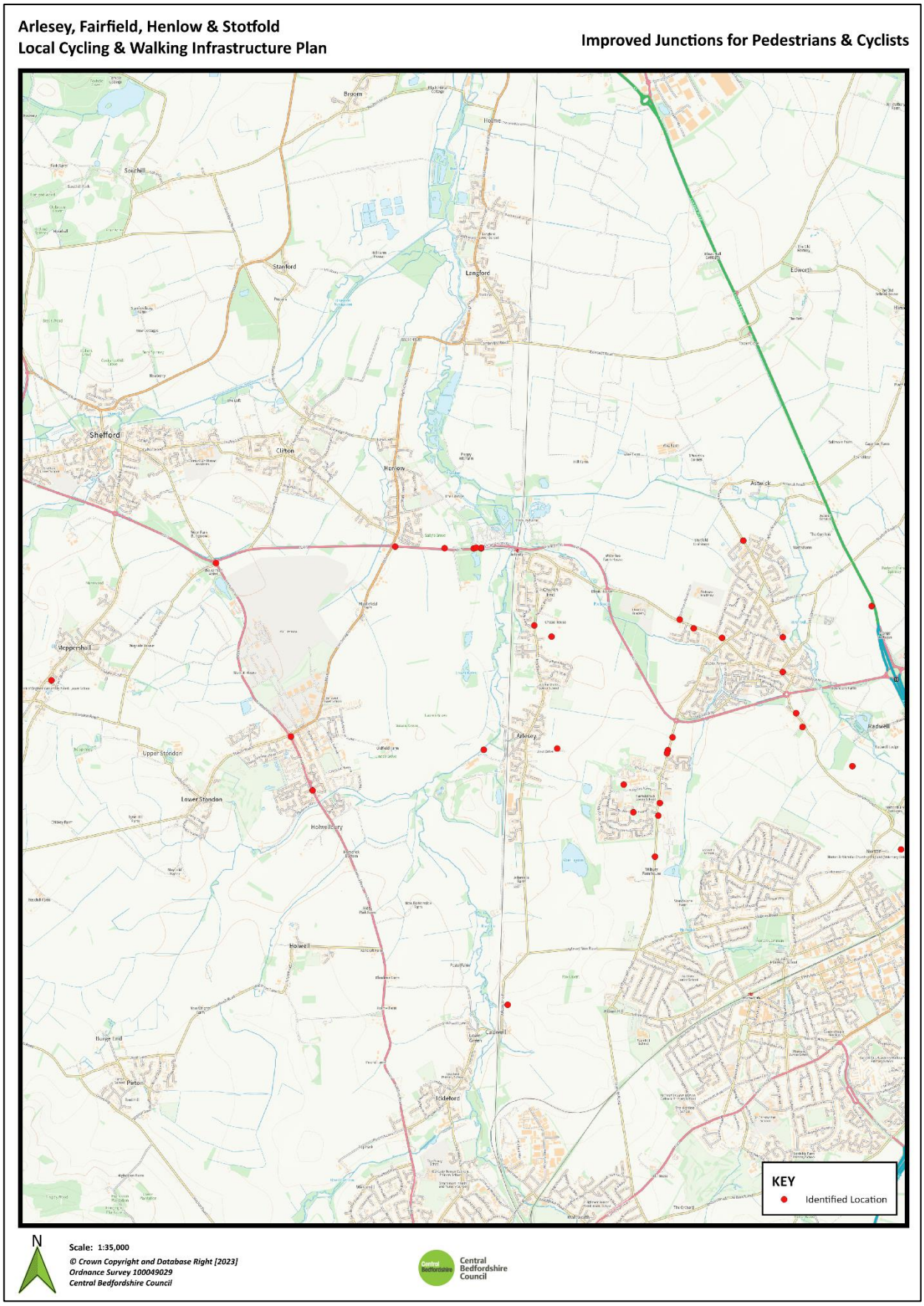

Figure 43: Locations where residents highlighted improvements – Improved junctions

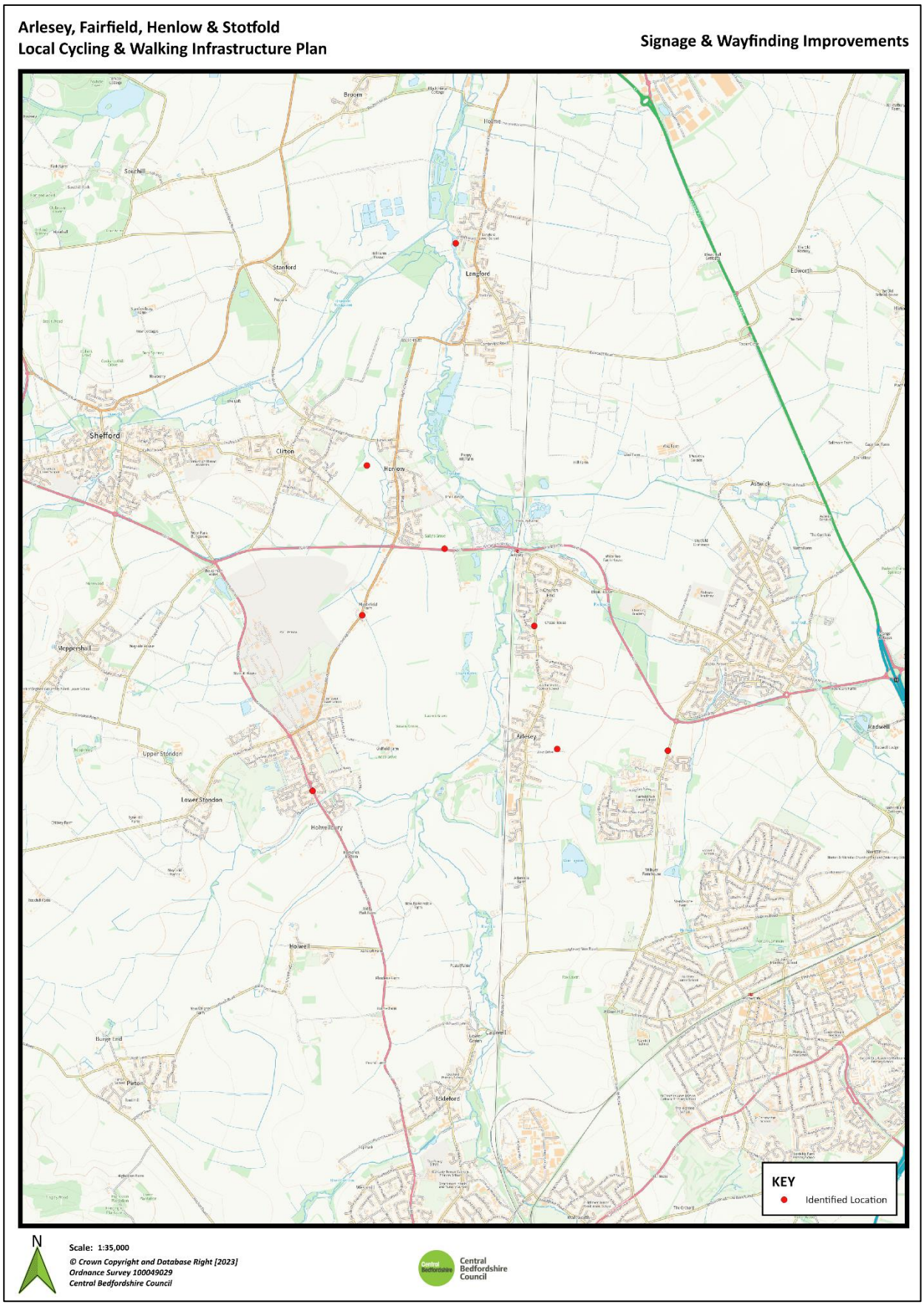

Figure 44: Locations where residents highlighted improvements – Signage & wayfinding improvements

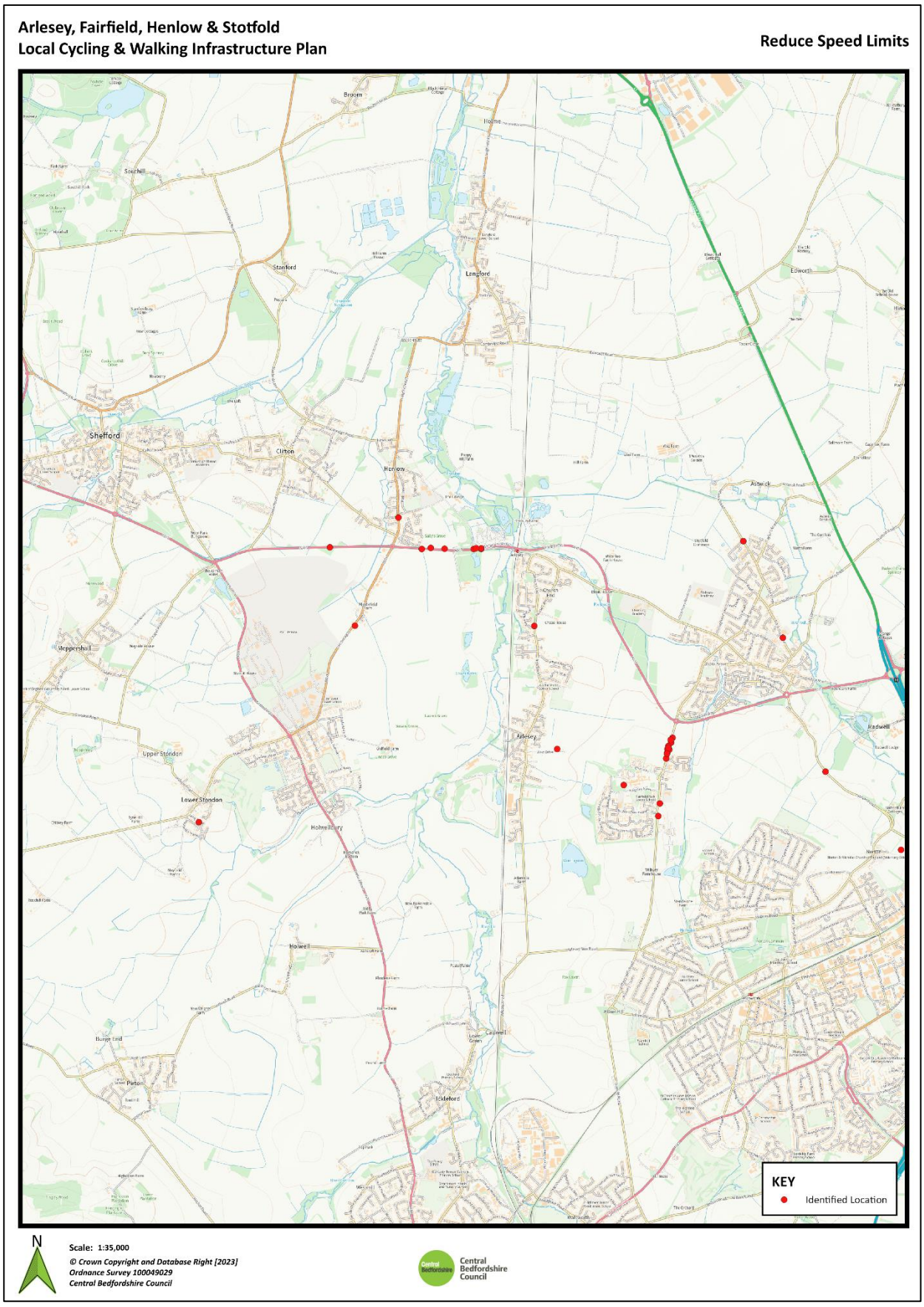

Figure 45: Locations where residents highlighted improvements – Reduce speed limits

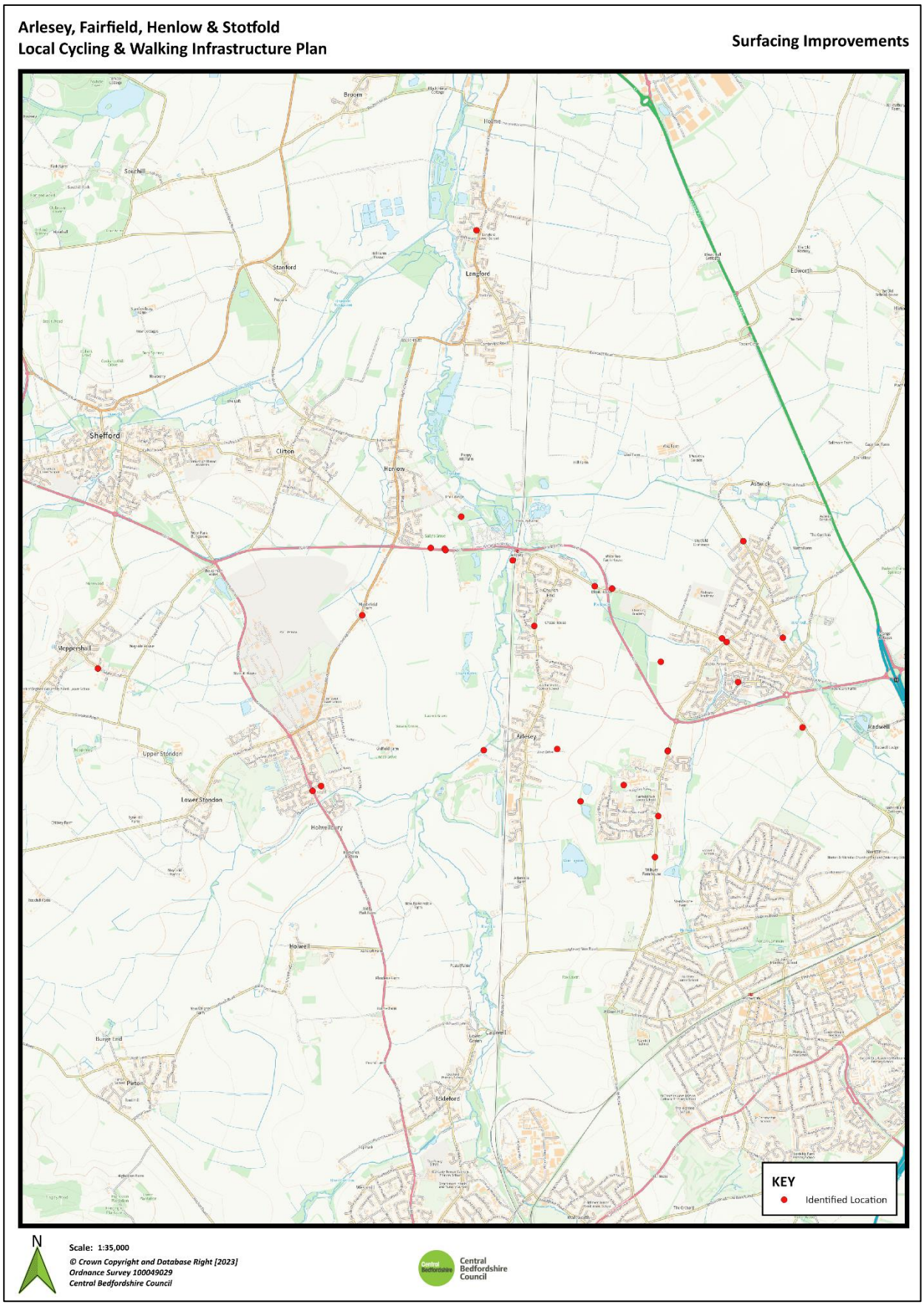

Figure 46: Locations where residents highlighted improvements – Surfacing improvements

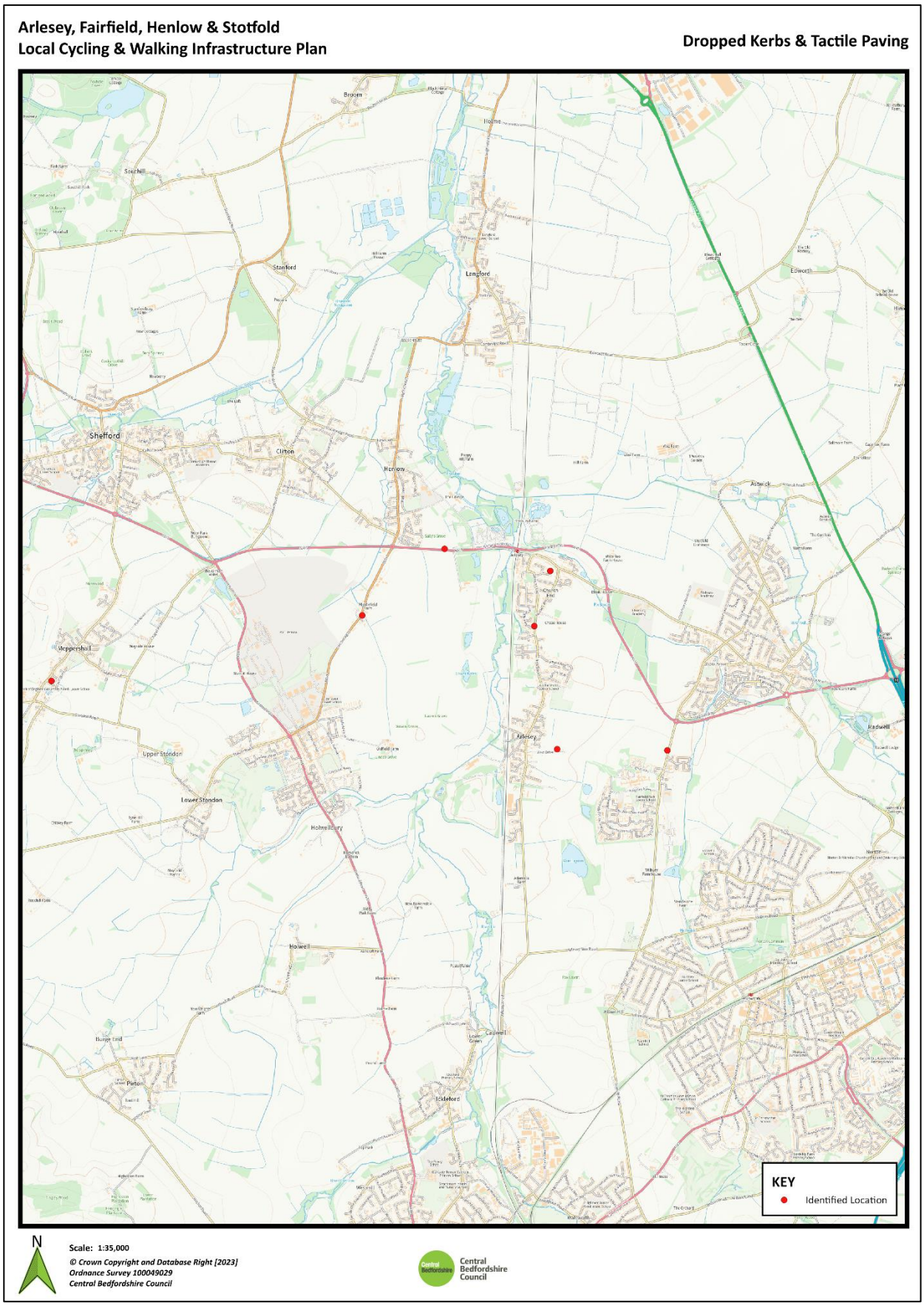

Figure 47: Locations where residents highlighted improvements – Dropped kerbs & tactile paving

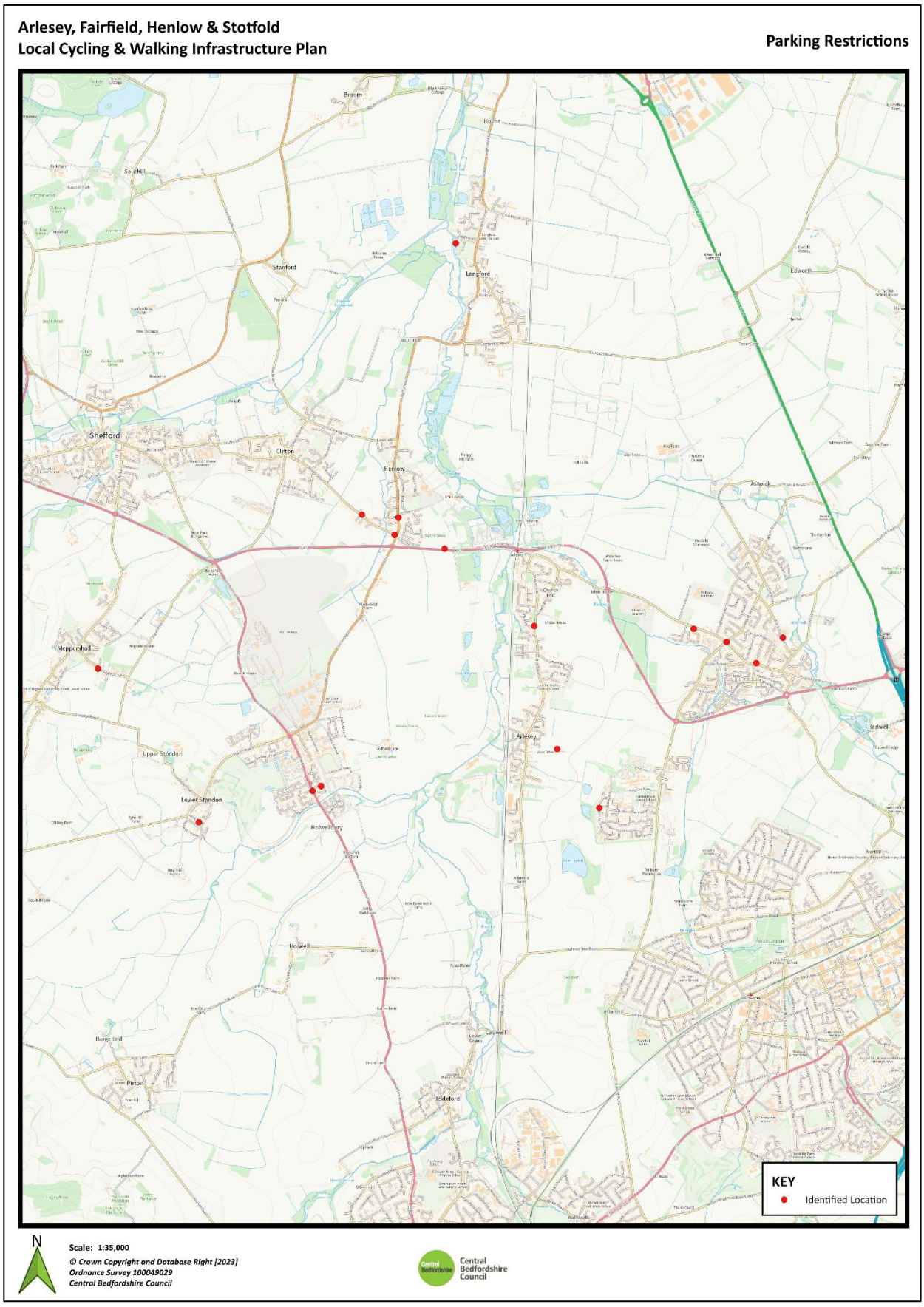

Figure 48: Locations where residents highlighted improvements – Parking restrictions

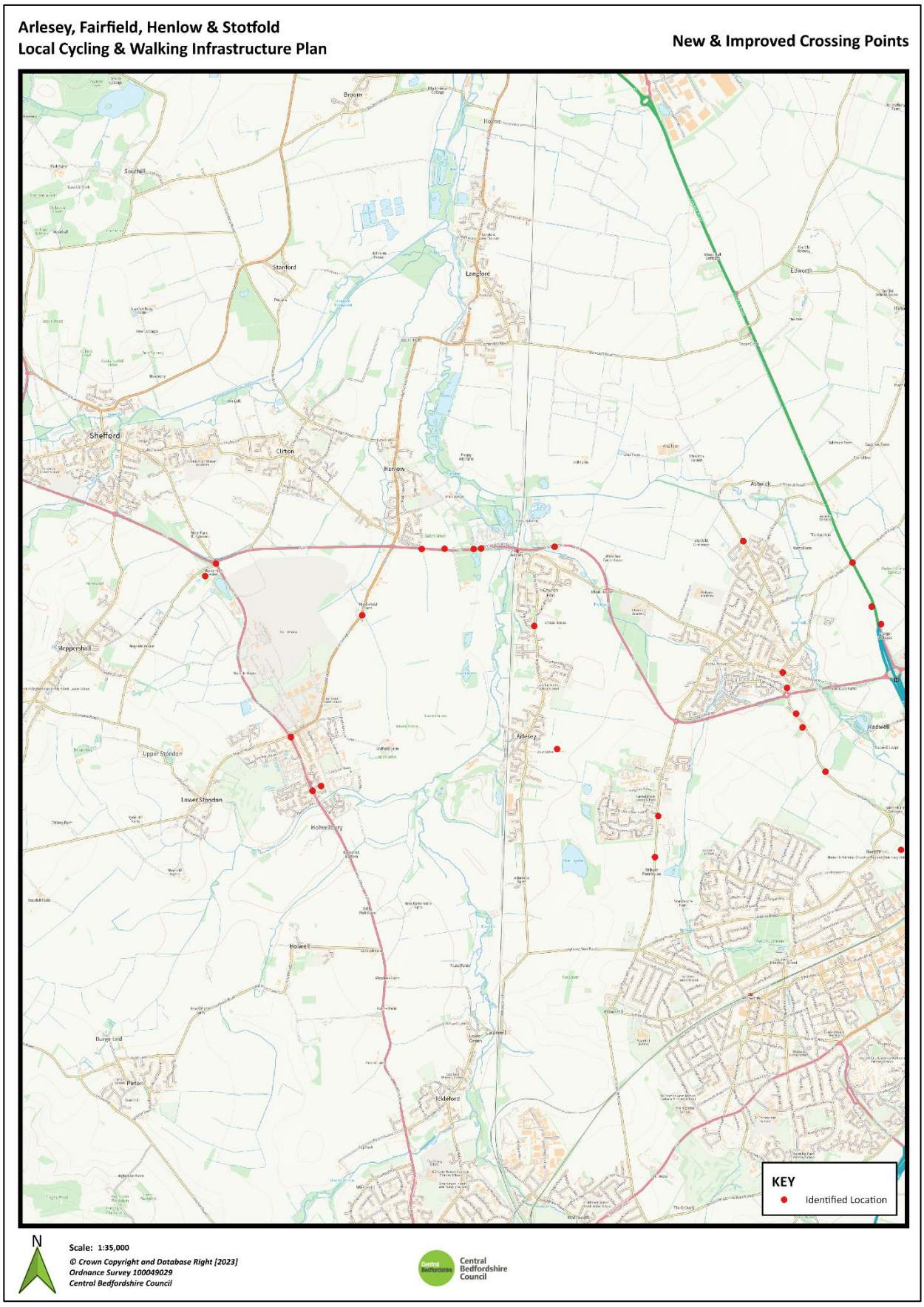

Figure 49: Locations where residents highlighted improvements – New & improved crossing points

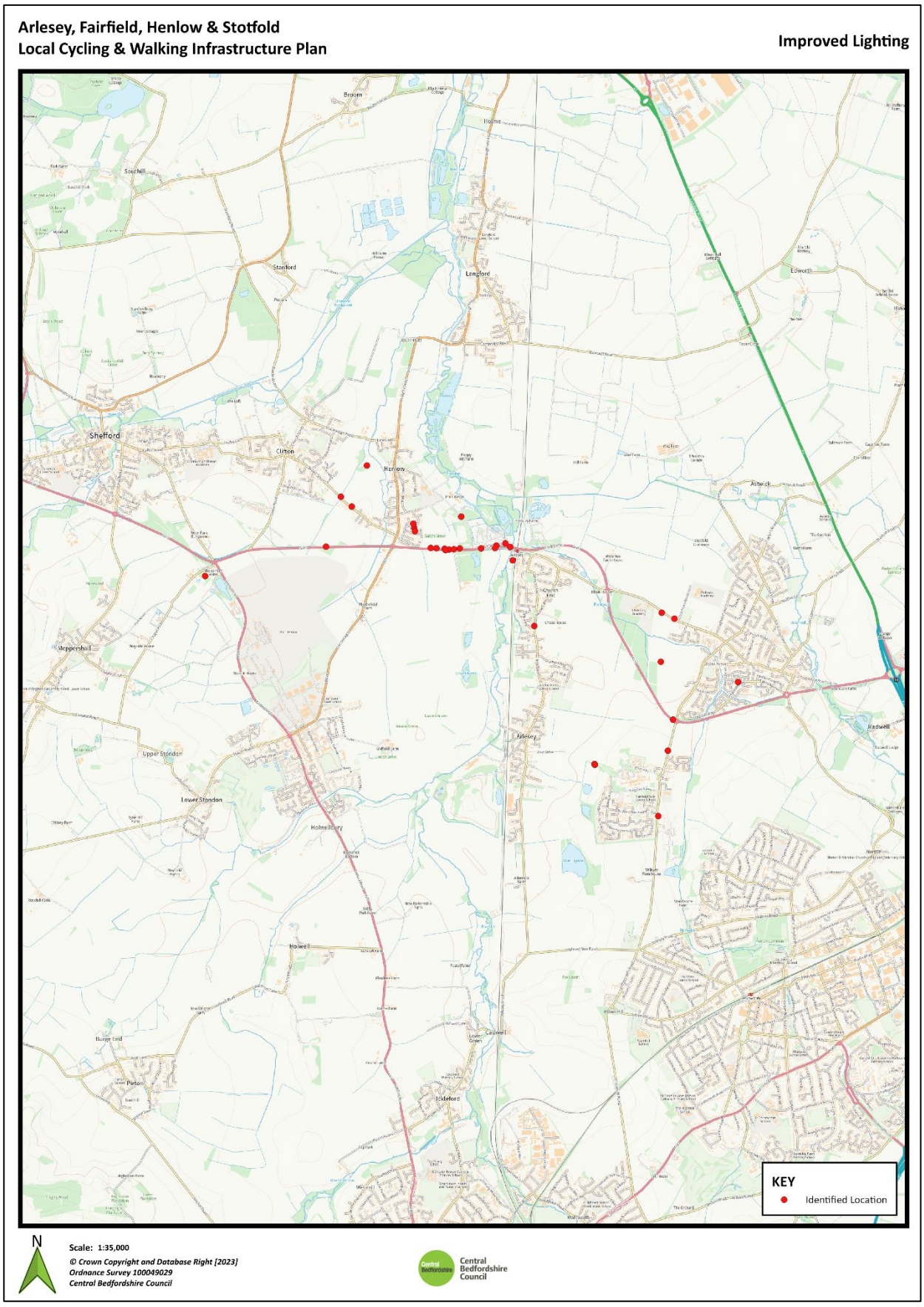

Figure 50: Locations where residents highlighted improvements – Improved lighting

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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