Central Bedfordshire

Leighton Linslade Local Cycling & Walking Infrastructure Plan

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

2023

A great place to live and work.

Revision History

Version	Description	Date	Initials
V1	Leighton Linslade 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 Leighton Buzzard and Linslade 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 Leighton Linslade 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 Leighton Linslade provides a network of preferred routes and core zones for further development. These are shown on Figures 8 and 9.

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:

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

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

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

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

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

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

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

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

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

1.2 Objectives

1.2.1 Objectives, common across all LCWIPs, are to:

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

1.3 Leighton Linslade LCWIP

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

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

[1] Gear Change: A bold vision for cycling and walking
[2] The second cycling and walking investment strategy (CWIS2)

1.4 Network Design Principles

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

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

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

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

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

Table 1: Core Principles

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

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

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

Table 2: Design Principles

Design Principle	Description	Consideration
Traffic Segregation	Cyclists must be treated as vehicles and wherever feasible, kept separate from pedestrians by being afforded their own physically protected space.	Where there is limited width within the highway the ability to provide cyclists with segregated facilities may not always 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 & Walking Infrastructure Plans was followed to produce this document.

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

- A network plan which identifies preferred/promoted routes for cycling and core zones for walking to be prioritised for development
- A prioritised 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.

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

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 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 maps for Leighton Linslade are reproduced at Appendix 2.

[5] Local Cycling &Walking Infrastructure Plans Technical Guidance

2. Background

2.1 Coverage

2.1.1 This LCWIP covers the Bedfordshire towns of Leighton Buzzard and Linslade that combined have a population of 42,400 residents[6].

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

- Rail stations and transport interchanges
- Schools and pre-school nurseries
- Shops and supermarkets
- Parks, recreation grounds and play facilities
- Cinemas, theatres, clubs and other public venues / meeting rooms/ conferencing facilities
- Leisure centres and sport grounds / 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 the area.

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

2.1.5 These routes, local facilities, and links out to adjacent settlements are shown spatially in Figure 14 in Section 5 of this report.

2.2 Previous Cycling & Walking Network Blueprints

2.2.1 In developing the Leighton Linslade LCWIP network blueprint the Council did not start from scratch with the town having developed and published its own local cycling strategy in 2007.

2.2.2 The original cycling strategy was drafted by the Leighton Linslade Cycling Forum[7] (Leighton BuzzCycles) and endorsed by the Town Council. The strategy and route network proposal has been regularly updated by BuzzCycles and is currently on its fourth iteration. A copy of the maps contained in the most recent version of the strategy are provided at Appendix 3.

2.2.3 The original strategy was central to a bid to Cycling England for Cycling Town status for Leighton-Linslade. The bid was successful, with the town the smallest of the 12 applicants.

[6] Office for National Statistics

[7] The Cycling Forum is known as Leighton BuzzCycles

2.2.4 The aim of the Cycling Town and Cities programme was to explore the relationship between investment in cycling as part of a whole-town strategy, and the number of cyclists and frequency of cycling trips. The programme built on earlier experience in six Cycling Demonstration Towns who received a first tranche of funding in 2005.

2.2.5 As a designated Cycling Town, Leighton Linslade secured an initial three-years of revenue investment from the Department for Transport. The distinctive approach was to embed a small team of officers within the community to work with schools, businesses and other local organisations to increase the level of cycling to schools, the railway station and to the town's main employment sites.

2.2.6 During this period, the project team secured an additional £1millon of capital investment to improve the town's cycling infrastructure and to open one of the UK's first secure Cycle Hubs, utilising an industrial building opposite the railway station entrance[8]. The funding was also used to install public cycle parking across the town. It also funded new and upgraded cycle parking across the schools estate alongside various other infrastructure schemes, supplemented by other previously secured monies.

2.2.7 Following a change in government and policy, the Cycling Towns & Cities programme ceased abruptly in 2010. The theory it proposed to test, that consistent year-on-year investment would result in continental levels of cycling[9], remains conjecture. During the years it did operate, it provided the authority with valuable learning and investment.

2.2.8 Additionally, in 2008-9, a cycle route development blueprint for the town was developed in conjunction with Sustrans, the Sustainable Transport charity. This was a part of wider project to develop a network blueprint for the entirety of the Central Bedfordshire Council administrative area. A copy of the maps produced at that time are included at Appendix 4 and show the town network and routes out to various satellite villages.

2.2.9 In 2015, the Council commissioned a suite of route planning maps to be hosted on its Travel Choices[10] website for the six major conurbations within the authority, including Leighton Linslade. The Travel Choices maps were designed to be pragmatic, showing only those walking and cycling routes available at the time. A copy of the Travel Choices map for the town is included at Appendix 5.

2.2.10 The work undertaken by BuzzCycles, by Sustrans, and by the authority have all served as useful stepping stones to the more recent creation of LCWIPs.

[8] The industrial unit has now been demolished, ironically to make way for a privately-owned station carpark.

[9] Most continental towns and cities demonstrating high levels of cycling consistently invest the equivalent of £10 or more per head of population per annum on infrastructure and promotion over an extended period.

[10] Central Bedfordshire Travel Choices

2.3 Network Quality

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

2.3.2 The result of the audit showed the promoted Leighton Linslade 'Travel Choices' cycle route network fell some 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 the town is shown in Table 3. Some 80% of the promoted network requires cyclists to share road space with other traffic with little if any protection, a position that few cyclists enjoy or perceive as safe.

Table 3: Summary of route assessment for Leighton Linslade 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)	53.7	66.5%
Some	On-Road (Cycle lanes greater than 1.8m wide and traffic speeds less than 30mph)	6.6	8.1%
Full	Full physical segregation from traffic (including use of kerbs and off-road routes)	20.5	25.4%
TOTAL		**80.8**	**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 a new network proposal would need to eliminate, as far as is reasonably practical, the requirement for cyclists to share the road with general traffic. The exception would be using quiet streets where vehicle speeds and flows are low, or very low.

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

2.3.7 In response to the above, the Council's Sustainable Transport & Active Travel Team undertook a major network re-planning exercise from autumn 2021 through to summer 2022. This work produced a new network blueprint, shown in Figures 8 and 9 in Section 3.

2.4 Network Planning Considerations and Constraints

Population and Geography

2.4.1 The combined towns of Leighton Buzzard and Linslade are the largest conurbation in Central Bedfordshire by population.

2.4.2 Linslade is on the West Coast Main Line railway (WCML), with a journey time of 35 minutes into London Euston by fast train. With the WCML and good radial road links to the A505, A4146, A5 and M1, a significant proportion of Leighton Buzzard and Linslade's working-age population out-commute.

2.4.3 The WCML bisects Linslade on a north to south axis. There are two road crossings within the urban area, an overbridge on Soulbury Road and an underbridge on Wing Road which is height and width constrained, unsuitable for high-sided vehicles.

2.4.4 Historically there was a footbridge to the immediate south of the railway station. This served a public footpath and was fitted with a wheeling channel, funded by the Cycling Town project. This Network Rail-owned structure was dismantled by the organisation in 2019 over concerns as to its condition. Discussions with NR regarding its replacement are ongoing[11].

2.4.5 Both Linslade and Leighton Buzzard are ideally sized for cycling but trips between the two settlements are problematic. This is due to the severance created by the Grand Union Canal and River Ouzel, the latter forming the boundary between the settlements. There is one road crossing of the canal and river within the urban area, creating a major pinch point.

2.4.6 The population of Linslade, which also hosts the town's leisure centre, five schools and two supermarkets, remains relatively static. This is not the case with Leighton Buzzard with substantial recent housing growth to the south and east.

2.4.7 Whilst recent new developments have reasonable infrastructure, the provision stops at the 'red line' boundary. At the time of application, too little attention was given to connecting existing and new communities for active travel. The implications are increasingly evident. The planning assumption was that most trips to local shops, schools and services would be 'internalised', and walked or cycled. In reality, most trips are driven, adding further to pressures on local roads. Redressing this omission, through the provision of new links across estate boundaries is a consistent thread within the network proposal[12].

Existing Provision

2.4.8 The town hosts National Cycle Network (NCN) Route 6 which, as shown in Figure 1, provides an important route through the town. On leaving the town boundary, the route goes north to Milton Keynes utilising the Grand Union Canal towpath. As the NCN leaves eastwards toward Eggington, Stanbridge and Dunstable there is a substantial gap. The route previously ran on the A4012 Hockliffe Road, but all parties agree this road is unsuitable as a cycle route.

2.4.9 Several sections of NCN 6 through Leighton Buzzard use roads that carry significant levels of traffic and offer little or no protection to cyclists. The network proposal replaces most of these sections, opting for alternative alignments where available.

[11] There are two adjacent bridges within the footprint of the station that provide passengers with access to the various platforms. The most recently constructed bridge is fitted with lifts, but its design did not allow for direct access off Southcourt Avenue. The older bridge is accessible from Southcourt Avenue but stepped. As currently configured, neither bridge is assessable to cyclists wishing to cross the rail line, or those with restricted mobility

[12] Creating links 'after-the-event' is costly and meets resistance from settled residents, but necessary.

Figure 1: National Cycle Network Route 6 through Leighton- Buzzard & Linslade (sections in blue are on-road, yellow are off-road)

2.4.10 Whilst high-quality sections of cycle route provision exist the infrastructure is not wholly of high quality, or fully joined up. That critical gaps remain has frustrated efforts to increase levels of cycling for local trips.

2.4.11 Similarly for pedestrian infrastructure, a range of improvements have been implemented within the town. Most notably, a major reengineering of the roads forming an inner ring road[13] was undertaken in 2006-7. This scheme, timed to coincide with the opening of the A4146 Linslade and Stoke Hammond Western Bypass, introduced a 20mph speed limit supported by traffic calming measures. All of the traffic signals controlling various junctions and crossings were removed and replaced with roundabouts and zebra crossings.

2.4.12 The changes referenced above substantially improved pedestrian access to the town centre, improved traffic flows and saw a marked reduction in collisions. A follow-on scheme provided pedestrian priority along the south side of Leighton Road where previously traffic accessing the various premises had priority.

[13] The inner ring road comprises Lake Street, Leston Road, West Street and Leighton Road, a length of 1.5km.

2.4.13 During the Covid period 2020-2021, Leighton Buzzard High Street was pedestrianised under an Experimental Traffic Regulation Order. This allowed the twice-weekly street market to reopen and shops to trade during the period of social distancing measures. The arrangement has since reverted other than on market days, Tuesday and Saturday[14].

Leighton Road

2.4.14 The Leighton Road corridor connecting Linslade and Leighton Buzzard is relatively short in in length and has mainly business frontages along its 300m length. The central junction with Vimy Road provides access to two busy supermarkets and a DIY store.

2.4.15 On most days including Saturdays, Leighton Road carries around 20,000 vehicle movements a day and the junctions at either end are constrained in their capacity, particularly the complex intersection of Leighton Road-Wing Road-Old Road. The road is congestion during the morning peak period and on Saturdays between 10am and 2pm.

2.4.16 The road has two bridges, one over the River Ouzel the other over the Grand Union Canal. These bridges constrain available width and capacity of the corridor, being in close proximity to junctions. Consequently there is insufficient width to provide segregated cycle track alongside pedestrian facilities.

2.4.17 The road also serves as the town's busiest pedestrian thoroughfare outside of the main High Street. There are two zebra crossings, with the one close to the junction with Bridge Street being particularly popular. Of the two bridges, the one over the canal is narrower. Consequently, having a shared pedestrian and cycle facility at this point is problematic.

2.4.18 Given the nature of the road, cycling between Leighton Buzzard and Linslade involves 'mixing-it' with heavy traffic, negotiating busy junctions and competing with cars for space. This is far from ideal, particularly as the road is also a busy bus route and with stops at both ends.

2.4.19 Hence the approach has been to improve and enhance the corridor for pedestrian movements and to pursue alternative, traffic free alignments for cyclists albeit at significant expense given the need to provide new, and to upgrade existing crossing of the river and canal.

2.4.20 Figure 2, 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.

[14] Views conflict as to whether allowing traffic to enter and park for free in the High Street has a positive or negative impact on levels of footfall and trade. In all publicly operated town centre carparks, charges apply.

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

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

2.4.22 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.

2.4.23 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.

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

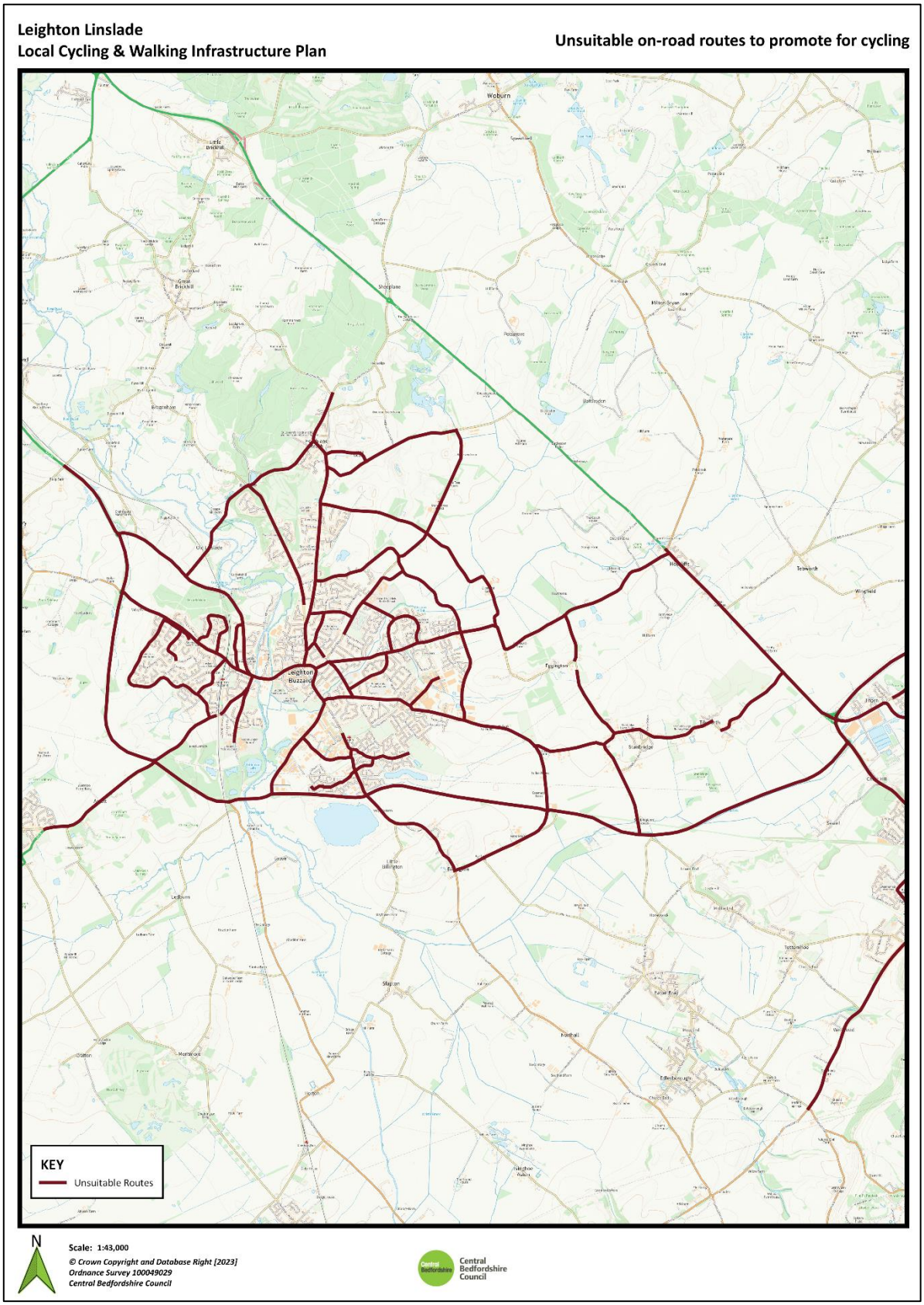


Figure 3: Roads assessed as unsuitable for cycling based on traffic speeds and flows

2.5 Road Safety Considerations

2.5.1 A further additional consideration for network planning and investment purposes is the safety record of a road and junctions, evidenced by the number and nature of 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, or recorded by the police. This may be the case where there is no personal injury, or the collision is minor and no ambulance is called. Hence, the picture presented is partial and excludes 'vehicle damage only' incidents.

2.5.3 The maps presented in Figures 4 to 7 support a contention that more vulnerable road users, notably those travelling on foot or by bike, are placed most at risk when negotiating busy junctions on the road network. It is also important to note they contain no attribution of causality. They show where collisions have occurred, not the circumstances.

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

2.5.5 As is evident from the data shown in Figures 4, recorded collisions often cluster around road junctions, as is the case with the junction of Billington Road and the A505 to south of the town. Also, the severity of collisions is generally higher on more rural roads, as is evident on Hockliffe Road east of the town.

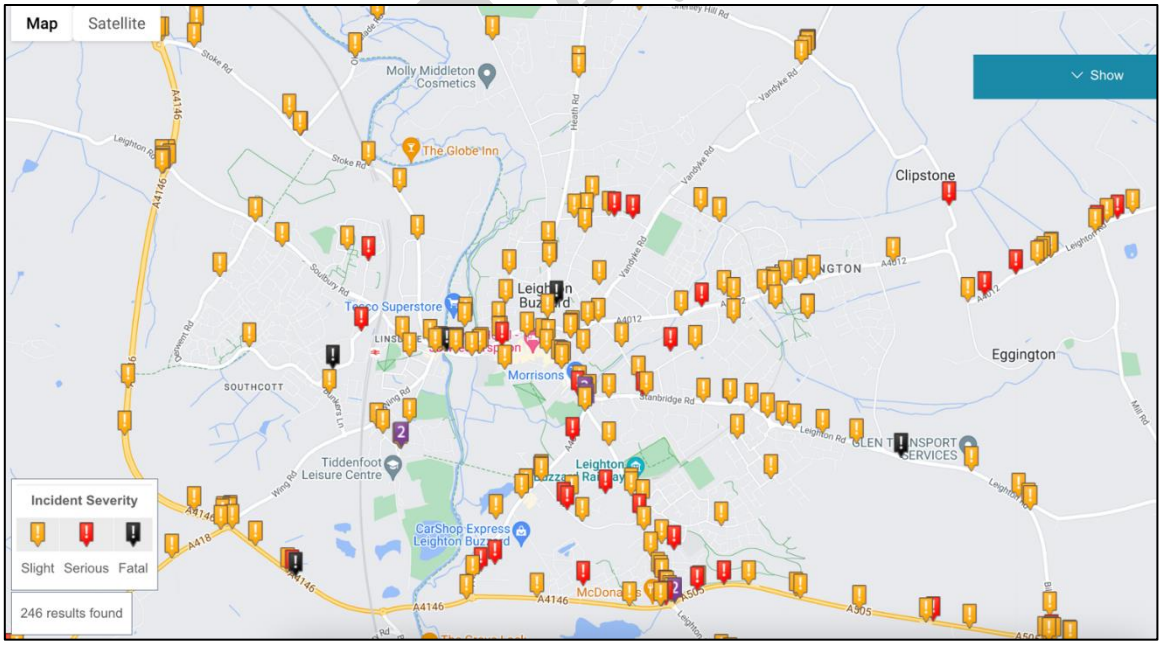


Figure 4: Reports of collisions on roads within Leighton Linslade for all vehicle types (2017-2021) Source: Google Maps / CrashMap Data

2.5.6 Whilst the police record substantially fewer collisions involving pedestrians or pedal cyclists, where these involve another vehicle the severity of the outcome for the individual is frequently high.

2.5.7 Figure 5 shows the location for collisions within the town involving a cyclist, with evident clusters at both ends of Billington Road.

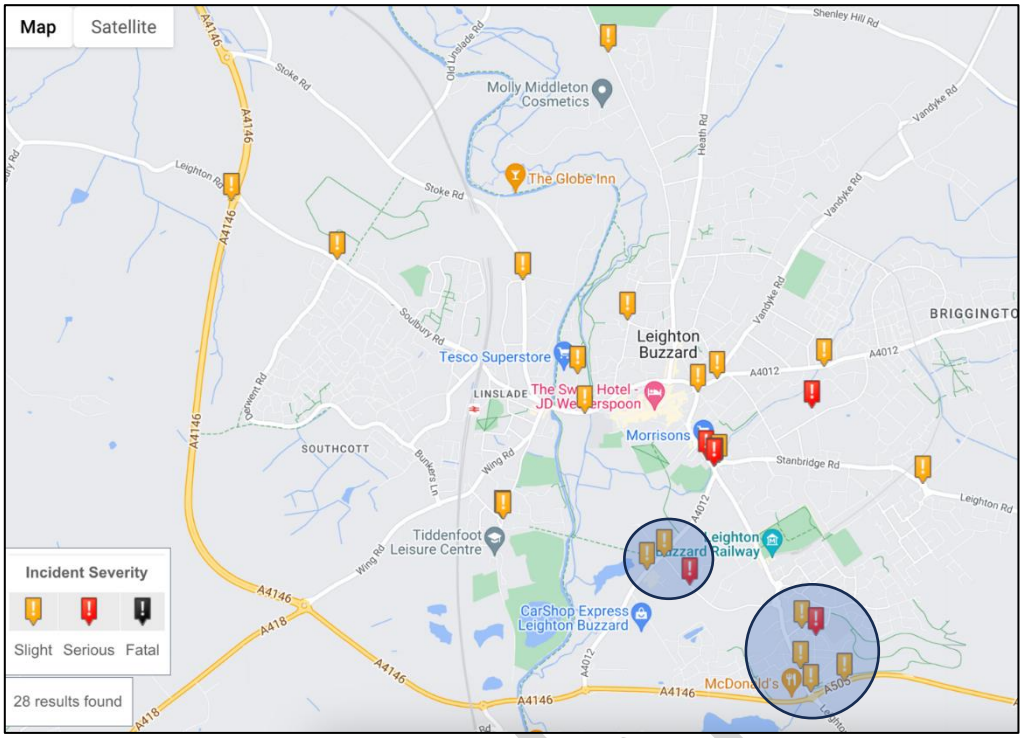


Figure 5: Reports of collision on roads in Leighton Linslade involving pedal cyclists (2017-2021) Source: Google Maps / CrashMap Data

2.5.8 Figure 6 shows the location of collisions involving pedestrians, with the south of Billington Road again featuring as a cluster site. It is distressing that four of the collisions resulted in a fatality. The location of three of the four fatal collisions were roads with a 20mph speed limit.

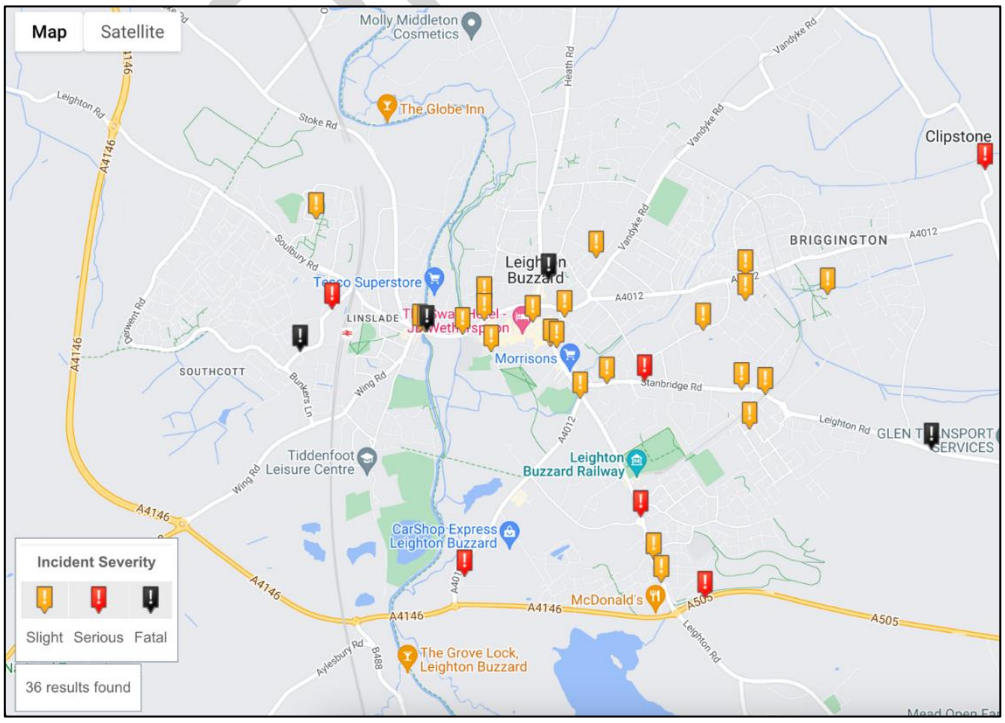


Figure 6: Reports of collisions involving pedestrians on roads within Leighton Linslade (2017-2021) Source: Google Maps / CrashMap Data

2.5.9 Figure 7 shows only those collisions where a child was amongst the reported casualties, most often as a passenger in a motor vehicle.

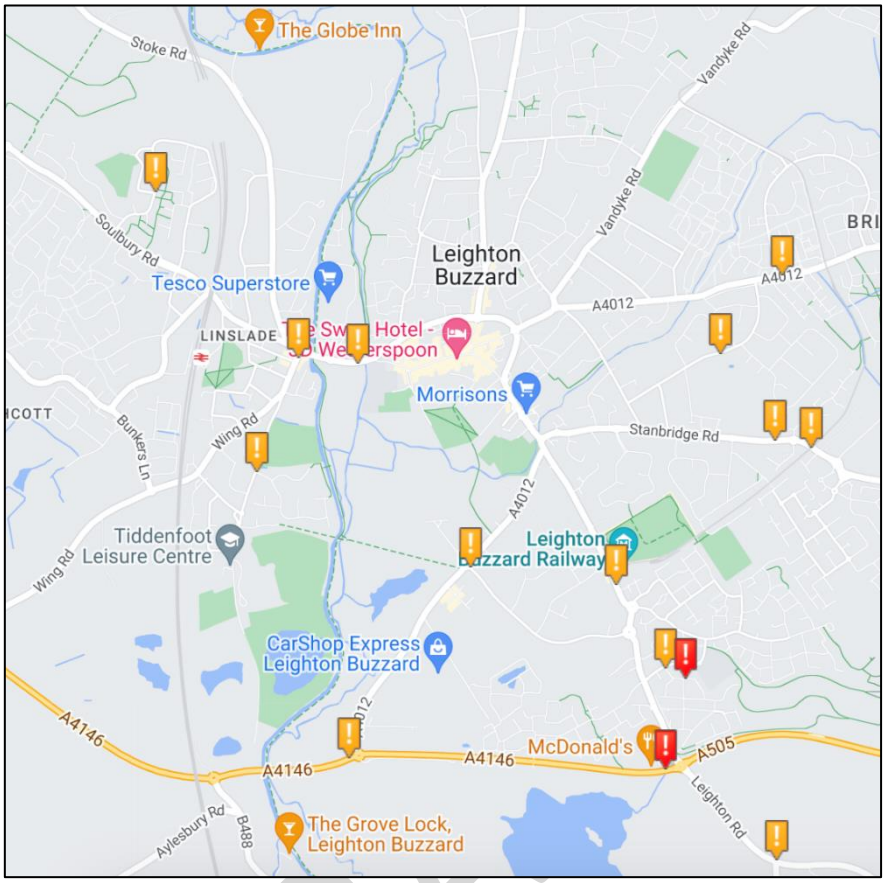


Figure 7: Reports of collisions involving children on roads within Leighton Linslade (2017-2021) Source: Google Maps / CrashMap Data

3. Route Network Maps

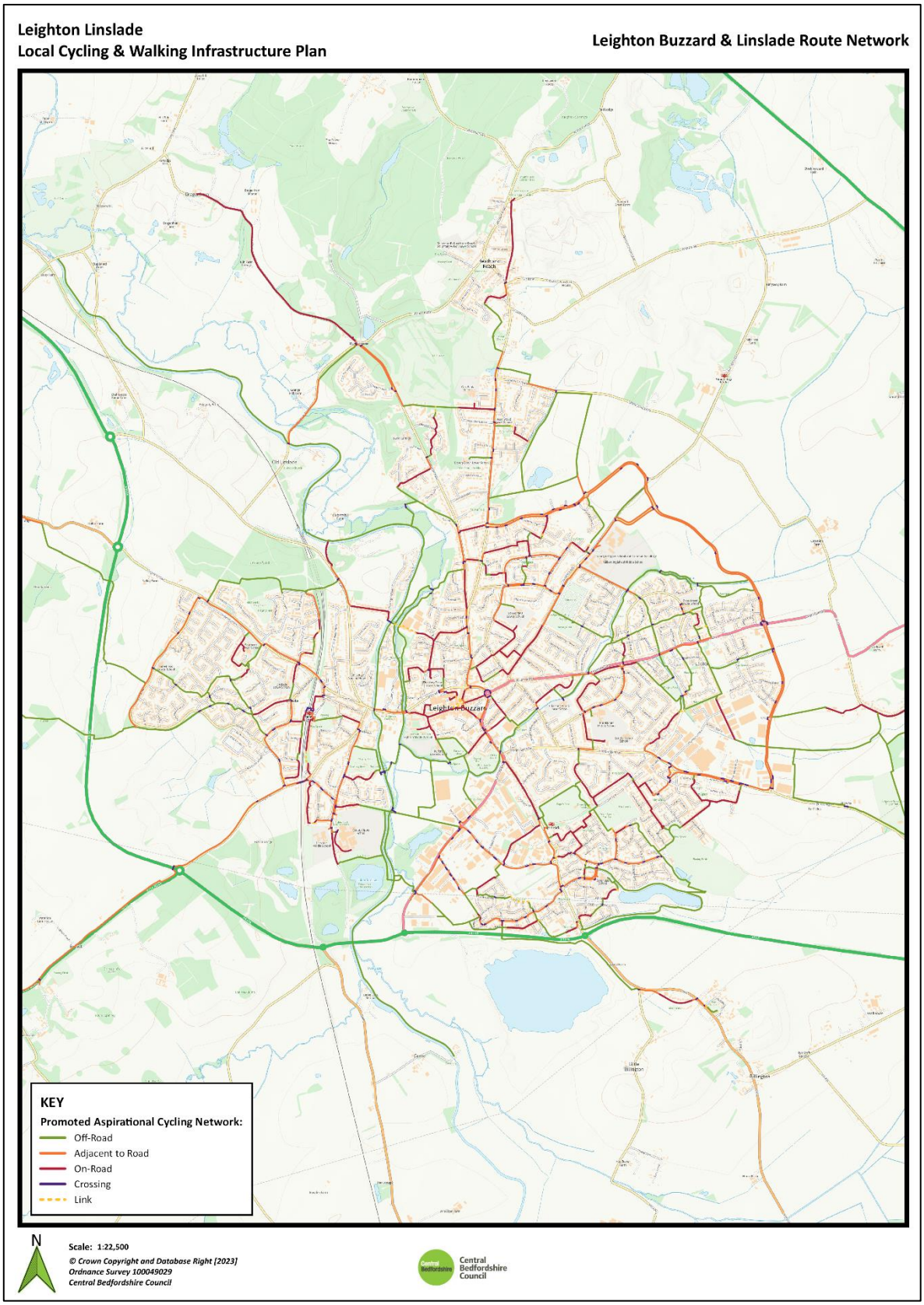


Figure 8: Promoted cycling route network for Leighton Buzzard and Linslade

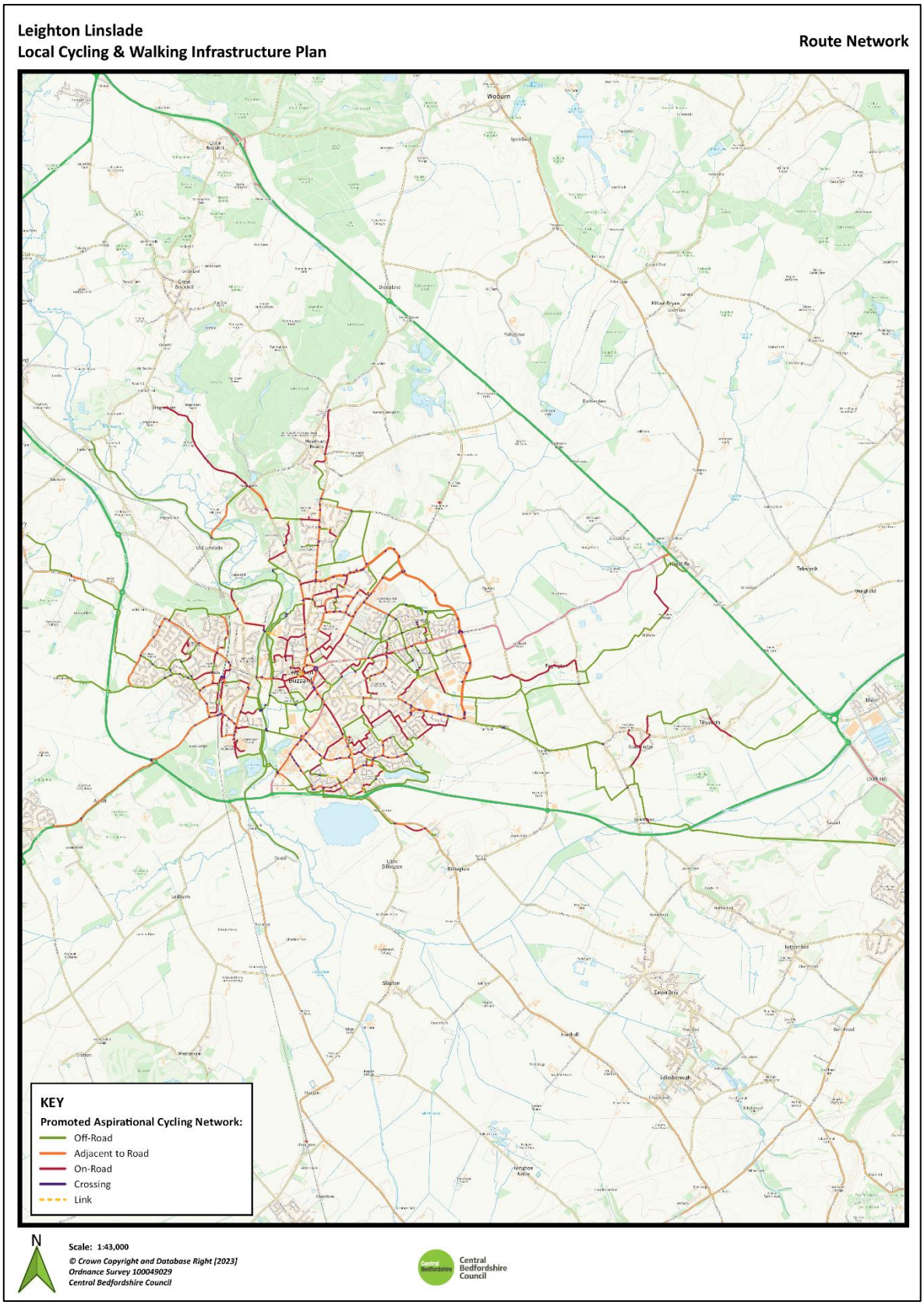


Figure 9: Promoted cycling route network for Leighton Linslade showing links to nearby villages

4. Network Analysis

4.1 General

4.1.1 The length of the proposed network shown in Figure 9 totals 126.3km. Of this length, 22.8% is on-road (including crossings), 50.9% is off-road and 26.3% is on paths that are adjacent to a carriageway.

4.1.2 A proportion of the total network length comprises routes that radiate out from Leighton Linslade to adjacent settlements. The network features links to the villages and hamlets of Wing, Liscombe, Soulbury, Bragenham, Heath and Reach, Hockliffe, Stanbridge, Tilsworth, Billington, and Grove.

4.1.3 When planning the network, off-road paths were selected whenever available and amenable to improvement, to allow for safe shared use. Where there was sufficient width within the highway to allow for cyclists to be separated from general traffic, this has been promoted, particularly on roads where traffic flows and speeds are likely to exceed recommended thresholds. Where a route section is on-road, this is typically a residential street where traffic speeds and flows are considered, or can be engineered, to be sufficiently low.

4.1.4 The network also includes 27 new connecting links at locations considered feasible and advantageous to both cyclists and pedestrians. Provision of these links will greatly improve permeability between new and existing estates, an issue too often neglected at the time a planning consent was granted.

4.1.5 With specific regard to pedestrians, Leighton Linslade is characteristic of many other towns where over time, the convenience of people travelling on foot has been relegated below the needs of residents travelling to local destinations by car. Also, as levels of car ownership have climbed, so has the appropriation by residents of space within the public highway to park their vehicles. Often this appropriation includes the pavement as well as carriageway space. The network proposal and associated works seeks to redress this balance, focusing on improving pedestrian safety and convenience where this is shown to be most needed and best facilitates local journeys on foot.

4.1.6 Where during the Commonplace engagement, respondents flagged issues regarding pedestrian infrastructure across Leighton Linslade, each location will be reviewed and where appropriate, programmed for improvement works. Improvements will be bought forward in association with wider 'structural' maintenance schemes or as a package for a specific geographic area of the town in accord with the approach outlined in Section 6 of this report.

4.1.7 As was noted previously, the roads that form the town's inner ring road have been engineered for speeds of 20mph. This approach has been progressively rolled out so that many residential streets within Leighton Linslade have a 20mph speed limit or fall within a 20mph speed management zone, the latter having associated traffic calming measures. This approach will continue as the network proposal is built out, with individual schemes subject to appropriate consultation and implementation approvals.

4.1.8 More specific observations covering areas of the town and elements of the proposed network are covered in Sections 4.2 to 4.6 below.

4.2 Linslade

4.2.1 As shown in Figure 14, there are several key destinations within Linslade, including the railway station and Linslade Recreation Ground, Tiddenfoot Leisure Centre, Cedars School, Cedars Day Nursery and Linslade Middle school, all clustered at the southern end of Mentmore Road, with the recreation ground at its northern end. Also, Linslade Wood to the north of Knaves Hill – green space and a gateway to the Grand Union Canal and NCN6.

4.2.2 The current network provision within Linslade is patchy in quality, and incomplete. The canal towpath is part of the Sustrans network and has been recently upgraded throughout Linslade. There is also a high quality and well-used off-road route that intersects Mentmore Road known as the Black Bridge path[15]. This utilises one of the few safeguarded lengths of the old railway that once connected the station at Linslade with Dunstable and beyond.

4.2.3 On the west of Linslade is the Bideford Green estate. This was built in the late 1960s and 1970s and has a warren of internal estate footpaths but very few footways alongside the road. On some but not all roads, there is a service margin strip that many people use as footway. It has inadequate width for this purpose. Most internal estate paths are narrow and run behind properties. Very few have been adopted as highway and some are slabbed and uneven. There is a central shop and community centre within the estate served by a small carpark and nearby bus stop.

4.2.4 The network proposal utilises the available width on Soulbury Road to provide a direct route towards Leighton Buzzard and the railway station, utilising the bridge over the railway. On the estate's western edge is a bridleway that links with previously improved sections of route on Southcourt Avenue and Bunkers Lane. These provide a connection to Wing Road.

4.2.5 The path along Wing Road and under the railway line is part of the network proposal as there is no reasonable alternative option. To be made satisfactory, this section of the network will need careful engineering, including most likely alterations to the signals that control the flow of traffic under the rail bridge.

4.2.6 Within Bideford Green, the proposal is to upgrade the most conveniently located estate paths to provide safer and more attractive routes for children walking, wheeling, and cycling to school. The ownership of land and the nature of the path network across the estate will necessitate design compromises given options are limited.

4.2.7 A new mostly off-road route alignment will serve the Knaves Hill estate, with a connection onto Soulbury Road. This route, and the section along Leopold Road, is integral to the town's 'Inner Green Wheel', being the last remaining gap in the circuit. In addition to serving Knaves Hill, the route connects north to Linslade Wood. A path along the edge of the wood crosses the railway line and connects to Stoke Road. An upgraded crossing of this road will complete a link to the canal / NCN6 utilising the Globe Pub and Anglian Water service road.

4.2.8 Whilst most of the routes in the west of Linslade are off-road, this is infeasible in central Linslade. Many streets are lined with Victorian and Edwardian terraces and footpath options are limited. The network proposal requires the operation of cycle contraflow on two roads. The contraflow on Church Road has operated for some years. The contraflow proposed for Leopold Road, a narrow and outside of school hours, lightly trafficked one-way road, is new.

[15] Black Bridge is the name given to the Grand Union Canal crossing. This bridge was refurbished, and the route upgraded around the time of the Cycling Town, with a connecting link constructed down onto the towpath.

4.2.9 The network proposal assumes the provision by Network Rail of a suitable, pedestrian and cycle-friendly crossing of the railway line in the vicinity of the station, replacing the dismantled footbridge.

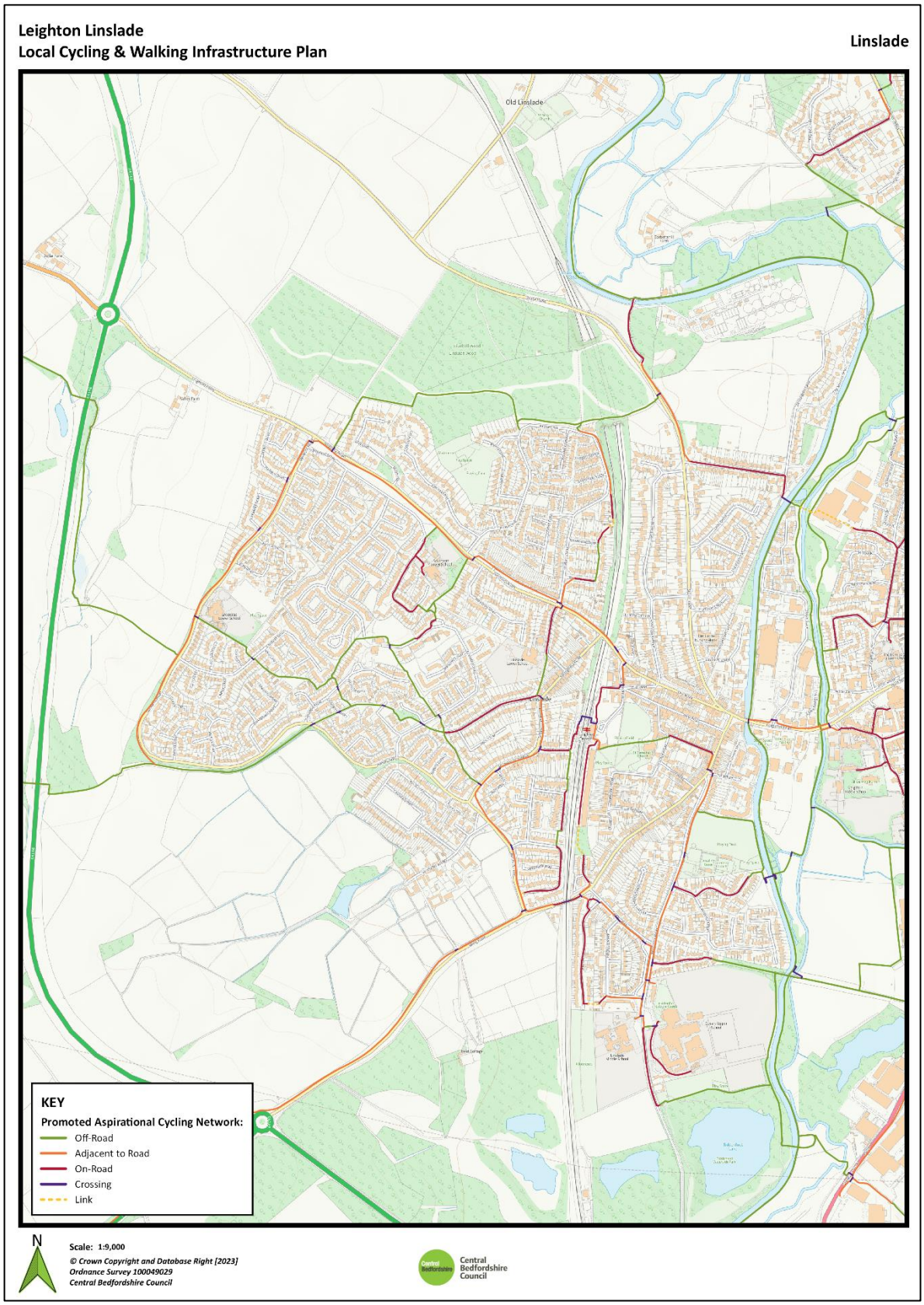


Figure 10: Promoted cycling route network for Linslade

4.3 Town Centre & Central Area

4.3.1 There is a significant cluster of important local destinations within and close to the town centre. These includes shops, cafes and restaurants, supermarkets, schools, and other local services including dental and GP practices. The Parson's Close Recreation Ground is a short distance from the centre and host to a children's play facility. This includes a free-to-use Splash and Play Park and beach, open during the summer months.

4.3.2 The network proposal makes extensive use of north-south routes that run alongside the river and the canal. The canal towpath north of Leighton Road has been recently upgraded as far as Leighton Lock. The towpath surface thereafter has deteriorated and is in need of a similar treatment, which extended the accessible width. The towpath south of Leighton Road to Black Bridge has also been upgraded. The network proposal includes the provision of a staircase down to the towpath from the Leighton Road canal bridge, benefiting pedestrians.

4.3.3 Under the proposal the NCN6 north of Leighton Road will be diverted off-road via the path known locally as the Riverside Walk. There is also a proposal to install a new bridge across the River Ouzel near to the Pledge Chairs factory site. Plus if feasible, a new crossing of the canal close to the Twelve Arches spill weir.

4.3.4 It is also planned to provide a path on the west side of the river south of Leighton Road to intersect the canal towpath at White Bridge, to the rear of Linslade Recreation Ground. Further, to provide a connecting path that runs eastwards alongside the Clipstone Brook to Parson's Close Recreation Ground, offering pedestrians and cyclists an attractive and convenient alternative to the busy Leighton Road corridor.

4.3.5 The network proposals include various upgrades various links to the town centre. The infrastructure within the High Street, Lake Street and Hockliffe Street will be improved to better meet the needs of pedestrians and cyclists. Both Hockliffe Street and Lake Street feature on-carriageway cycle contraflow lanes. The latter is frequently obstructed by vehicles parking to load and offload. For the majority of their length, the footways on Hockliffe Street are too narrow for pedestrian comfort.

4.3.6 There is also an ambitious proposal to provide a route alongside the Clipstone Brook from Parsons Close Recreation Ground to Lovent Drive. This assumes sufficient bank-top space for a path exists and that agreement can be reached with the landowners.

4.3.7 The changes referenced at Section 4.3.3 provide a new alignment for NCN6. This scheme also requires a change to the congested Leighton Road-West Street-Bridge Street junction where currently there are popular pedestrian zebra crossings on two approaches. The scheme options include:

- Upgrading the Zebra to accommodate cycle alongside pedestrian movements
- Reengineering the crossing to operate as a Toucan, space and desire line permitting
- Reverting to the historic arrangement by reinstalling signals to control the junction and incorporating an all-red phase to allow crossing movements on two or all three arms.

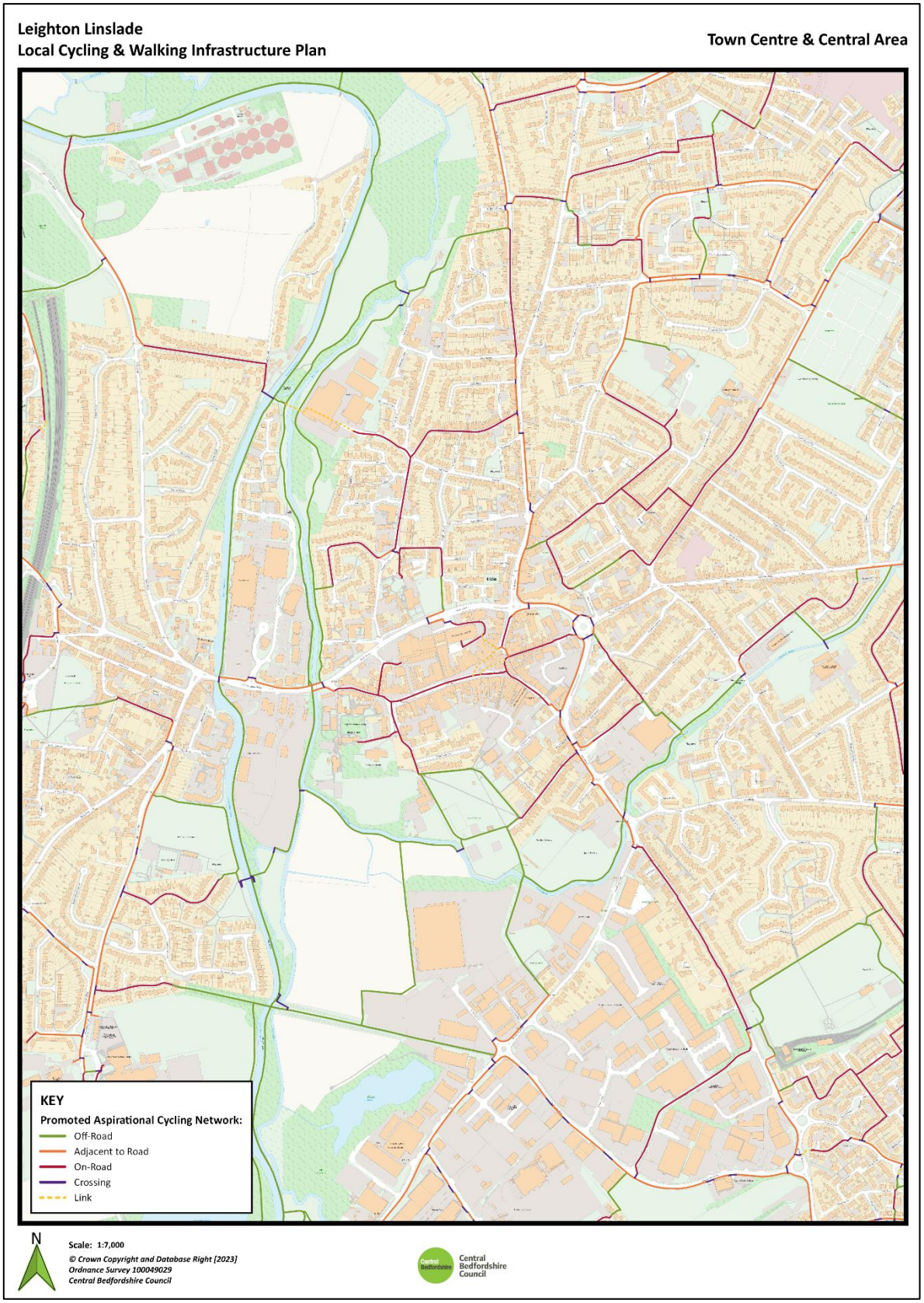


Figure 11: Promoted cycling route network for the Town Centre & Central Area

4.4 North and East

4.4.1 The network blueprint for the north and east of the town is designed to serve various destinations including schools and local shops, as shown in Figure 14.

4.4.2 Routes to the north in the section bounded by Plantation Road and Vandyke Road are a mix of on and adjacent to the road routes.

4.4.3 There is a single, long planned for pedestrian and cycle connection that connects the existing and new development known as Chamberlains Barn. Once in place[16] this will link Masons Rise and Blenheim Road. This link is the only point of permeability along the length of the development. Its provision is enshrined in the legal agreement negotiated with the developer at the time planning permission was granted.

4.4.4 There is a similarly little permeability between existing estates and the new development known as Clipstone Park, which stretches in an arc from Vandyke Road through to Stanbridge Road. The network proposal seeks to redress this situation and includes:

- A new section of route to interconnect existing provision on either side of Vandyke School, making this option more convenient to walking or cycling through the site
- Providing a surfaced path alongside the Clipstone Brook to interconnect Meadway and Briggington Way. This will include the provision of two bridge crossings of the brook and a linking route south to Hockliffe Road. Once in place, the provides a connection to the site of the new Leisure Centre and adjacent school
- Surfacing the public footpath running east from Meadow Way across the boundary into Clipstone Park, where a connecting path has been provided but not 'joined up' This missing section is currently unsurfaced and impassable in winter to anyone not wearing boots
- Providing a new section of footpath along a section of Stanbridge Road / Leighton Road across the frontage of the DVLA driving test centre site. This section should have been provided as part of the adjacent housing and industrial development, but was overlooked.

4.4.5 The Planets, Danes Way and Meadow Way estates are crossed by off-road paths amenable to improvement. Each estate will benefit from pedestrian infrastructure improvements including reducing the radius of junctions, removing obstructive parking, and lowering kerbs.

[16] The link will require some considered engineering as the connecting path on the Masons Rise side was approved by the authority and constructed by the Redrow without consideration to the level difference across the boundary fence.

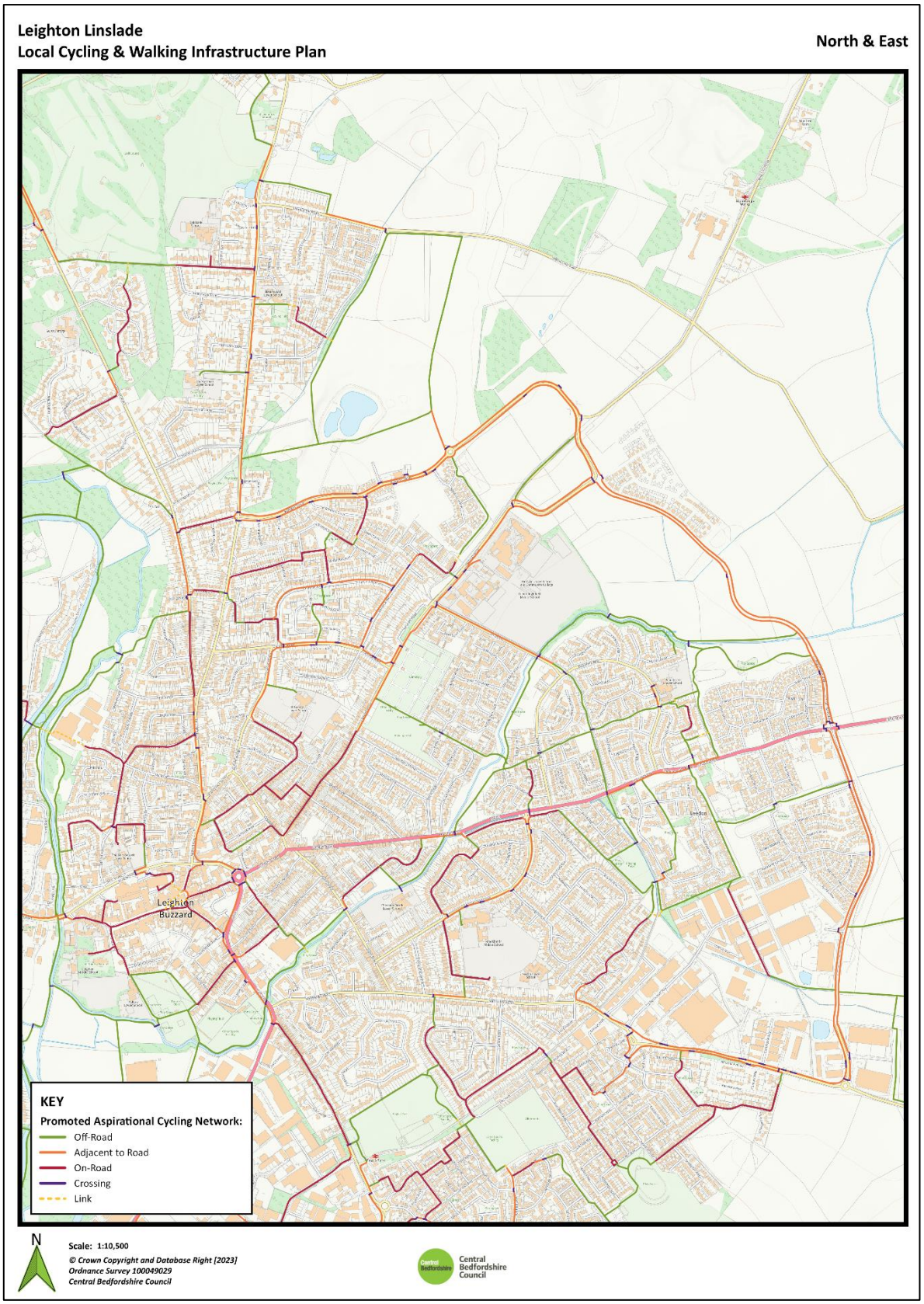


Figure 12: Promoted cycling route network for the North & East areas

4.5 South

4.5.1 The town's main employment area outside of the town centre is south of the town at Grovebury Road. This includes various builders' merchants and retail outlets, including an edge-of-town retail park.

4.5.2 The area on the southern extremity of the town, on land previously quarried for sand, has seen significant recent housing growth. This includes the Billington Park, Sandhills, RAF Stanbridge and Grovebury Farm estates. Within the developed land footprint is a single metro-style supermarket and lower school, attended by children aged up to nine. Hence, there is a significant daily outflow of children who attend lower, middle and upper schools to the west, north and east of the town, and villages outside the town boundary.

4.5.3 The main link to the south is provided by Billington Road, which has been significantly traffic calmed. Whilst nearby Chartmoor Road is the signed route, Billington Road still carries significant numbers of vehicle through movements though the option remains to reduce flows through an appropriate restriction.

4.5.4 Whilst not as severe as to the east, the estates south of the town are also largely impermeable. Adding new links is complicated by the town's historic narrow-gauge railway

4.5.5 The Leighton Buzzard Railway[17] operates on a single line track from the main station off Billington Road. The track loops eastwards in an arc though several estates to the point it meets Vandyke Road where it turns right. Thereafter it runs parallel to Vandyke Road / Miletree Road to a terminus outside of the town boundary at the Miletree quarry and tile works. Registered as a museum and operating as a tourist attraction, the railway is overseen by the Railways Inspectorate as if it were a mainline railway. Hence there is a strong presumption against new crossings of the line.

4.5.6 The network proposal for this area of the town proposes new links to better connect the Retail Park including a new controlled crossing of Grovebury Road close to the main access. The network proposal also includes a new controlled crossing of Billington Road at its southern end. This location has higher than expected levels of collisions for both cyclists and pedestrians.

4.6 Routes to other settlements

4.6.1 Routes connecting to adjacent villages and settlements utilise public rights of way, where these are available. Realising these routes will need new rights of access to be negotiated. Several of the routes cross the county boundary into Buckinghamshire, including to Grove, Wing, Liscombe and Soulbury, as shown in Figure 9. Delivery will be subject to the Council's aspirations being mirrored in Buckinghamshire's LCWIP.

4.6.2 A number of the routes involve crossings of major roads including for example the A505 and A4146. Where bridges exist, as is the case south of the town, these have been utilised. The major gap concerns the route to Wing. Reasonable quality infrastructure exists up to the A4146. However, whilst a bridge was planned as part of the road's construction this never materialised, the consequence of cost overruns on other sections.

[17] Buzzrail

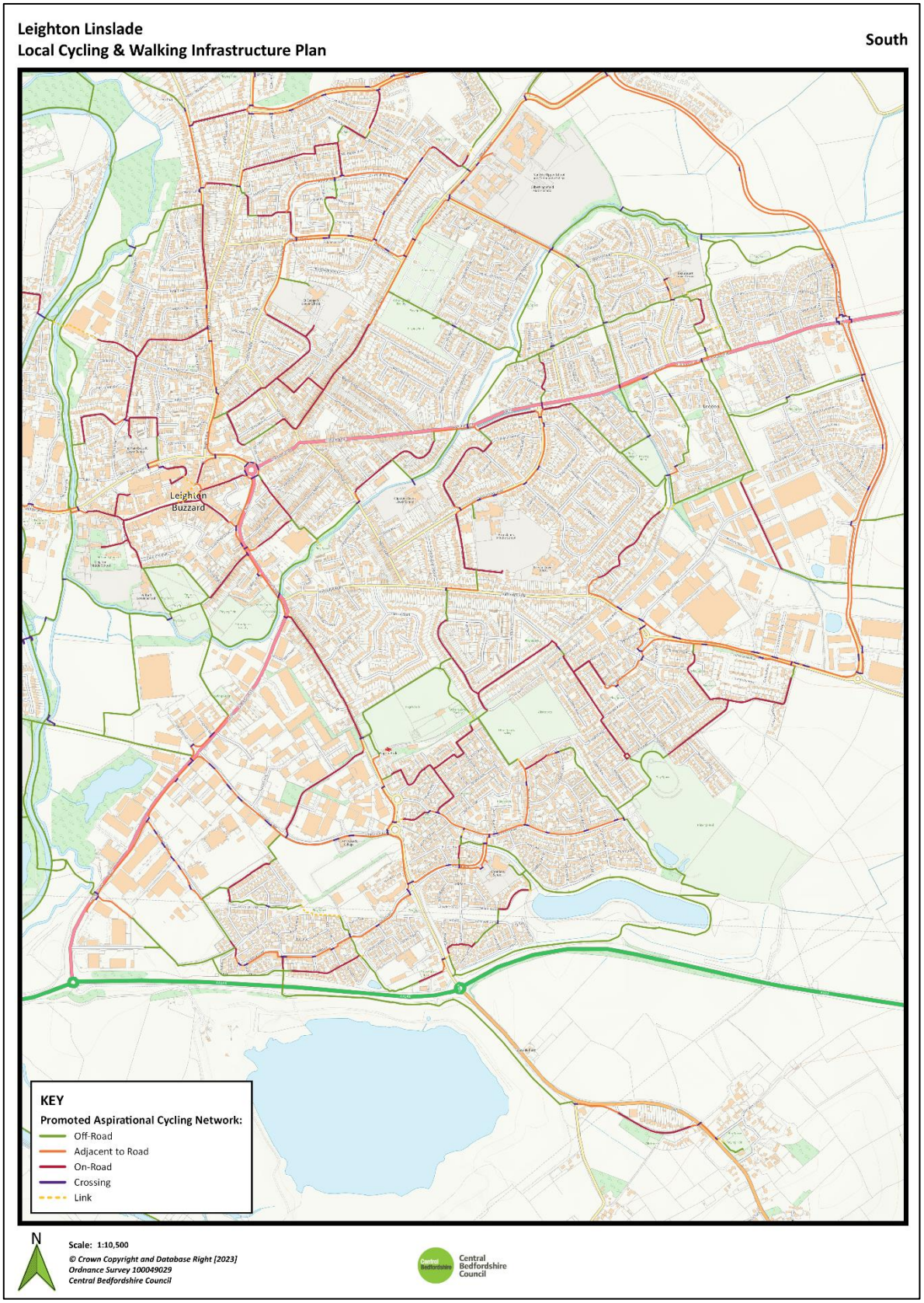


Figure 13: Promoted cycling route network for the South area

5. Network Mapping

5.1 Network Blueprint

5.1.1 Figure 14 below shows the cycle network for Leighton Linslade, with connections to the adjacent villages/hamlets of Wing, Liscombe, Soulbury, Bragenham, Heath & Reach, Hockliffe, Stanbridge, Tilsworth, Billington and Grove. Popular local facilities are also shown.

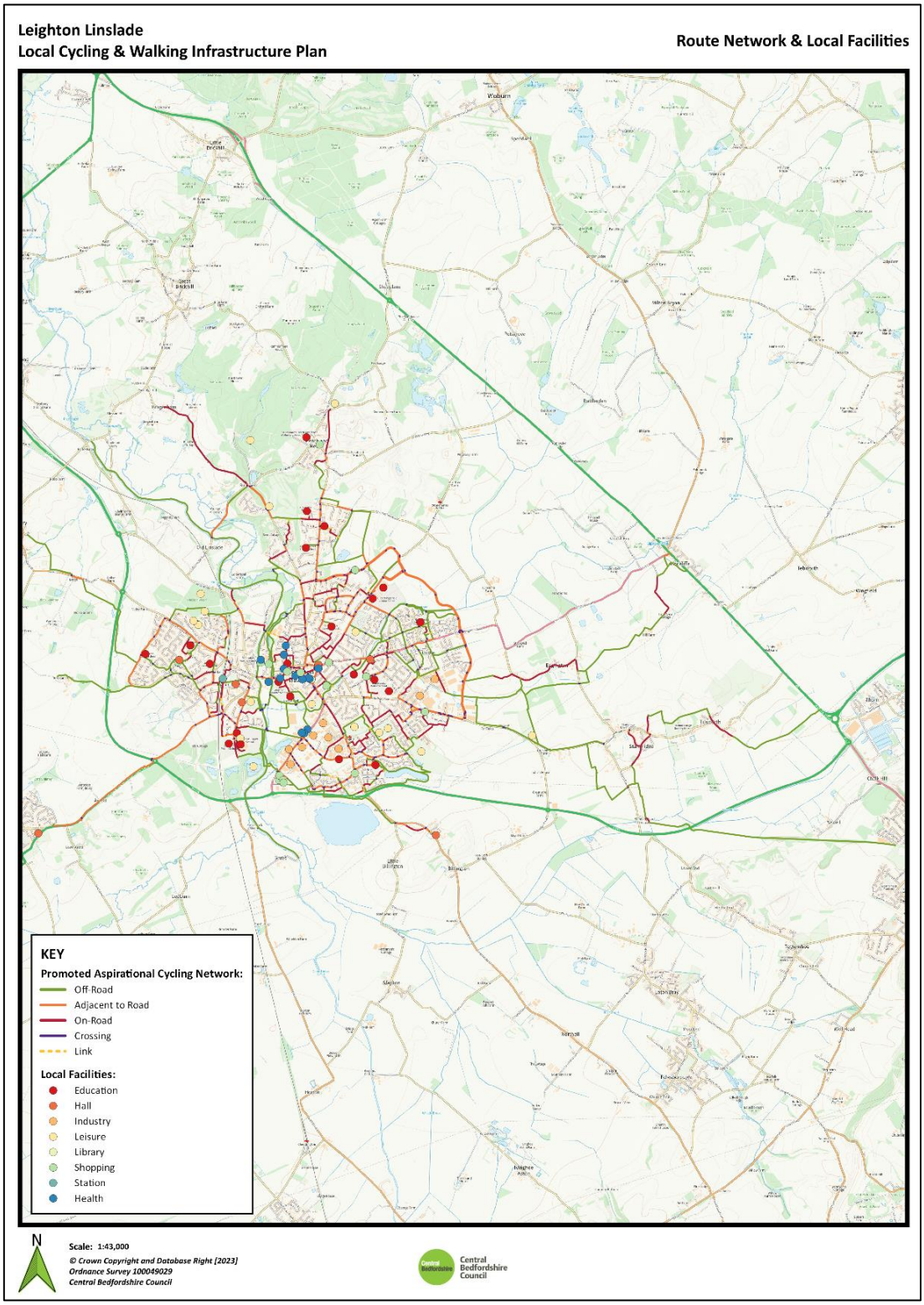


Figure 14: Proposed cycle network and location of key local facilities in Leighton Linslade

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

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

5.2 Testing and Refining the Network Proposals - Commonplace Engagement

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

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

5.2.3 An in-person event was held at Leighton Buzzard library on 26th November. This helped reach a demographic who were less adept or comfortable responding online, ensuring an inclusive model of engagement. The event was attended by town council representatives and ward councillors, as well as local community groups.

5.2.4 At the event, attendance was 42 members of the public and local stakeholders. The engagement benefitted from a campaign of publicity by the Council's Communications Team.

5.2.5 The six-week Commonplace-hosted engagement elicited 1,017 responses from the public. The distribution of comments, at a summary level, is shown in Figure 15. The interactive version of this map is accessible on the Leighton-Linslade Commonplace webpage[18].

5.2.6 By zooming in on the interactive Commonplace map, the distribution and location of comments becomes visible. Each comment is shown as a coloured dot. Clicking on a dot reveals the detailed information provided by a respondent. Figure 16 provides an illustration of the level of information available.

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

5.2.8 The report detailing the results of engagement is available in the supporting documents section of the Leighton Linslade page[19] on Commonplace.

[18] Leighton Linslade map on Commonplace
[19] Leighton Linslade information page on Commonplace

Figure 15: Commonplace map for Leighton-Linslade showing routes, identified local facilities and responses received

Figure 16: Extract from Commonplace map showing an example of pinned comments

5.3 Detailed Route Maps

5.3.1 Figures 17-22 and Tables 4-9 provide a detailed breakdown of the network, breaking down each route into sections that reflect the nature of provision and that are numbered for cross-referencing purposes.

On-Road Route Sections

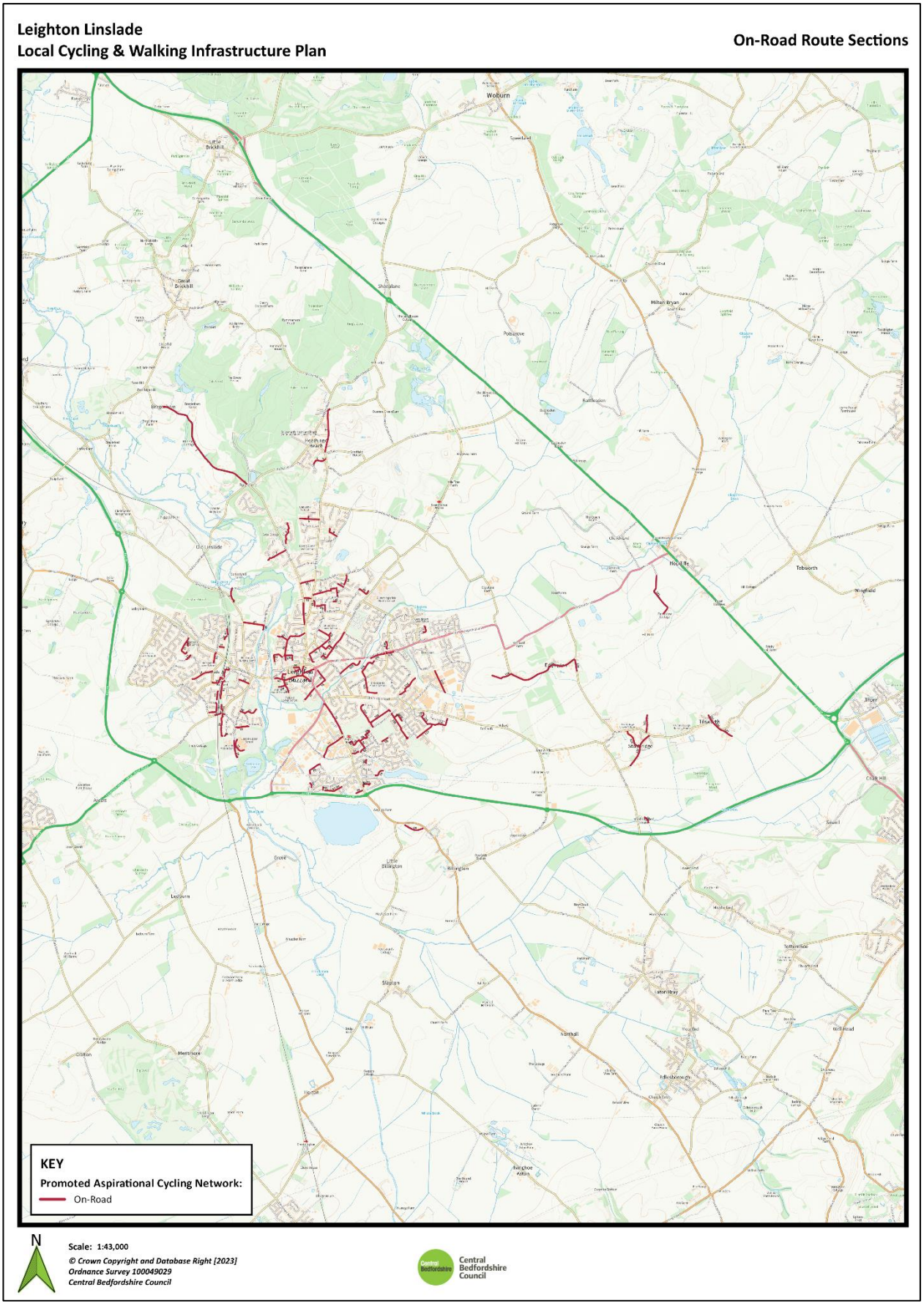


Figure 17: Sections of on-road cycle network route

Table 4: Route information for on-road sections

No.	Route Name	Parish	Length (m)
1	Bragenham Lane	Heath & Reach	1736.44
2	Reach Lane	Heath & Reach	615.23
3	Heath Green	Heath & Reach	58.19
4	Lane's End	Heath & Reach	142.92
5	Sandy Lane	Leighton Linslade	308.87
6	Redwood Glade	Leighton Linslade	313.65
7	Taylor's Ride	Leighton Linslade	287.21
8	Cotefield Drive	Leighton Linslade	168.54
9	Globe Lane	Leighton Linslade	208.2
10	School Entrance	Leighton Linslade	69.31
11	Bideford Green	Leighton Linslade	301.27
12	Grasmere Way	Leighton Linslade	94.98
13	St Mary's Way	Leighton Linslade	75.97
14	Hawthorn Close	Leighton Linslade	61.6
15	Beech Grove	Leighton Linslade	62.86
16	Leopold Road	Leighton Linslade	148.06
17	Rock Lane	Leighton Linslade	307.64
18	Southcourt Avenue	Leighton Linslade	175.46
19	Grange Close	Leighton Linslade	120.74
20	Orchard Drive	Leighton Linslade	231.48
21	Wing Road	Leighton Linslade	31.06
22	Wing Road	Leighton Linslade	33.83
23	Stephenson Close	Leighton Linslade	86.19
24	Wyngates	Leighton Linslade	355.67
25	Finch Crescent	Leighton Linslade	35.22
26	Mentmore Road	Leighton Linslade	246.64
27	School & Leisure Centre Entrance	Leighton Linslade	245.48
28	Mentmore Gardens	Leighton Linslade	179.36
29	Mardle Road	Leighton Linslade	194.92
30	Camberton Road	Leighton Linslade	71.22
31	Station Car Park Route	Leighton Linslade	268.89
32	Church Road	Leighton Linslade	146.58
33	Station Car Park Route	Leighton Linslade	109.41
34	Old Road	Leighton Linslade	55.12
35	Rothschild Road	Leighton Linslade	285.31
36	Bossington Lane	Leighton Linslade	60.54
37	Plantation Road	Leighton Linslade	298.12
38	Carnation Close	Leighton Linslade	90.27
39	Greenhill	Leighton Linslade	197.47
40	Brownshill Road	Leighton Linslade	256.44
41	Drakes Avenue	Leighton Linslade	223.63

No.	Route Name	Parish	Length (m)
42	Blenheim Road	Leighton Linslade	86.17
43	Mason Rise	Leighton Linslade	140.8
44	Nelson Road	Leighton Linslade	173.2
45	Montgomery Close	Leighton Linslade	38.94
46	Churchill Road	Leighton Linslade	74.44
47	Winston Close	Leighton Linslade	118.02
48	Northcourt	Leighton Linslade	76.64
49	East Street	Leighton Linslade	408.67
50	School Entrance	Leighton Linslade	48.77
51	Summer Street	Leighton Linslade	215.65
52	Vandyke Road	Leighton Linslade	440.83
53	Beaudesert	Leighton Linslade	55.4
54	Rush Court	Leighton Linslade	34.01
55	Lammas Walk	Leighton Linslade	134.65
56	Bedford Street	Leighton Linslade	151.75
57	Ashwell Street	Leighton Linslade	283.5
58	Access Road	Leighton Linslade	150.5
59	Bassett Street	Leighton Linslade	219.11
60	Windsor Avenue	Leighton Linslade	219.71
61	Bassett Road	Leighton Linslade	82.25
62	Doggett Street	Leighton Linslade	157.23
63	West Street	Leighton Linslade	175.4
64	North Street	Leighton Linslade	77.67
65	Friday Street	Leighton Linslade	114.39
66	Bridge Street	Leighton Linslade	136.85
67	High Street	Leighton Linslade	273.81
68	Church Square	Leighton Linslade	79.07
69	Judge's Lane	Leighton Linslade	96.42
70	Pulford Road	Leighton Linslade	101.28
71	Hockliffe Street	Leighton Linslade	167.29
72	Lake Street	Leighton Linslade	149.94
73	Hartwell Grove	Leighton Linslade	171.74
74	Morrisons	Leighton Linslade	141.54
75	Grove Road	Leighton Linslade	202.74
76	Billington Road	Leighton Linslade	496.16
77	Eden Way	Leighton Linslade	410.73
78	Hadrian Crescent	Leighton Linslade	219.6
79	Bellona Drive	Leighton Linslade	65.45
80	Porus Piece	Leighton Linslade	42.89
81	Saritor Croft	Leighton Linslade	85.61
82	Copia Crescent	Leighton Linslade	94.02
83	Feronia Mead	Leighton Linslade	70.23

No.	Route Name	Parish	Length (m)
84	Access Road	Leighton Linslade	92.19
85	Bitten Mead	Leighton Linslade	23.59
86	Dunnock Drive	Leighton Linslade	49.06
87	Siskin Grove	Leighton Linslade	57.58
88	Hillview Lane	Billington	270.36
89	Whinchat Gardens	Leighton Linslade	139.08
90	Plover Road	Leighton Linslade	51.1
91	Bushell Close	Leighton Linslade	93.58
92	Draper Way	Leighton Linslade	80.71
93	Goodman Drive	Leighton Linslade	135.24
94	Clay Furlong	Leighton Linslade	106.43
95	Claridge Close	Leighton Linslade	91.86
96	Deverell Way	Leighton Linslade	127.04
97	Ridgely Drive	Leighton Linslade	44.3
98	Flint Way	Leighton Linslade	89.02
99	Kingfisher Drive	Leighton Linslade	92.05
100	Gibson Drive	Leighton Linslade	467.92
101	Newton Way	Leighton Linslade	65.32
102	Roundel Drive	Leighton Linslade	100.24
103	Weston Avenue	Leighton Linslade	409.8
104	Richmond Road	Leighton Linslade	312.66
105	Garden Leys	Leighton Linslade	323.87
106	Waterdell	Leighton Linslade	335.57
107	Woodman Close	Leighton Linslade	363.55
108	Hockliffe Road	Leighton Linslade	206.04
109	Carina Drive	Leighton Linslade	115.91
110	Danes Way	Leighton Linslade	112.12
111	Mercury Way	Leighton Linslade	119.13
112	Marley Fields	Leighton Linslade	331.13
113	Cherrycourt Way	Leighton Linslade	335.71
114	Barton Grove	Leighton Linslade	65.96
115	Cheshire Rise	Leighton Linslade	130.45
116	Liddell Way	Leighton Linslade	351.64
117	Nicolson Drive	Leighton Linslade	284.63
118	Orchard Estate	Eggington	497.53
119	High Street	Eggington	788.42
120	Mill Road	Eggington	162.8
121	Little Lane	Hockliffe	625.37
122	Kings Way	Stanbridge	240.42
123	Orchard Way	Stanbridge	298.6
124	Peddars Lane	Stanbridge	506.79
125	Blackhill	Tilsworth	109.1

No.	Route Name	Parish	Length (m)
126	Dunstable Road	Tilsworth	167.58
127	Dickens Lane	Tilsworth	177.11
128	Stanbridge Road	Stanbridge	94.92

5.3.2 The 128 individual on-road sections of route within the proposed network are listed in Table 4, above. These sections represent 20% of the total network.

5.3.3 How individual sections of on-road route will be designed is addressed in Section 6.3.

On-Road Junctions

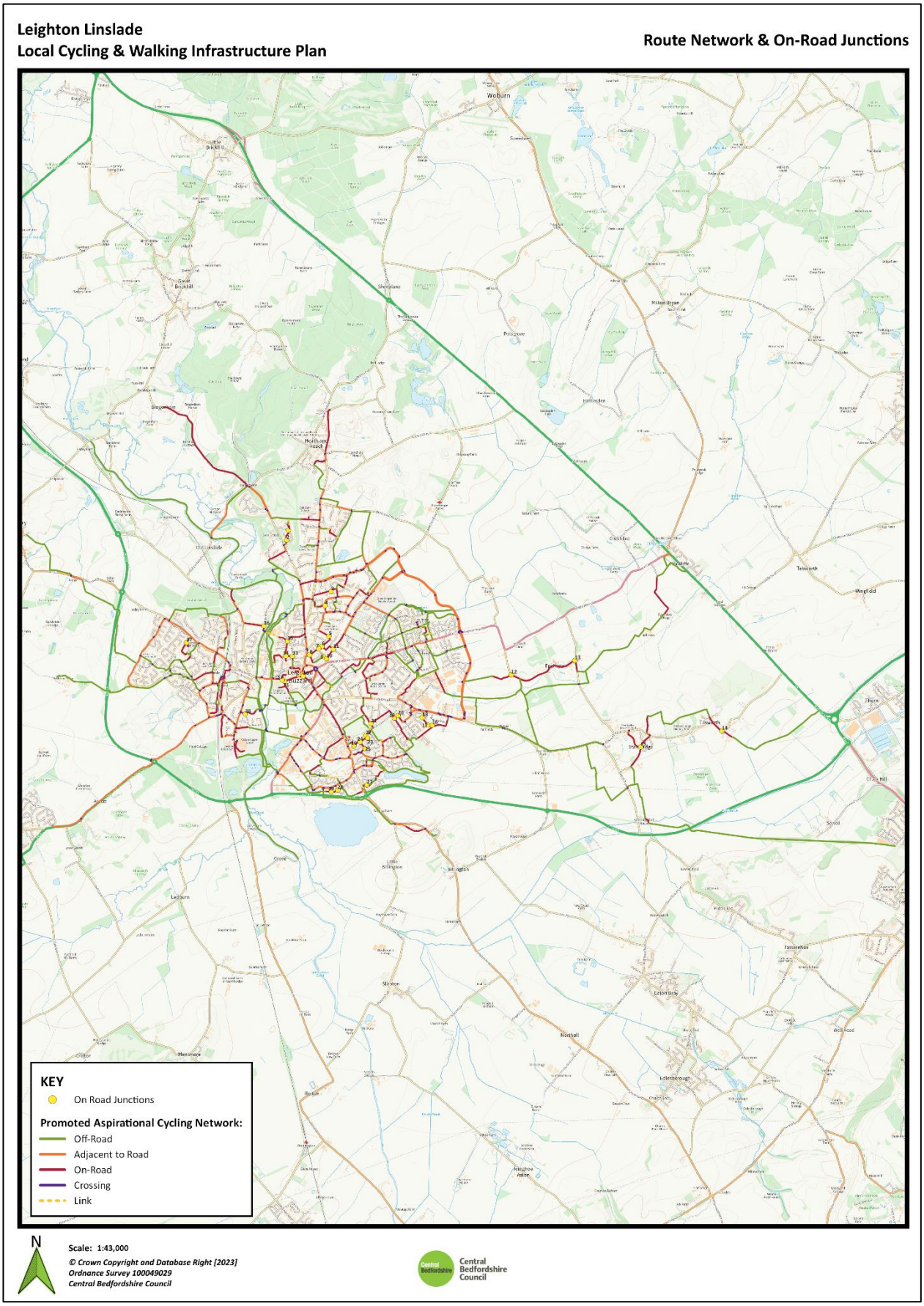


Figure 18: On-road junctions highlighted as part of the cycle network

Table 5: Route information for on-road junctions

No.	Route Name	Parish
1	Redwood Glade/Redwood Glade	Leighton Linslade
2	Redwood Glade/Redwood Glade	Leighton Linslade
3	Broomhills Road/Drakes Avenue	Leighton Linslade
4	Winston Close/Churchill Road	Leighton Linslade
5	East Street/School Entrance	Leighton Linslade
6	East Street/Summer Street	Leighton Linslade
7	East Street/Bedford Street/St Andrews Street	Leighton Linslade
8	Bedford Street/Lammas Walk	Leighton Linslade
9	Rush Court/Beaudesert	Leighton Linslade
10	Beaudesert/Vandyke Road	Leighton Linslade
11	Summer Street/Vandyke Road	Leighton Linslade
12	Orchard Estate	Eggington
13	High Street/Mill Road	Eggington
14	Dunstable Road/Dickens Lane	Tilsworth
15	Peddars Lane/Orchard Way	Stanbridge
16	Liddell Way/Nicolson Drive	Leighton Linslade
17	Cheshire Rise/Liddell Way	Leighton Linslade
18	Cheshire Rise/Barton Grove	Leighton Linslade
19	Gibson Drive/Newton Way	Leighton Linslade
20	Newton Way/Roundel Drive	Leighton Linslade
21	Richmond Road/Weston Avenue	Leighton Linslade
22	Flint Way/Ridgley Drive	Leighton Linslade
23	Ridgley Drive/Deverell Way	Leighton Linslade
24	Goodman Drive/Deverell Way	Leighton Linslade
25	Goodman Drive/Draper Way	Leighton Linslade
26	Clay Furlong/Claridge Close	Leighton Linslade
27	Siskin Grove/Dunnock Drive	Leighton Linslade
28	Copia Crescent/Feronia Mead	Leighton Linslade
29	Copia Crescent/Saritor Croft	Leighton Linslade
30	Hockliffe Street/High Street	Leighton Linslade
31	High Street/Bridge Street	Leighton Linslade
32	Friday Street/Bridge Street	Leighton Linslade
33	Doggett Street/Doggett Street	Leighton Linslade
34	Doggett Street/Bassett Road	Leighton Linslade
35	Bassett Road/Ashwell Street/Queen Street	Leighton Linslade
36	Bossingham Lane/Rothschild Road	Leighton Linslade
37	Bideford Green/School Entrance	Leighton Linslade
38	Camberton Road/Mardle Road	Leighton Linslade

5.3.4 There are 38 individual junctions where on-road sections of route intersect and where a cyclists will be required to negotiate a change in priority. These junctions are mapped in Figure 18 and listed in Table 5, above. The design of junctions is addressed at Section 6.4.

Adjacent to Road Route Sections

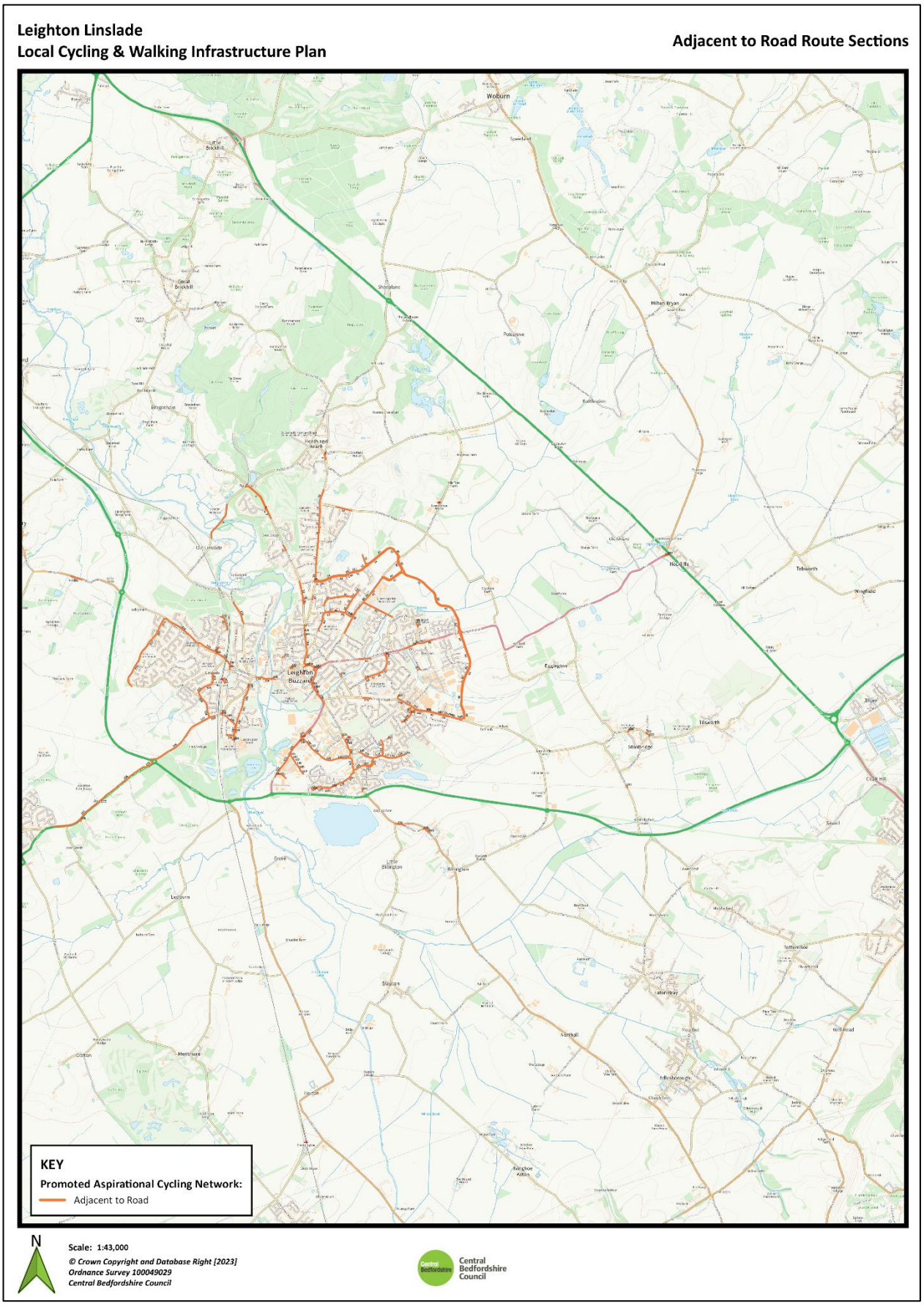


Figure 19: Sections of adjacent to road cycle network route

Table 6: Route information for adjacent to road sections

No.	Route Name	Parish	Length (m)
1	Reach Lane	Heath & Reach	17.47
2	Leighton Road	Heath & Reach	19.86
3	Leighton Road	Heath & Reach	60.32
4	Old Linslade Road	Leighton Linslade	601.65
5	Bragenham Lane	Heath & Reach	13.07
6	Plantation Road	Leighton Linslade	422.3
7	Plantation Road	Leighton Linslade	543.97
8	Plantation Road	Leighton Linslade	19.35
9	Plantation Road	Leighton Linslade	28.75
10	Heath Road	Heath & Reach	209.17
11	Heath Road	Leighton Linslade	64.78
12	Heath Road	Leighton Linslade	129.82
13	Heath Road	Leighton Linslade	88.16
14	Shenley Hill Road	Leighton Linslade	208.75
15	Heath Road	Leighton Linslade	213.5
16	Plantation Road	Leighton Linslade	85.6
17	Heath Road	Leighton Linslade	420.74
18	Heath Road	Leighton Linslade	99.01
19	Heath Road	Leighton Linslade	33.83
20	Plantation Road	Leighton Linslade	275.31
21	Plantation Road	Leighton Linslade	45.2
22	Plantation Road	Leighton Linslade	19.17
23	Heath Road	Leighton Linslade	52.95
24	Kemsley Drive	Leighton Linslade	403.88
25	Kemsley Drive	Leighton Linslade	57.49
26	Kemsley Drive	Leighton Linslade	59.54
27	Kemsley Drive	Leighton Linslade	109.51
28	Kemsley Drive	Leighton Linslade	174.99
29	Kemsley Drive	Leighton Linslade	84.62
30	Kemsley Drive	Leighton Linslade	85.63
31	Kemsley Drive	Leighton Linslade	131.52
32	Kemsley Drive	Leighton Linslade	174.23
33	Country Park Route	Leighton Linslade	140.31
34	Kemsley Drive	Leighton Linslade	396.43
35	Kemsley Drive	Leighton Linslade	453.11
36	Kemsley Drive	Leighton Linslade	120.57
37	Kemsley Drive	Leighton Linslade	235
38	Briggington Way	Leighton Linslade	218.3
39	Briggington Way	Leighton Linslade	210.16
40	Vandyke Road	Leighton Linslade	322.33
41	Vandyke Road	Leighton Linslade	579.75

No.	Route Name	Parish	Length (m)
42	Vandyke Road	Leighton Linslade	59.96
43	Vandyke Road	Leighton Linslade	67.2
44	Vandyke Road	Leighton Linslade	56.41
45	Meadway	Leighton Linslade	442.61
46	Vandyke Road	Leighton Linslade	506.24
47	Vandyke Road	Leighton Linslade	73.73
48	Clarence Road	Leighton Linslade	47.74
49	Clarence Road	Leighton Linslade	46.95
50	Nelson Road	Leighton Linslade	91.37
51	Nelson Road	Leighton Linslade	116.01
52	Nelson Road	Leighton Linslade	73.27
53	Nelson Road	Leighton Linslade	45.13
54	Churchill Road	Leighton Linslade	222.99
55	Churchill Road	Leighton Linslade	250.98
56	Clarence Road	Leighton Linslade	74.68
57	Clarence Road	Leighton Linslade	199.85
58	Clarence Road	Leighton Linslade	7.39
59	Clarence Road	Leighton Linslade	135.71
60	Garden Hedge	Leighton Linslade	251.81
61	Hockliffe Road	Leighton Linslade	160.1
62	Brooklands Drive	Leighton Linslade	26.25
63	Brooklands Drive	Leighton Linslade	49.81
64	Brooklands Drive	Leighton Linslade	140.87
65	Brooklands Drive	Leighton Linslade	59.67
66	Brooklands Drive	Leighton Linslade	100.22
67	Brooklands Drive	Leighton Linslade	43.88
68	Brooklands Drive	Leighton Linslade	83.51
69	Waterdell	Leighton Linslade	16.67
70	Meadow Way	Leighton Linslade	47.57
71	Hockliffe Road	Leighton Linslade	83.62
72	Hockliffe Road	Leighton Linslade	40.02
73	Leighton Road	Leighton Linslade	93.64
74	Leighton Road	Leighton Linslade	70.18
75	Leighton Road	Leighton Linslade	105.39
76	Appenine Way	Leighton Linslade	35.11
77	Appenine Way	Leighton Linslade	27.33
78	School Entrance	Leighton Linslade	7.11
79	Briggington Way	Leighton Linslade	566.7
80	Briggington Way	Leighton Linslade	1262.74
81	Briggington Way	Leighton Linslade	494.34
82	Briggington Way	Leighton Linslade	182.54
83	Fraserfields Way	Leighton Linslade	204.76

No.	Route Name	Parish	Length (m)
84	Fraserfields Way	Leighton Linslade	229.35
85	Fraserfields Way	Leighton Linslade	1160.98
86	Fraserfields Way	Leighton Linslade	139.07
87	Fraserfields Way	Leighton Linslade	126.99
88	Fraserfields Way	Leighton Linslade	453.74
89	Fraserfields Way	Leighton Linslade	71.75
90	Fraserfields Way	Leighton Linslade	66.12
91	Leighton Road	Leighton Linslade	65.41
92	Leighton Road	Leighton Linslade	81.67
93	Leighton Road	Leighton Linslade	15.44
94	Leighton Road	Leighton Linslade	20.15
95	Stanbridge Road	Leighton Linslade	39.05
96	Leighton Road	Leighton Linslade	113.46
97	Stanbridge Road	Leighton Linslade	46.64
98	Leighton Road	Leighton Linslade	41.48
99	Leighton Road	Leighton Linslade	117.94
100	Stanbridge Road	Leighton Linslade	248.11
101	Leighton Road	Leighton Linslade	26.06
102	Leighton Road	Leighton Linslade	222.45
103	Roundel Drive	Leighton Linslade	18.25
104	Roundel Drive	Leighton Linslade	124.36
105	Roundel Drive	Leighton Linslade	48.74
106	Stanbridge Road	Leighton Linslade	75.32
107	Stanbridge Road	Leighton Linslade	123.87
108	Stanbridge Road	Leighton Linslade	68.44
109	Stanbridge Road	Leighton Linslade	109.44
110	Marley Fields	Leighton Linslade	64.73
111	Stanbridge Road	Leighton Linslade	108.52
112	Kingfisher Drive	Leighton Linslade	29.05
113	Turnham Drive	Leighton Linslade	75.53
114	114	Leighton Linslade	137.51
115	Johnson Drive	Leighton Linslade	20.57
116	Johnson Drive	Leighton Linslade	95.56
116	Johnson Drive	Leighton Linslade	122.18
117	Johnson Drive	Leighton Linslade	63.42
118	Johnson Drive	Leighton Linslade	96.16
119	Johnson Drive	Leighton Linslade	204.64
120	Johnson Drive	Leighton Linslade	20.24
121	Kestrel Way	Leighton Linslade	168.08
122	Kestrel Way	Leighton Linslade	125.68
123	Kestrel Way	Leighton Linslade	74.7
124	Kestrel Way	Leighton Linslade	128.62

No.	Route Name	Parish	Length (m)
125	Billington Road	Leighton Linslade	202.17
126	Theedway	Leighton Linslade	151.89
127	Theedway	Leighton Linslade	172.48
128	Theedway	Leighton Linslade	64.22
129	Theedway	Leighton Linslade	88.56
130	Bellona Drive	Leighton Linslade	140.51
131	Bellona Drive	Leighton Linslade	12.69
132	Bellona Drive	Leighton Linslade	23.74
133	Chartmoor Road	Leighton Linslade	137.44
134	Chartmoor Road	Leighton Linslade	36.66
135	Chartmoor Road	Leighton Linslade	236.71
136	Chartmoor Road	Leighton Linslade	104.51
137	Chartmoor Road	Leighton Linslade	37.29
138	Chartmoor Road	Leighton Linslade	69.44
139	Grovebury Road	Leighton Linslade	74.94
140	Grovebury Road	Leighton Linslade	76.66
141	Grovebury Road	Leighton Linslade	71.37
142	Grovebury Road	Leighton Linslade	46.56
143	Grovebury Road	Leighton Linslade	61.76
144	Grovebury Road	Leighton Linslade	157.75
145	Grovebury Road	Leighton Linslade	32.37
146	Grovebury Road	Leighton Linslade	35.93
147	Grovebury Road	Leighton Linslade	39.96
148	Grovebury Road	Leighton Linslade	23.65
149	Grovebury Road	Leighton Linslade	65.15
150	Grovebury Road	Leighton Linslade	55.99
151	Grovebury Road	Leighton Linslade	224.25
152	Grovebury Road	Leighton Linslade	90.25
153	Retail Park	Leighton Linslade	139.31
154	Grovebury Road	Leighton Linslade	55.79
155	Lake Street	Leighton Linslade	174.36
156	Lake Street	Leighton Linslade	74.62
157	Morrisons	Leighton Linslade	44.6
158	Lake Street	Leighton Linslade	25.75
159	Lake Street	Leighton Linslade	47.91
160	South Street	Leighton Linslade	31.93
160	Leston Road	Leighton Linslade	234.42
161	Leston Road	Leighton Linslade	20.84
162	Leston Road	Leighton Linslade	11.88
163	Leston Road	Leighton Linslade	14.21
164	Leston Road	Leighton Linslade	150.22
165	Leston Road	Leighton Linslade	41.83

No.	Route Name	Parish	Length (m)
166	North Street	Leighton Linslade	37.93
167	North Street	Leighton Linslade	204.18
168	Church Street	Leighton Linslade	161.84
169	Church Street	Leighton Linslade	41.78
170	Church Street	Leighton Linslade	63.35
171	Church Street	Leighton Linslade	50.15
172	Bassett Road	Leighton Linslade	31.18
173	West Street	Leighton Linslade	41.45
174	West Street	Leighton Linslade	42.33
175	Leighton Road	Leighton Linslade	53.02
176	Leighton Road	Leighton Linslade	161.43
177	Leighton Road	Leighton Linslade	71.41
178	Wing Road	Leighton Linslade	44.51
179	Wing Road	Leighton Linslade	8.7
180	Mentmore Road	Leighton Linslade	238.1
181	Mentmore Road	Leighton Linslade	77.41
182	Mentmore Road	Leighton Linslade	210.69
183	Mentmore Road	Leighton Linslade	65.37
184	Mentmore Road	Leighton Linslade	32.09
185	Mentmore Road	Leighton Linslade	67.18
186	Finch Crescent	Leighton Linslade	105.39
187	Mentmore Road	Leighton Linslade	158.93
188	Cedars Way	Leighton Linslade	87.26
189	Cedars Way	Leighton Linslade	61.64
190	Wyngates	Leighton Linslade	22.02
191	Wing Road	Leighton Linslade	46.07
192	Wing Road	Leighton Linslade	75.48
193	Wing Road	Leighton Linslade	220.64
194	Wing Road	Leighton Linslade	794.37
195	Wing Road	Leighton Linslade	206.23
196	Leighton Road	Leighton Linslade	546.5
197	Leighton Road	Ascott	974.53
198	Leighton Road	Leighton Linslade	31.26
199	Bunkers Lane	Leighton Linslade	188.89
200	Bunkers Lane	Leighton Linslade	168.88
201	Southcourt Avenue	Leighton Linslade	103.78
202	Southcourt Avenue	Leighton Linslade	125.19
203	Southcourt Avenue	Leighton Linslade	141.83
204	Station Route	Leighton Linslade	88.98
205	Station Road	Leighton Linslade	59.97
206	Soulbury Road	Leighton Linslade	39.57
207	Soulbury Road	Leighton Linslade	202.76

No.	Route Name	Parish	Length (m)
208	Soulbury Road	Leighton Linslade	10.91
209	St Mary's Way	Leighton Linslade	88.41
210	Soulbury Road	Leighton Linslade	281.21
211	Knaves Hill	Leighton Linslade	180.61
212	Knaves Hill	Leighton Linslade	42.67
213	Stoke Road	Leighton Linslade	323.12
214	Soulbury Road	Leighton Linslade	592.3
215	Derwent Road	Leighton Linslade	126.94
216	Derwent Road	Leighton Linslade	156.48
217	Derwent Road	Leighton Linslade	151.77
218	Derwent Road	Leighton Linslade	657.64
219	Leighton Road	Leighton Linslade	171
220	B440	Billington	143.11
221	Hillview Lane	Billington	23.49
222	B440	Billington	72.73
223	Gaddesden Turn	Billington	6.31
224	Station Road	Stanbridge	21.88
225	Orchard Way	Stanbridge	25.44
226	Tilsworth Road	Stanbridge	10.38
227	Tilsworth Road	Stanbridge	51.5
228	Peddars Lane	Stanbridge	15.94
229	Leighton Road	Hockliffe	41.73
230	Leighton Road	Hockliffe	45.86
231	Billington Road	Leighton Linslade	40.8
232	Billington Road	Leighton Linslade	124.31
233	Billington Road	Leighton Linslade	161.92
234	Kemsley Drive	Leighton Linslade	104.53
235	Billington Road	Leighton Linslade	41.4

5.3.5 There are 235 sections of route adjacent to an existing road. Whilst confident cyclists will be comfortable sharing the road, this provision will allow those that wish to cycle separately from vehicular traffic. The sections are mapped in Figure 19 and listed above in Table 6.

5.3.6 Designing sections of adjacent-to-the-road routes, representing 26.3% of the total network length, is addressed in Section 6.5.

Off-Road Route Sections

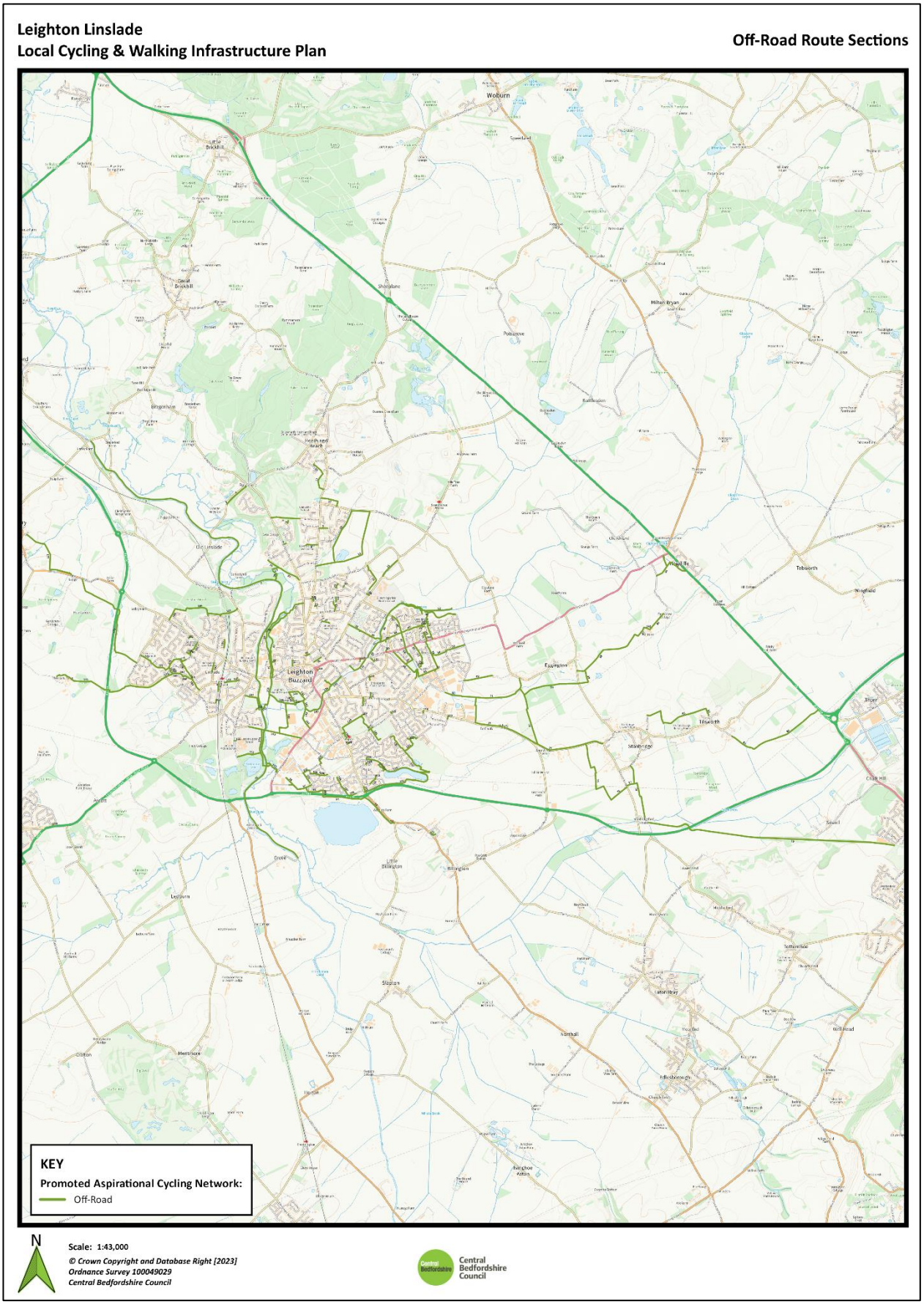


Figure 20: Sections of off-road cycle network route

Table 7: Route information for off-road sections

No.	Route Name	Parish	Length (m)
1	Canal Tow Path	Bragenham	2375.24
2	Canal Tow Path	Leighton Linslade	3345.82
3	Old Linslade Road	Leighton Linslade	35.38
4	Old Linslade Road	Leighton Linslade	330.04
5	BW8	Heath & Reach	401.61
6	Redwood Glade/BW8	Leighton Linslade	37.65
7	Redwood Glade/Plantation Road	Leighton Linslade	29.32
8	School Entrance	Leighton Linslade	162.72
9	Heath Road/School	Leighton Linslade	118.39
10	FP8	Heath & Reach	187.89
11	FP11/Leighton Road	Heath & Reach	276.23
12	Heath Road/Shenley Hill Road	Leighton Linslade	304.21
13	Country Park Route	Leighton Linslade	1048.63
14	Country Park Route	Leighton Linslade	1279.67
15	Former Road	Leighton Linslade	303.05
16	Vandyke Road/Kemsley Drive	Leighton Linslade	411.69
17	Nelson Road	Leighton Linslade	23.04
18	Vandyke Road	Leighton Linslade	5.34
19	Blenheim Road	Leighton Linslade	23.62
20	Blenheim Road/Drakes Avenue	Leighton Linslade	62.94
21	Play Area Route	Leighton Linslade	58.16
22	Clarence Road/Oakley Green	Leighton Linslade	134.99
23	Winston Close/Northcourt	Leighton Linslade	28.49
24	Northcourt	Leighton Linslade	36.07
25	FP4	Leighton Linslade	329.44
26	FP3	Leighton Linslade	187.51
27	FP6	Leighton Linslade	97.08
28	FP6/Canal Town Path	Leighton Linslade	163.35
29	Riverside Path	Leighton Linslade	329.78
30	River Route	Leighton Linslade	995.82
31	FP69	Leighton Linslade	740.05
32	FP28	Leighton Linslade	331.01
33	Windsor Avenue	Leighton Linslade	43.68
34	FP19	Leighton Linslade	77.67
35	Bedford Street	Leighton Linslade	53.03
36	BW21	Leighton Linslade	123.56
37	School Route	Leighton Linslade	107.79
38	Playing Field Route	Leighton Linslade	269.33
39	Kiteleys Green	Leighton Linslade	255.47
40	Hockliffe Road	Leighton Linslade	139.43
41	FP91	Leighton Linslade	276.74

No.	Route Name	Parish	Length (m)
42	Carina Drive	Leighton Linslade	27.64
43	FP91	Leighton Linslade	42.55
44	FP98	Leighton Linslade	184.93
45	FP98	Leighton Linslade	234.08
46	FP105	Leighton Linslade	93.51
47	FP97	Leighton Linslade	214.34
48	FP98	Leighton Linslade	222.32
49	Clipstone Brook	Leighton Linslade	405.36
50	Meadway	Leighton Linslade	47.26
51	Clipstone Brook	Leighton Linslade	585.04
52	Clipstone Brook	Leighton Linslade	671.95
53	Green Space Route	Leighton Linslade	818.5
54	Green Space Link	Leighton Linslade	52.66
55	Mercury Way	Leighton Linslade	87.73
56	Mercury Way	Leighton Linslade	50.16
57	Leighton Road	Leighton Linslade	429.23
58	FP6 Realignment	Leighton Linslade	226.2
59	FP6 Realignment	Leighton Linslade	261.07
60	Meadow Way	Leighton Linslade	389.57
61	FP38	Leighton Linslade	15.47
62	FP73	Leighton Linslade	89.58
63	FP73	Leighton Linslade	121.23
64	FP75	Leighton Linslade	82.93
65	FP79	Leighton Linslade	21.32
65	FP79/Meadow Way	Leighton Linslade	53.5
66	Danes Way/Playing Fields	Leighton Linslade	581.2
67	Playing Fields Route	Leighton Linslade	106.75
68	Railway Path	Leighton Linslade	202.17
69	Fraserfields Way/Orchard Estate	Eggington	403.98
70	Fraserfields Way	Leighton Linslade	228.98
71	FP1	Eggington	1004.13
72	Leighton Road	Stanbridge	756.16
73	Leighton Road	Stanbridge	837.56
74	Stanbridge Link	Stanbridge	1473.14
75	Leighton Road	Stanbridge	1052.99
76	FP3	Stanbridge	277.82
77	Station Road	Stanbridge	112.46
78	Peddars Lane	Stanbridge	805.71
79	NCN 6	Totternhoe	3494.27
80	FP5	Tilsworth	1061.93
81	BW5	Tilsworth	359.68
82	BW8	Tilsworth	103.64

No.	Route Name	Parish	Length (m)
83	Kings Way	Tilsworth	1027.56
84	Leighton Road	Hockliffe	362.68
85	A5	Hockliffe	332.9
86	FP2	Hockliffe	292.27
87	FP3 Realignment	Hockliffe	227.92
88	FP3	Hockliffe	1028.73
89	FP3/Mill Road	Eggington	303.04
90	Mill Road	Stanbridge	784.59
91	Playing Field	Billington	86.4
92	B440	Billington	53.04
93	FP14	Billington	703.14
94	FP45	Leighton Linslade	402.74
95	Canal Tow Path	Leighton Linslade	3037.57
96	Retail Park Route	Leighton Linslade	283.7
97	BW37	Leighton Linslade	206.04
98	BW37/Saritor Croft	Leighton Linslade	306.22
100	Porus Piece	Leighton Linslade	85.82
101	Grovebury Road	Leighton Linslade	165.12
102	Hadrian Crescent	Leighton Linslade	105.15
103	Arcadius Lane	Leighton Linslade	126.72
104	Valerian Way	Leighton Linslade	118.1
105	Chartmoor Road	Leighton Linslade	136.84
106	FP45	Leighton Linslade	75.29
107	FP45	Leighton Linslade	232.99
108	Access Road	Leighton Linslade	105.85
109	Bitten Mead	Leighton Linslade	81.07
110	Siskin Grove	Leighton Linslade	103.89
111	Whinchat Gardens	Leighton Linslade	37.83
112	Astral Park Lake Route	Leighton Linslade	1105.76
113	Astral Park Lake Route	Leighton Linslade	737.1
114	Whinchat Gardens	Leighton Linslade	66.45
115	Greenleas Route	Leighton Linslade	79.03
116	FP8	Leighton Linslade	19.78
117	FP8	Leighton Linslade	24.25
118	Kestrel Way	Leighton Linslade	85.13
119	Astral Park Lake Route	Leighton Linslade	604.58
120	Johnson Drive	Leighton Linslade	358.01
121	Astral Park	Leighton Linslade	350.38
122	Astral Park	Leighton Linslade	44.43
123	Liddell Way	Leighton Linslade	40.94
124	Barton Grove	Leighton Linslade	32.03
125	Gibson Drive	Leighton Linslade	25.52

No.	Route Name	Parish	Length (m)
126	Pages Field	Leighton Linslade	227.61
127	Cooper Drive	Leighton Linslade	78.21
128	Page's Park	Leighton Linslade	613.42
129	Page's Park	Leighton Linslade	60.51
130	Page's Park	Leighton Linslade	82.53
131	Billington Road	Leighton Linslade	35.64
132	Richmond Road	Leighton Linslade	107.73
133	Stanbridge Road	Leighton Linslade	70.61
134	Brooklands Drive	Leighton Linslade	55.79
135	Capshill Avenue	Leighton Linslade	55.46
136	Hockliffe Road	Leighton Linslade	333.8
137	Woodman Close	Leighton Linslade	31.43
138	South Street	Leighton Linslade	310.94
139	Lake Street	Leighton Linslade	247.35
140	Lake Street	Leighton Linslade	344.86
141	FP71	Leighton Linslade	190.37
142	FP33	Leighton Linslade	284.11
143	FP32	Leighton Linslade	122.15
144	FP34	Leighton Linslade	126.05
145	FP35	Leighton Linslade	128.19
146	FP36	Leighton Linslade	171.78
147	Parson's Close	Leighton Linslade	23.23
148	Clipstone Brook	Leighton Linslade	394.23
149	Clipstone Brook	Leighton Linslade	534.46
150	Grovebury Road/Mentmore Gardens	Leighton Linslade	749.27
151	Tiddenfoot Waterside Park	Leighton Linslade	190.88
152	Tiddenfoot Waterside Park	Leighton Linslade	688.85
154	Canal Route	Leighton Linslade	333.45
155	River Route	Leighton Linslade	81.75
155	Tiddenfoot	Leighton Linslade	25.61
156	River Route	Leighton Linslade	431.07
157	Mentmore Road	Leighton Linslade	340.89
158	Mardle Road	Leighton Linslade	41.29
159	Church Road	Leighton Linslade	87.33
160	FP68	Leighton Linslade	120.2
161	Southcourt Avenue	Leighton Linslade	122.89
162	Grange Close	Leighton Linslade	53.57
163	Leopold Road	Leighton Linslade	121.44
164	Southcourt Avenue	Leighton Linslade	228.61
165	BW52	Leighton Linslade	61.54
166	BW52 Realignment	Leighton Linslade	102.26
167	BW52	Leighton Linslade	24.98

No.	Route Name	Parish	Length (m)
168	BW52	Leighton Linslade	126.54
169	FP59 Realignment	Leighton Linslade	35.21
170	BW52	Leighton Linslade	72.41
171	BW52	Leighton Linslade	1666.32
172	High Road/Leighton Road	Leighton Linslade	989.19
173	Leighton Road/Derwent Road	Leighton Linslade	1673.68
174	FP59	Leighton Linslade	203.7
175	FP59	Leighton Linslade	309.06
176	Bideford Green	Leighton Linslade	185.2
177	Community Centre Route	Leighton Linslade	141.82
178	Grasmere Way	Leighton Linslade	253.66
179	Bideford Green	Leighton Linslade	31.67
180	Grasmere Way	Leighton Linslade	78.45
181	Soulbury Road	Leighton Linslade	201.5
182	Bideford Green	Leighton Linslade	44.98
183	BW53	Leighton Linslade	171.39
184	Linslade Wood Route	Leighton Linslade	565.63
185	Knaves Hill	Leighton Linslade	473.1
186	Beech Grove	Leighton Linslade	111.62
187	FP59	Leighton Linslade	28.18
188	Hartwell Grove	Leighton Linslade	19.66
189	Wing Road	Leighton Linslade	28.17
190	School Link	Leighton Linslade	21.88
191	School Route	Leighton Linslade	86.19
192	FP3	Leighton Linslade	53.16
193	Jupiter Drive	Leighton Linslade	22.89
194	Canal Tow Path	Leighton Linslade	31.76
195	Carnation Close	Leighton Linslade	15.96

5.3.7 There are 195 sections of off-road route within the proposed network blueprint for Leighton-Linslade. The sections, which comprise 50.9% of the total network length, are shown mapped in Figure 20.

5.3.8 The principles for designing off-road sections of route is addressed in Section 6.6.

Crossing Points

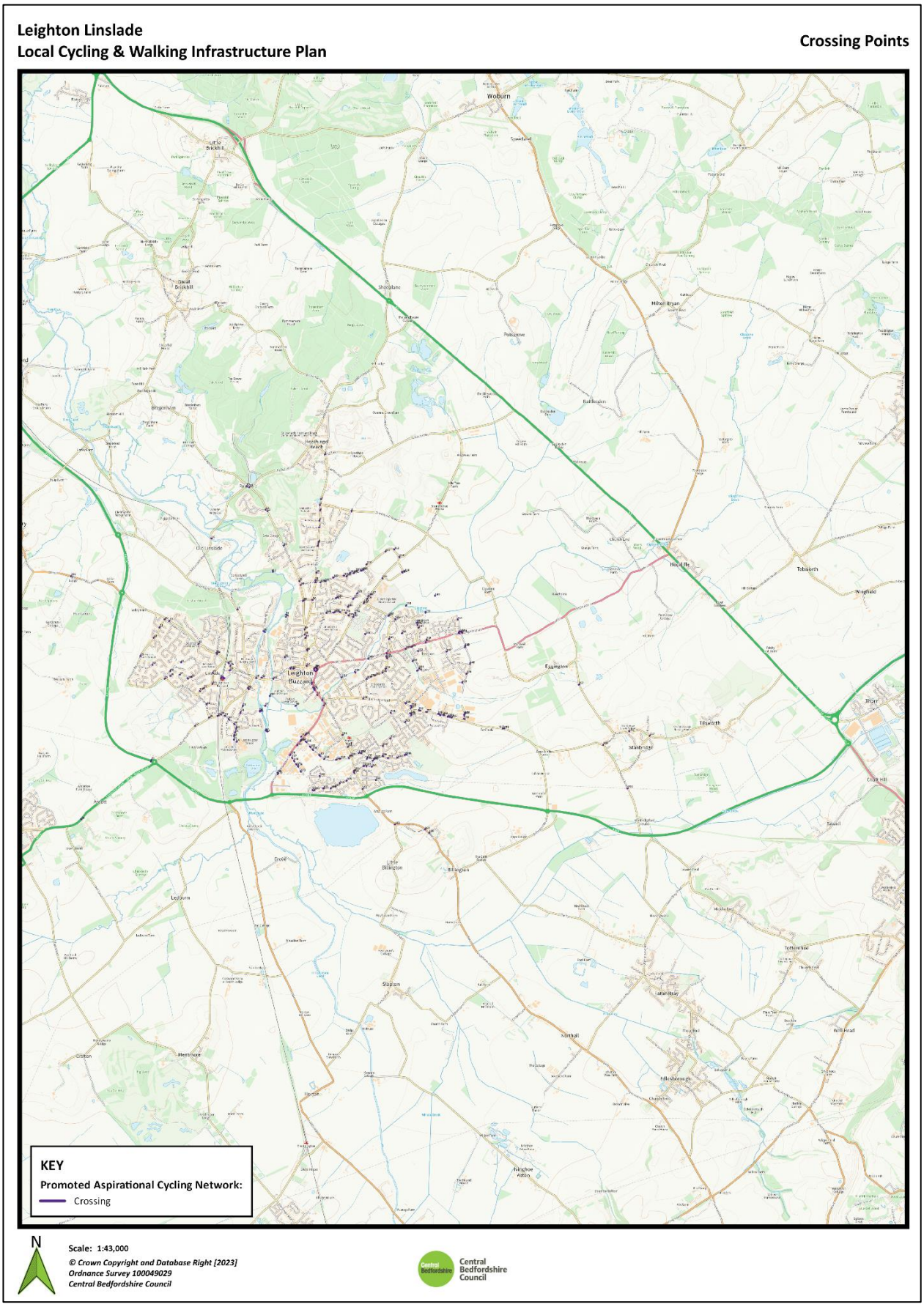


Figure 21: Crossing points linking cycle network routes

Table 8: Route information for crossing points

No.	Route Name	Parish	Length (m)
1	Leighton Road Crossing	Heath & Reach	14.34
2	Heath Road Crossing	Heath & Reach	12.07
3	Craddock Drive Crossing	Leighton Linslade	9.84
4	Oak Bank Drive Crossing	Leighton Linslade	9.86
5	Shenley Hill Road Crossing	Leighton Linslade	10.92
6	Sandy Lane Crossing	Leighton Linslade	13.5
7	Heath Road Crossing	Leighton Linslade	9.49
8	Cotefield Drive Crossing	Leighton Linslade	14.03
9	Heath Road Crossing	Leighton Linslade	9.76
10	Plantation Road Crossing	Leighton Linslade	8.84
11	River Crossing	Leighton Linslade	25.25
12	Plantation Road Crossing	Leighton Linslade	6.81
13	Heath Court Crossing	Leighton Linslade	7.25
14	Plantation Road Crossing	Leighton Linslade	10.42
15	Old Linslade Road Crossing	Leighton Linslade	12.83
16	Old Linslade Road Crossing	Leighton Linslade	8.77
17	Stoke Road Crossing	Leighton Linslade	11.18
18	Canal Crossing	Leighton Linslade	30.51
19	Soulbury Road Crossing	Leighton Linslade	12.99
20	Derwent Road Crossing	Leighton Linslade	10.55
21	Malvern Drive Crossing	Leighton Linslade	12.56
22	Cotswold Drive Crossing	Leighton Linslade	9.29
23	Derwent Road Crossing	Leighton Linslade	11.34
24	Lombard Drive Crossing	Leighton Linslade	6.96
25	A4146 Crossing	Leighton Linslade	27.67
26	Wing Road Crossing	Wing	11.21
27	Southcourt Farm Access Crossing	Leighton Linslade	6.93
28	Bunkers Lane Crossing	Leighton Linslade	12.84
29	Orchard Drive Crossing	Leighton Linslade	13.99
30	Southcourt Avenue Crossing	Leighton Linslade	10.4
31	Barnabas Road Crossing	Leighton Linslade	16.69
32	Southcourt Avenue Crossing	Leighton Linslade	15.27
33	Station Crossover	Leighton Linslade	89.36
34	Springfield Road Crossing	Leighton Linslade	10.51
35	Grasmere Way Crossing	Leighton Linslade	10.06
36	Grasmere Way Crossing	Leighton Linslade	15.11
37	Grasmere Way Crossing	Leighton Linslade	7.91
38	Himley Green Crossing	Leighton Linslade	14.2
39	Ullswater Drive Crossing	Leighton Linslade	10.29
40	Coniston Road Crossing	Leighton Linslade	10.09
41	Grasmere Way Crossing	Leighton Linslade	9.06

No.	Route Name	Parish	Length (m)
42	Soulbury Road Crossing	Leighton Linslade	9.77
43	St Mary's Way Crossing	Leighton Linslade	12.71
44	Soulbury Road Crossing	Leighton Linslade	9.33
45	Durrell Close Crossing	Leighton Linslade	17.95
46	Soulbury Road Crossing	Leighton Linslade	9.21
47	Station Road Crossing	Leighton Linslade	11
48	Leighton Road Crossing	Leighton Linslade	11.09
49	Vimy Road Crossing	Leighton Linslade	16
50	West Street Crossing	Leighton Linslade	12.94
51	Wing Road Crossing	Leighton Linslade	13.15
52	The Wharf Crossing	Leighton Linslade	8.03
53	Car Park Entrance Road Crossing	Leighton Linslade	14.64
54	Camberton Road Crossing	Leighton Linslade	26.27
55	Wing Road Crossing	Leighton Linslade	22.88
56	Wing Road Crossing	Leighton Linslade	8.86
57	Wyngates Crossing	Leighton Linslade	9.52
58	Finch Crescent Crossing	Leighton Linslade	20.13
59	Cedars Way Crossing	Leighton Linslade	12.54
60	Mentmore Gardens Crossing	Leighton Linslade	17.77
61	Mentmore Road Crossing	Leighton Linslade	10
62	Finch Crescent Crossing	Leighton Linslade	16.57
63	Mentmore Road Crossing	Leighton Linslade	8.73
64	Entrance Road Crossing	Leighton Linslade	12.31
65	Footbridge Crossing	Leighton Linslade	56.3
66	Canal Bridge	Leighton Linslade	87.33
67	River Crossing	Leighton Linslade	11.97
68	River Crossing	Leighton Linslade	9.51
69	River Crossing	Leighton Linslade	16.19
70	Grovebury Road Crossing	Leighton Linslade	8.87
71	Lake Street Crossing	Leighton Linslade	14.44
72	Lindler Court Crossing	Leighton Linslade	8.33
73	Grove Road Crossing	Leighton Linslade	11.21
74	Lake Street Crossing	Leighton Linslade	11.62
75	Old Chapel Mews Crossing	Leighton Linslade	11.49
76	Lake Street Crossing	Leighton Linslade	15.2
77	Lake Street Crossing	Leighton Linslade	24.26
78	Hockliffe Street Crossing	Leighton Linslade	17.89
79	Leston Road Crossing	Leighton Linslade	17.54
80	Entrance Road Crossing	Leighton Linslade	8.11
81	Hockliffe Street Crossing	Leighton Linslade	18.62
82	Leston Road Crossing	Leighton Linslade	11.7
83	West Street Crossing	Leighton Linslade	14

No.	Route Name	Parish	Length (m)
84	West Street Crossing	Leighton Linslade	14.28
85	Bassett Road Crossing	Leighton Linslade	9.57
86	St Andrews Street Crossing	Leighton Linslade	25.16
87	Church Street Crossing	Leighton Linslade	9.38
88	Ashwell Street Crossing	Leighton Linslade	8.93
89	Digby Road Crossing	Leighton Linslade	8.41
90	River Crossing	Leighton Linslade	6.54
91	River Crossing	Leighton Linslade	20.69
92	Badgers Brook Crossing	Leighton Linslade	8.16
93	Plantation Road Crossing	Leighton Linslade	9.58
94	Plantation Road Crossing	Leighton Linslade	9.21
95	Firs Path Crossing	Leighton Linslade	8.66
96	Heath Road Crossing	Leighton Linslade	10.76
97	Heath Road Crossing	Leighton Linslade	15.35
98	Heath Road Crossing	Leighton Linslade	10.39
99	Chamberlains Garden Crossing	Leighton Linslade	10.43
100	Wernham Mead Crossing	Leighton Linslade	8.53
101	Payne Close Crossing	Leighton Linslade	11.68
102	Shackleton Grove Crossing	Leighton Linslade	13.6
103	Ruffhead Road Crossing	Leighton Linslade	12.35
104	Mason Rise Crossing	Leighton Linslade	10.63
105	Kemsley Drive Crossing	Leighton Linslade	12.43
106	Kemsley Drive Crossing	Leighton Linslade	10.88
107	Kemsley Drive Crossing	Leighton Linslade	12.76
108	Kemsley Drive Crossing	Leighton Linslade	16.92
109	Seddon Gardens Crossing	Leighton Linslade	11.58
110	Roundabout Crossing	Leighton Linslade	16.2
111	Kemsley Drive Crossing	Leighton Linslade	10.26
112	Kemsley Drive Crossing	Leighton Linslade	10.9
113	Vandyke Road Crossing	Leighton Linslade	16.44
114	Mendel Row Crossing	Leighton Linslade	11.75
115	Vandyke Road Crossing	Leighton Linslade	20.39
116	Vandyke Road Crossing	Leighton Linslade	13.81
117	Entrance Crossing	Leighton Linslade	10.23
118	Vandyke Road Crossing	Leighton Linslade	9.21
119	Entrance Crossing	Leighton Linslade	13.41
119	Narrow Gauge Railway Crossing	Leighton Linslade	10.42
120	Meadway Crossing	Leighton Linslade	9.2
121	Nelson Road Crossing	Leighton Linslade	15.76
123	Churchill Road Crossing	Leighton Linslade	19
124	Drakes Avenue Crossing	Leighton Linslade	12.07
125	Churchill Road Crossing	Leighton Linslade	9.74

No.	Route Name	Parish	Length (m)
126	Clarence Road Crossing	Leighton Linslade	9.54
127	Entrance Crossing	Leighton Linslade	12.92
128	Clarence Road Crossing	Leighton Linslade	9.52
129	Mountbatten Gardens Crossing	Leighton Linslade	16.21
130	Nelson Road Crossing	Leighton Linslade	10.09
131	Miletree Court Crossing	Leighton Linslade	12.82
132	Tindall Avenue Crossing	Leighton Linslade	10.87
133	Vandyke Road Crossing	Leighton Linslade	9.37
134	Vandyke Road Crossing	Leighton Linslade	9.15
135	Kiteleys Green Crossing	Leighton Linslade	11.95
136	Meadway Crossing	Leighton Linslade	11.68
137	Narrow Gauge Railway Crossing	Leighton Linslade	9.02
138	Clipstone Brook Crossing	Leighton Linslade	15.5
139	Clipstone Brook Crossing	Eggington	17.02
140	Side Road Crossing	Eggington	9.22
141	Wallis Drive Crossing	Eggington	10.33
142	Briggington Way Crossing	Eggington	27.63
143	Leighton Road Crossing	Eggington	25.58
144	Leighton Road Crossing	Eggington	29.09
145	Fraserfields Way Crossing	Eggington	10.67
146	Napier Close Crossing	Eggington	12.15
147	Ramsay Drive Crossing	Eggington	10.79
148	Ramsey Drive Crossing	Eggington	12.77
149	Alexander Way Crossing	Eggington	11.55
150	Access Road Crossing	Eggington	12.56
151	Access Road Crossing	Stanbridge	21.98
152	Access Road Crossing	Stanbridge	21.27
153	Fraserfields Way Crossing	Stanbridge	21.21
154	Entrance Crossing	Stanbridge	26.75
155	Leighton Road Crossing	Stanbridge	11.55
156	Tilsworth Road Crossing	Stanbridge	8.01
157	Tilsworth Road Crossing	Stanbridge	8.12
158	Station Road Crossing	Stanbridge	10.04
159	Gaddesden Turn Crossing	Billington	7.24
160	B440 Crossing	Billington	13.62
161	Billington Road Crossing	Billington	10.33
162	Billington Road Crossing	Leighton Linslade	13.81
163	Goshawk Green Crossing	Leighton Linslade	8.39
164	Theedway Crossing	Leighton Linslade	21.08
165	Messor Gardens Crossing	Leighton Linslade	10.17
166	Theedway Crossing	Leighton Linslade	9.55
167	Copia Crescent Crossing	Leighton Linslade	9.65

No.	Route Name	Parish	Length (m)
168	Copia Crescent Crossing	Leighton Linslade	9.93
169	Porus Piece Crossing	Leighton Linslade	17.81
170	Porus Piece Crossing	Leighton Linslade	11.84
171	Moneta Rise Crossing	Leighton Linslade	10.02
172	Valerian Way Crossing	Leighton Linslade	9.79
173	Access Road Crossing	Leighton Linslade	12.3
174	Access Road Crossing	Leighton Linslade	13.61
175	Access Road Crossing	Leighton Linslade	16.07
176	Access Road Crossing	Leighton Linslade	17.64
177	Access Road Crossing	Leighton Linslade	14.28
178	Grovebury Road Crossing	Leighton Linslade	15.93
179	Access Road Crossing	Leighton Linslade	12.86
180	Grovebury Road Crossing	Leighton Linslade	13.82
181	Access Road Crossing	Leighton Linslade	11.86
182	Access Road Crossing	Leighton Linslade	14.16
183	Grovebury Road Crossing	Leighton Linslade	11.7
184	Boss Avenue Crossing	Leighton Linslade	11.08
185	Enterprise Way Crossing	Leighton Linslade	20.47
186	Access Road Crossing	Leighton Linslade	24.54
187	Access Road Crossing	Leighton Linslade	19.98
188	Access Road Crossing	Leighton Linslade	16.92
189	Access Road Crossing	Leighton Linslade	25.25
190	Chartmoor Road Crossing	Leighton Linslade	12.52
191	Access Road Crossing	Leighton Linslade	17.22
192	Access Road Crossing	Leighton Linslade	15.76
193	Chartmoor Road Crossing	Leighton Linslade	16.3
194	Billington Road Crossing	Leighton Linslade	17.32
195	Billington Road Crossing	Leighton Linslade	9.87
196	Billington Road Crossing	Leighton Linslade	11.36
197	Johnson Drive Crossing	Leighton Linslade	10.35
198	Draper Way Crossing	Leighton Linslade	11.84
199	Johnson Drive Crossing	Leighton Linslade	8.63
200	Johnson Drive Crossing	Leighton Linslade	6.82
201	Billington Road Crossing	Leighton Linslade	20.22
202	Plover Road Crossing	Leighton Linslade	14.55
203	Kestrel Way Crossing	Leighton Linslade	9.49
204	School Entrance Crossing	Leighton Linslade	9.03
205	Kestrel Way Crossing	Leighton Linslade	10.37
206	Johnson Drive Crossing	Leighton Linslade	8.77
207	Dimmock Close Crossing	Leighton Linslade	13.38
208	Turnham Drive Crossing	Leighton Linslade	15.64
209	Cooper Drive Crossing	Leighton Linslade	10.76

No.	Route Name	Parish	Length (m)
210	Sandpiper Way Crossing	Leighton Linslade	10.54
211	Johnson Drive Crossing	Leighton Linslade	10.02
212	Cormorant Way Crossing	Leighton Linslade	13.86
213	Johnson Drive Crossing	Leighton Linslade	11.45
214	Johnson Drive Crossing	Leighton Linslade	7.56
215	Access Road Crossing	Leighton Linslade	21.18
216	Access Road Crossing	Leighton Linslade	15.07
217	Leighton Road Crossing	Leighton Linslade	10.55
218	Commerce Way Crossing	Leighton Linslade	20.28
219	Adastral Avenue Crossing	Leighton Linslade	12.88
220	Access Road Crossing	Leighton Linslade	23.55
221	Access Road Crossing	Leighton Linslade	14.97
222	Stanbridge Road Crossing	Leighton Linslade	27.18
223	Nicolson Drive Crossing	Leighton Linslade	8.34
224	Narrow Gauge Railway Crossing	Leighton Linslade	11.61
225	Swales Drive Crossing	Leighton Linslade	14.47
226	Stanbridge Road Crossing	Leighton Linslade	18.78
227	Stanbridge Road Crossing	Leighton Linslade	19.8
228	Cherrycourt Way Crossing	Leighton Linslade	17.71
229	Entrance Road Crossing	Leighton Linslade	16.39
230	Stanbridge Road Crossing	Leighton Linslade	7.78
231	South Street Crossing	Leighton Linslade	12.59
232	Clipstone Brook Crossing	Leighton Linslade	20.63
233	Brooklands Drive Crossing	Leighton Linslade	8.77
234	School Entrance Crossing	Leighton Linslade	10.33
235	School Entrance Crossing	Leighton Linslade	12.99
236	Highfield Road Crossing	Leighton Linslade	10.46
237	Clipstone Crescent Crossing	Leighton Linslade	12.31
238	Clipstone Crescent Crossing	Leighton Linslade	10.38
239	Brooklands Drive Crossing	Leighton Linslade	8.01
240	Hockliffe Road Crossing	Leighton Linslade	11.1
241	Hockliffe Road Crossing	Leighton Linslade	12.45
242	Appenine Way Crossing	Leighton Linslade	10.6
243	Appenine Way Crossing	Leighton Linslade	10.81
244	Narrow Gauge Railway Crossing	Leighton Linslade	12.23
245	Appenine Way Crossing	Leighton Linslade	10.78
246	Gemini Close Crossing	Leighton Linslade	10.42
247	Appenine Way Crossing	Leighton Linslade	11.15
248	Jupiter Drive Crossing	Leighton Linslade	10.88
249	Hockliffe Road Crossing	Leighton Linslade	8.83
250	Meadow Way Crossing	Leighton Linslade	17.4
251	Leighton Road Crossing	Leighton Linslade	9.75

No.	Route Name	Parish	Length (m)
252	Meadow Way Crossing	Leighton Linslade	10.87
253	Narrow Gauge Railway Crossing	Leighton Linslade	12.87
254	Narrow Gauge Railway Crossing	Leighton Linslade	12.35
255	Meadow Way Crossing	Leighton Linslade	8.54
256	B4032 Crossing	Soulbury	9.17
257	Mill Road Crossing	Stanbridge	11.43

5.3.9 Table 8 lists 257 locations where pedestrians, scooter riders and cyclists navigating the network will be required to cross a road, side road, canal, river or rail line. Designing crossings is addressed in Section 6.7. The location of the various crossings is mapped in Figure 21.

5.3.10 The total length of crossings represents under 3% of the total network length but their provision will be one of the most important elements in the construction of routes.

5.3.11 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.

5.3.12 A number of the proposed crossings require new or upgraded structures, including bridges.

New links to improve permeability

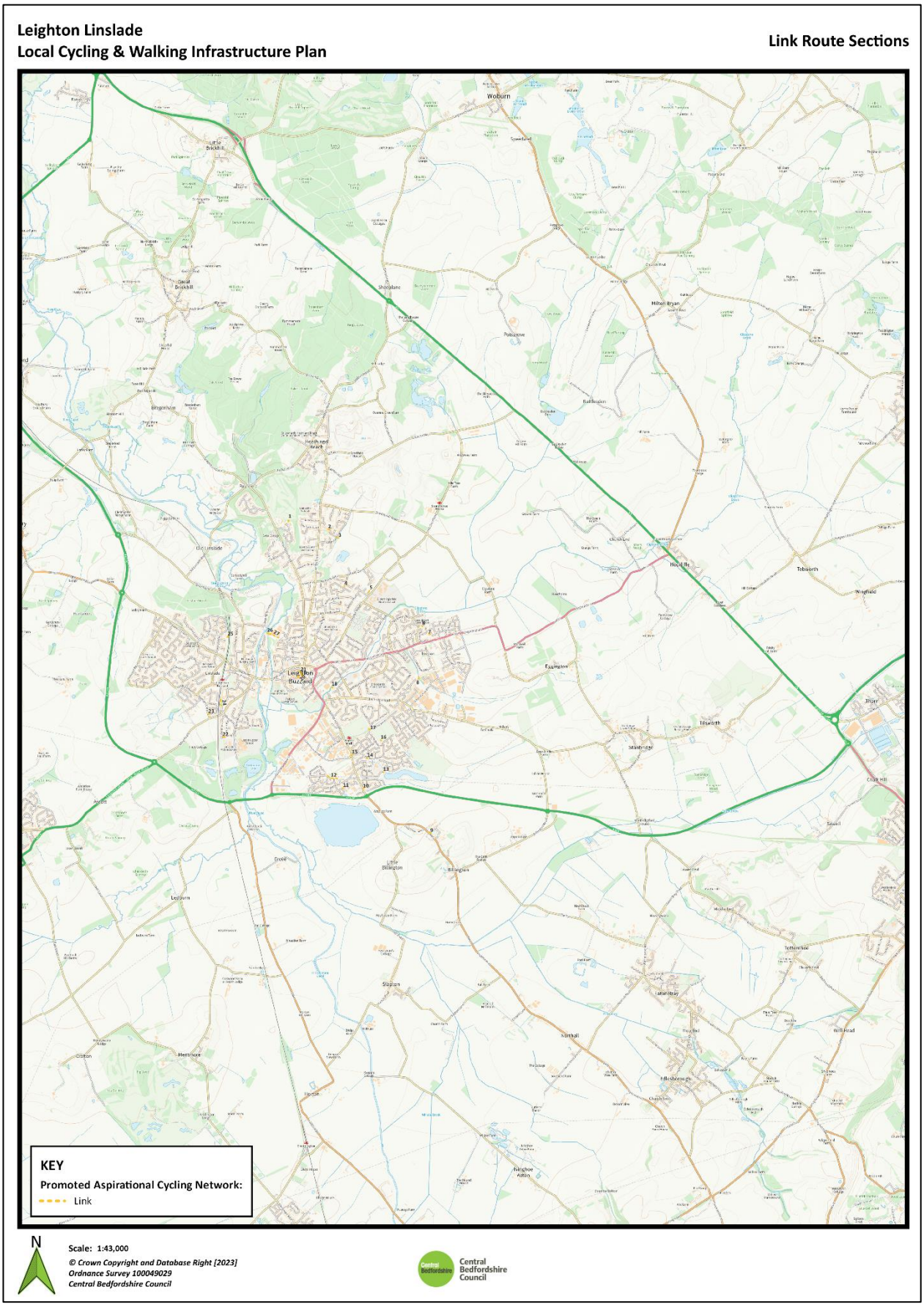


Figure 22: New links to improve permeability between residential areas and the cycle network

Table 9: Route information for links to improve permeability.

No.	Route Name	Parish
1	BW8/Redwood Glade Link	Leighton Linslade
2	Heathwood School Link	Leighton Linslade
3	Cotefield Drive Link	Leighton Linslade
4	Mason Rise Link	Leighton Linslade
5	Nelson Road Link	Leighton Linslade
6	School Link	Leighton Linslade
7	Mercury Way Link	Leighton Linslade
8	Meadow Way/Marley Fields Link	Leighton Linslade
9	Recreation Ground Link	Billington
10	Bitten Mead/Billington Road Link	Leighton Linslade
11	Messor Gardens/Feronia Mead Link	Leighton Linslade
12	FP45/Hadrian Crescent Link	Leighton Linslade
13	Whinchat Gardens Link	Leighton Linslade
14	Johnson Drive Link	Leighton Linslade
15	Billington Road/Bushell Close Link	Leighton Linslade
16	Page's Field Link	Leighton Linslade
17	Page's Park/Cooper Drive Link	Leighton Linslade
18	Morrisons/Play Area Link	Leighton Linslade
19	Market Square Link	Leighton Linslade
20	High Street/North Street Link	Leighton Linslade
21	North Street/West Street Link	Leighton Linslade
22	Wyngates/Garages Link	Leighton Linslade
23	Bunkers Lane/Orchard Drive Link	Leighton Linslade
24	Car Park/Stephenson Close Link	Leighton Linslade
25	Garages Link	Leighton Linslade
26	River Crossing Link	Leighton Linslade
27	Future Development Link	Leighton Linslade

5.3.13 Table 9 lists 27 locations where new links are proposed. These are mapped at Figure 22.

5.3.14 Many of the links are designed to create permeability between existing and new estates for the benefit of pedestrians and cyclists.

6. Delivering the Network

6.1 Summary

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

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

6.2 Designing for Pedestrians

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

6.2.2 For this reason, every location where a road crossing is required, including those involving side roads and accesses, has been highlighted. Each of these locations will need a suitable treatment to afford greater protection to pedestrians in accord with the Highway Code, revised in 2022[20] 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 overleaf provides a list of the most common interventions and improvements to be delivered as both as individual improvement schemes and as part of wider, scheduled programmes 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 6 of this report, along with locations where potential improvements could be made.

[20] The Highway Code

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

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

6.3 Designing for Cyclists – On Road

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

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

Table 11: On-road sections – example interventions

Scheme	Measures and Interventions
Accommodating cyclists within the carriageway	Improvements to be designed and installed on roads that host a section of cycle route include: • 20mph speed limit, as standard[21]. • 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[22]. • 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.

[21] 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.

[22] 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 18 above, will be subject to assessment using Active Travel England's promoted Junction Assessment Tool. The assessment considers all permitted cycle movements through a junction and determines a traffic light rating for each. Through design, junctions on the cycle network will be improved to eliminate 'red flag' issues and where reasonable, to convert 'amber' flags to green.

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

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

Table 12: Junctions – example interventions

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

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

6.5.1 Where space within the existing highway allows, a cycle track segregated from the carriageway will be progressed, with 3m the default minimum width. The ideal under LTN1/20 design guidance is to have 2m-wide uni-directional cycle tracks on both side of the road[23]. 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[24].

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

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

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

6.5.5 On some route sections it will be necessary to reposition street furniture such as lighting columns, telegraph poles, electrical cabinets and on occasion, bus shelters[25].

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.

[23] 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.

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

[25] 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[26] 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.

[26] 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.
Realignment of an existing footpath and upgrade to a cycle track	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.
Creation of a new section of cycle track where no previous path exists	Measures as above with securing a legal approval the first step.
Provision of short 'punch through' interconnecting link to provide network access	

6.7 Designing for Pedestrians & 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 23 below, reproduces the guidance in LTN 1/20 on how locations should be assessed. The accompanying text stresses the benefits from reducing traffic speeds as this brings more design options into play. A key consideration is to install crossings on a raised table as this has added safety benefits. Also, to look at dividing crossings into stages using refuges to improve safety.
Alterations to side roads and premises accesses to afford unambiguous priority to pedestrian and cycle movements	For accesses, the default position will be to remove any dropped kerbs or tactile paving such that the footway has clear priority. This may be reinformed by lining and surface treatments. For side roads, the standard treatment will be to raise and continue the footway so that it extends across the junction, unless there are strong engineering reasons not to. Such reasons may be safety-related or the impact on road drainage. The presence of underground services may also be a consideration. An alternative approach, though requiring a special permission from the Department for Transport, will be the use of side road zebra crossings, which are common in the continent.

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

Provision suitable for most people

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

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

Notes:

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

Figure 23: Crossing design suitability matrix
Source: LTN 1/20

6.8 Designing for Pedestrians & Cyclists – Enabling and Supporting Infrastructure

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

Table 16: Categories of enabling and supporting infrastructure

Type	Measures and Interventions
Major structures such as bridges	All of the LCWIPs will require provision, or modification to large bridge structures. Within Leighton-Linslade, this includes new bridges over the Grand Union Canal, River Ouzel and Clipstone Brook and the replacements of the stepped footbridge at the railway station. Also ideally, a bridge crossing of the A4146 at Wing Hill. 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 thehub'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 (including solar LED studs) will be considered 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, offering a good degree of personal security. Consideration will also be given to energy consumption, such as switching lighting off between midnight and 5amor using detectors triggered by the presence of cyclists and pedestrians.

6.9 Delivering for Pedestrians and Cyclists – Maintenance

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

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

6.9.3 For off-road paths, routine maintenance that includes regular sweeping is important to ensure routes remain safe, comfortable, and attractive to users at all times of the year. Regular rather than reactive maintenance is a more sustainable approach. It ensures the usable width of a path is protected. The edges of a path progressively disappear into the verge if left unchecked, which in time will 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 24: Maintenance interventions for off-road routes

Source: LTN 1/20

6.10 Area-Based Delivery

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

6.10.2 Details of the implementation approach, including how investment is allocated, will be set out in Issue 4 of the Council's Local Transport Plan. This Plan is currently being updated in response to changes in government policy requiring local transport investment to be directed to 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 Leighton-Linslade LCWIP, the network will be published on the Council's online mapping system[27] 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 Leighton Linslade 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.

[27] My Central Bedfordshire mapping system

Appendix 1: Relevant Strategies

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

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

Appendix 2: Leighton Linslade Green Wheel Masterplan Maps

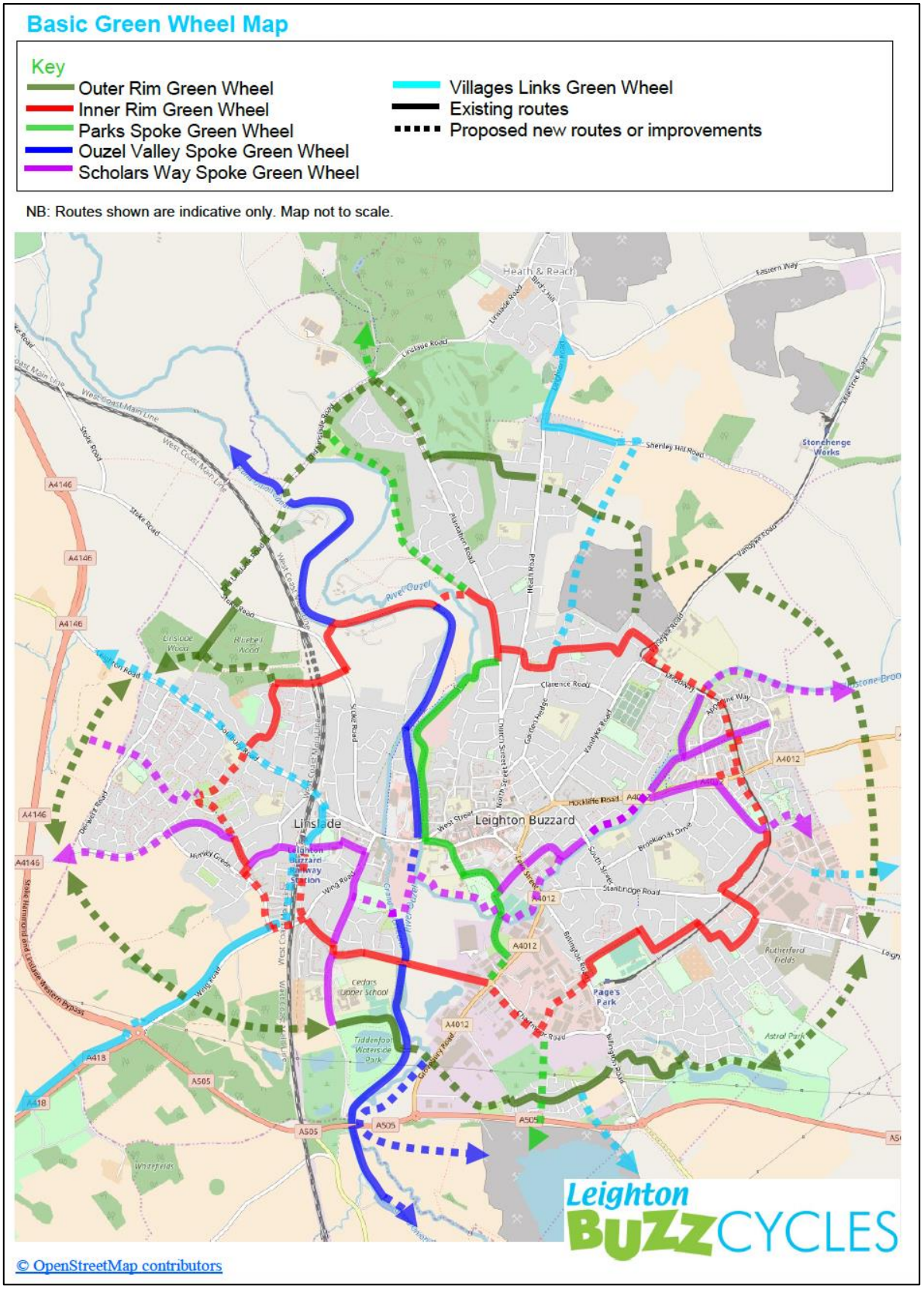


Figure 25: Green Wheel Masterplan Cycle Map for Leighton Linslade (2019)

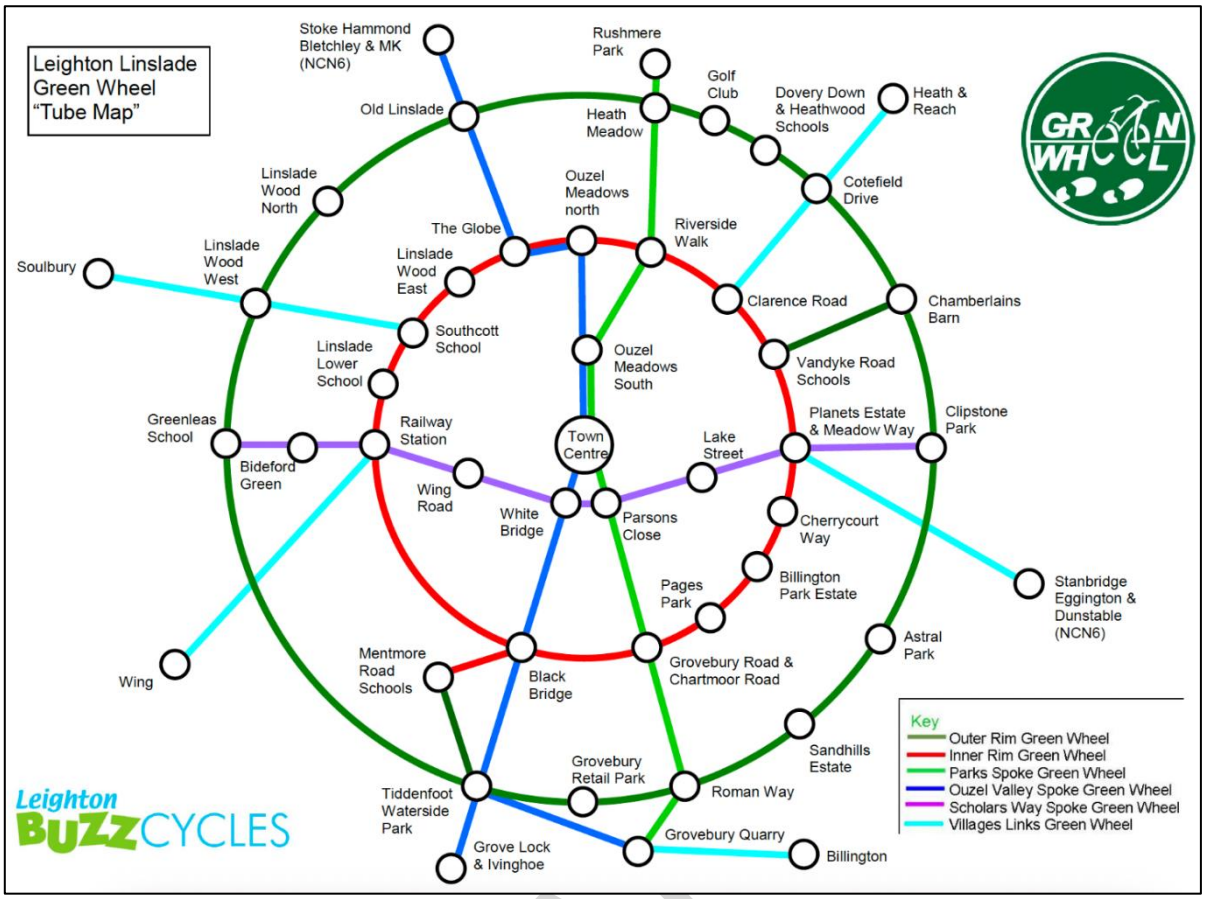


Figure 26: Green Wheel Masterplan Cycle 'Tube Map' for Leighton Linslade (2019)

Appendix 3: BuzzCycles Cycle Strategy Maps for Leighton Linslade

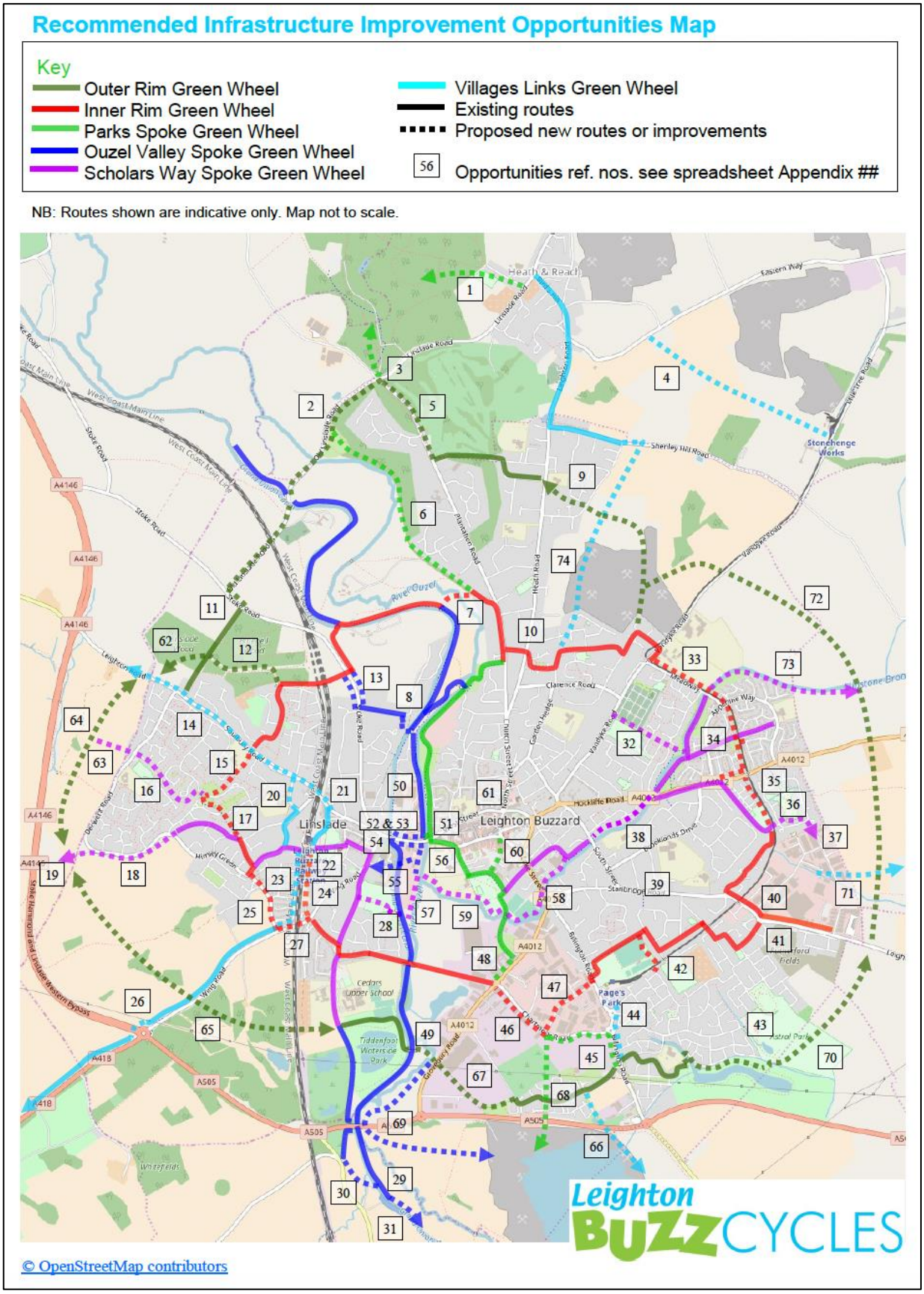


Figure 27: BuzzCycles Complete Leighton Linslade Cycle Network Map (2021)

Figure 28: BuzzCycles Southern Green Wheel Inner Rim Map (2021)

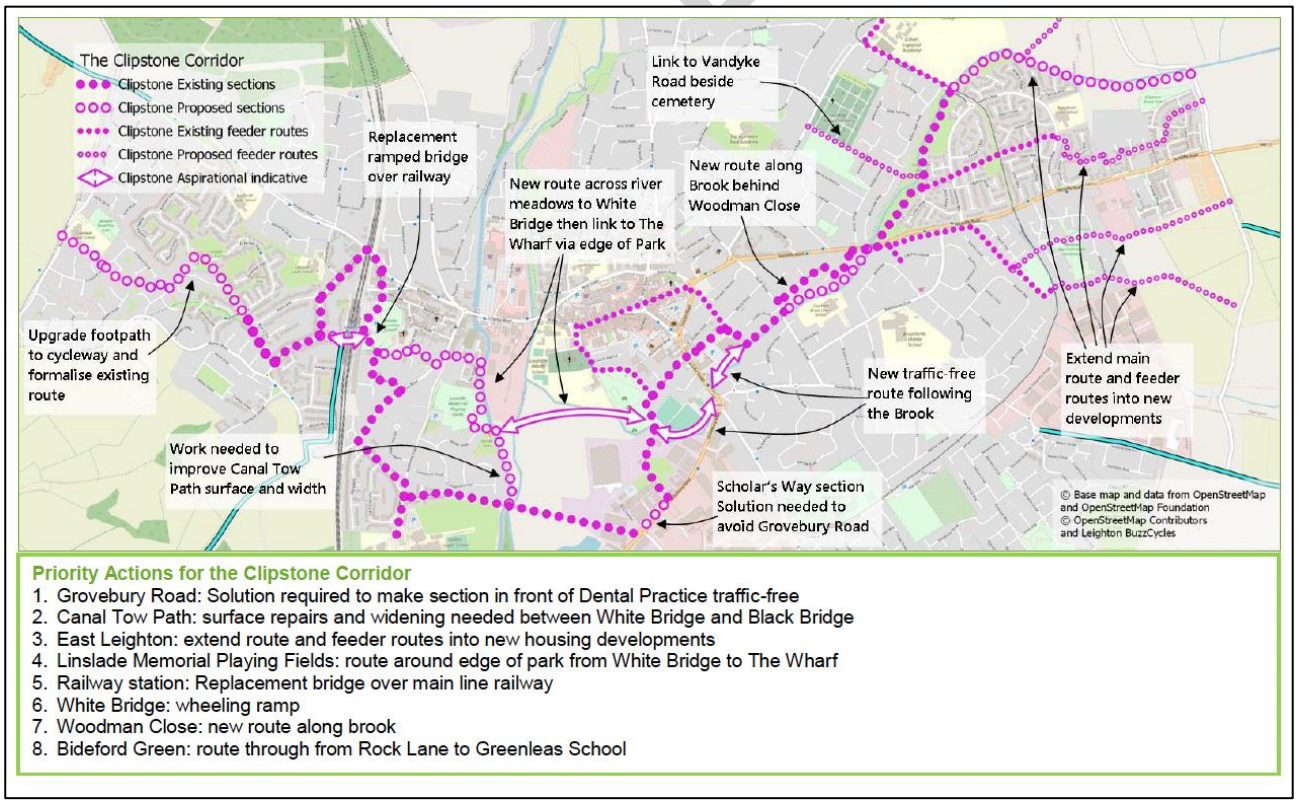


Figure 29: BuzzCycles Clipstone Corridor Improvements Map (2021)

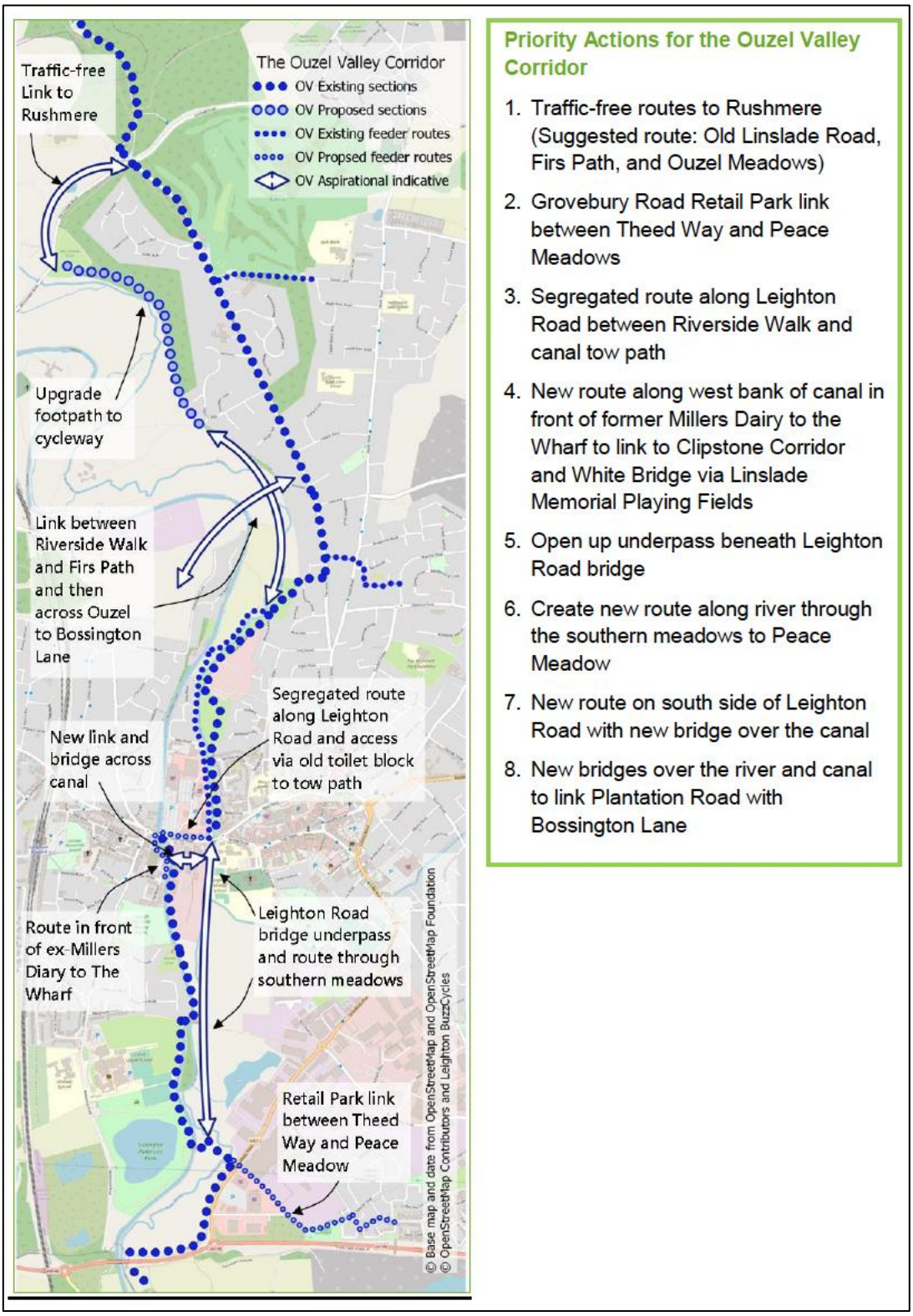
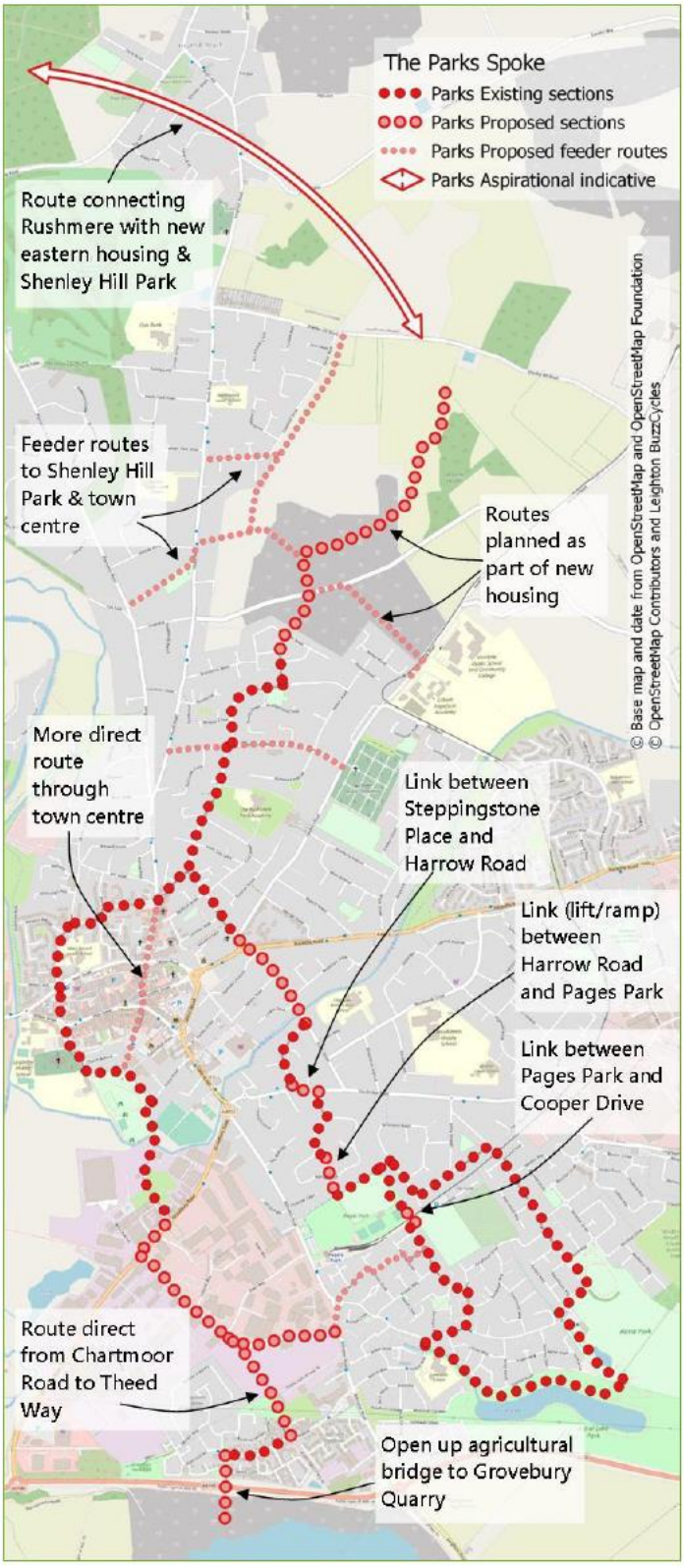


Figure 30: BuzzCycles Ouzel Valley Corridor Improvements Map (2021)



Priority Actions for the Parks Spoke

1. Open up agricultural overbridge to routes south of the bypass and the new Grovebury Quarry open space
2. Traffic-free solution to short section on Grovebury Road
3. Traffic-free route along Chartmoor Road
4. Formalise link between Pages Park and Cooper Drive across Leighton Buzzard Railway
5. Direct connection between Chartmoor Road and Theed Way behind Spinney Pool
6. Traffic-free route to Rushmere from the East Leighton housing developments
7. Routes and feeder routes to the new Shenley Hill Park as part of the Chamberlains Barn development
8. Bike lift or ramp or similar to improve access to Pages Park from Harrow Road
9. Link between Steppingstone Place and Stanbridge Road through to Harrow Road
10. A more direct route through the town centre to Parson's Close via Duncombe Drive car park

Figure 31: BuzzCycles Parks Route Improvements Map (2021)

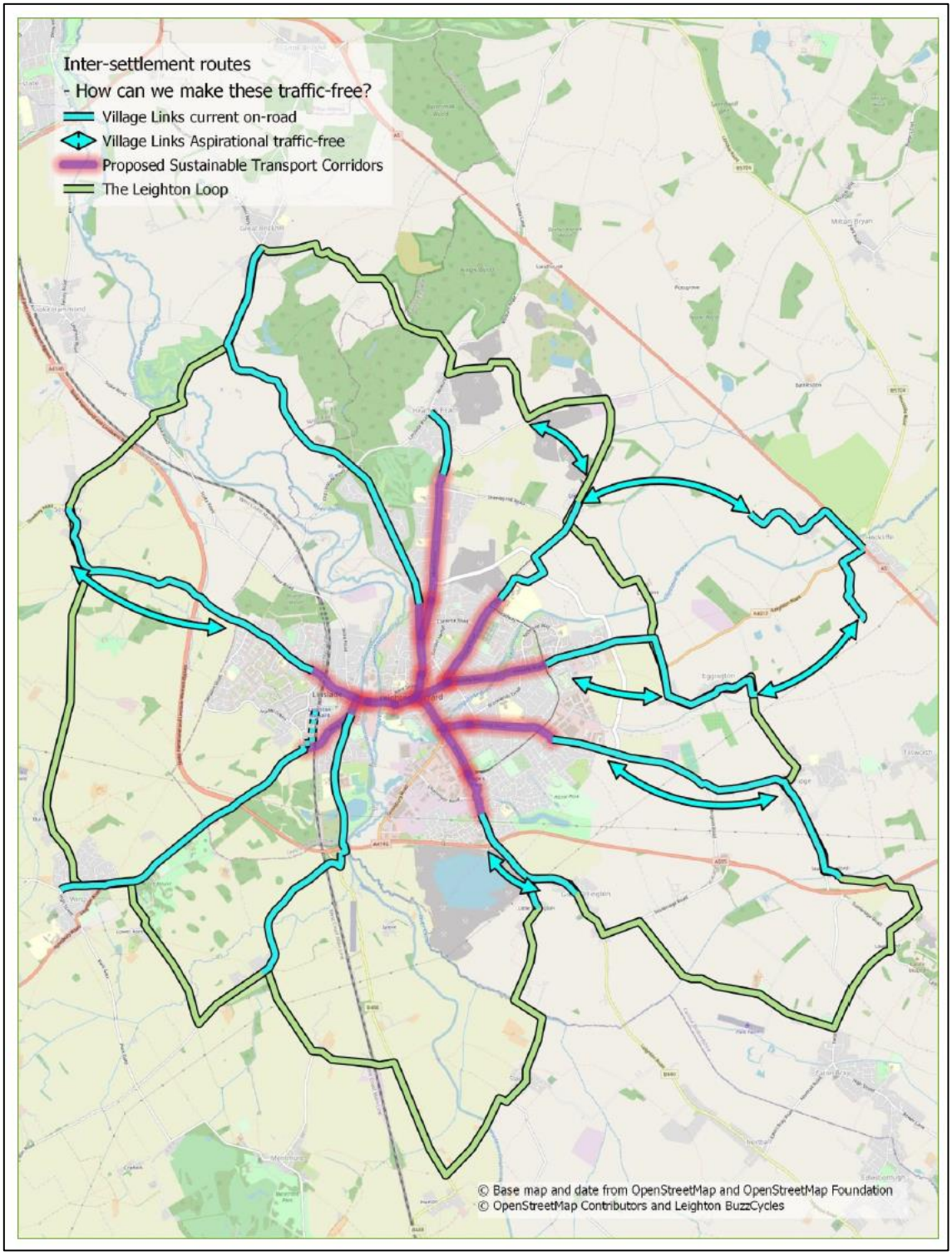


Figure 32: BuzzCycles Inter Settlement Route Map (2021)
Proposed Sustainable Transport Corridors shown in red

Appendix 4: 2009 Network Mapping

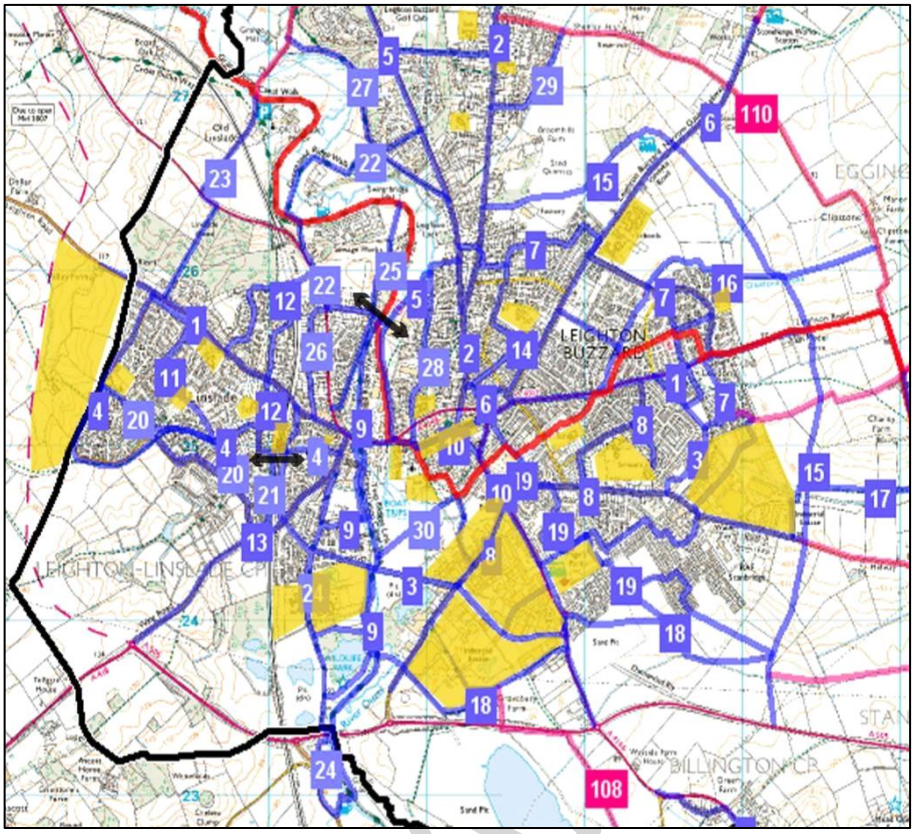


Figure 33: Proposed cycle network map for Leighton Linslade (2009) (destinations shaded in yellow)

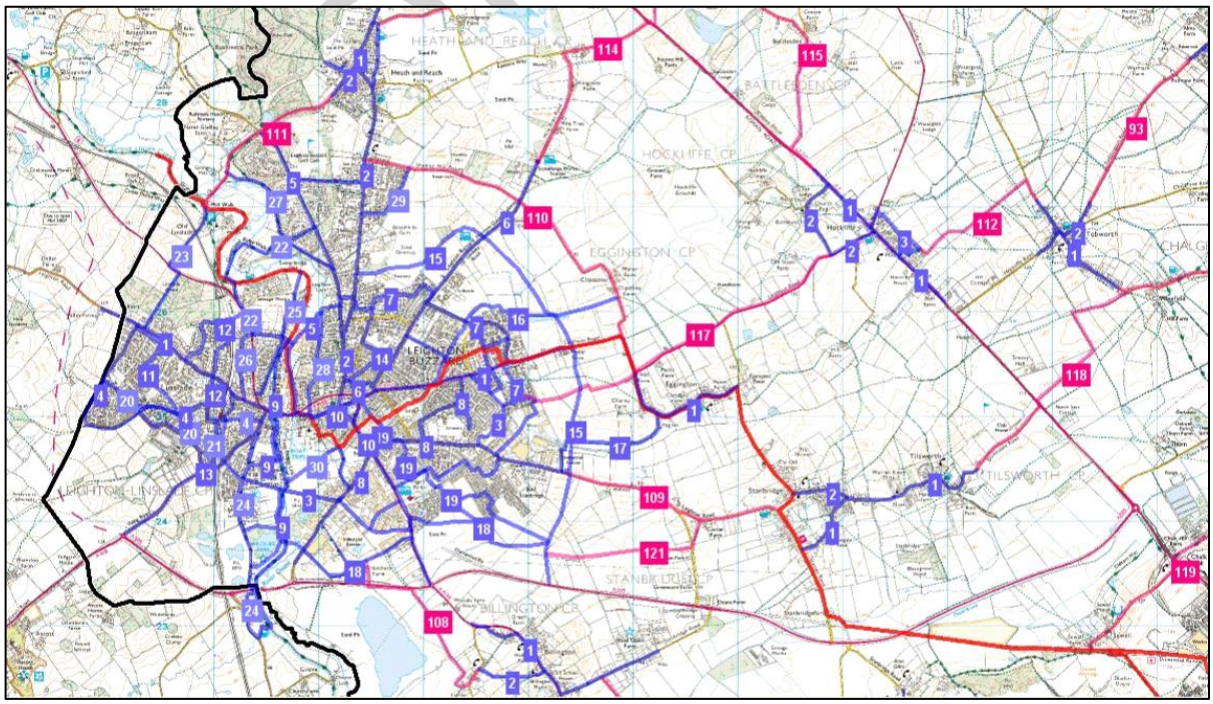


Figure 34: Proposed cycle network map for Leighton Linslade (2009) with links to nearby settlements (within Central Bedfordshire only)

Appendix 5: Travel Choices Map for Leighton Linslade

Figure 35: Cycle network map for Leighton Linslade (2015)

Appendix 6: Commonplace Feedback on Walking

The following suite of maps (Figures 36-43) show the locations flagged by respondents as needing improvement for pedestrians. There we in relation to.

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

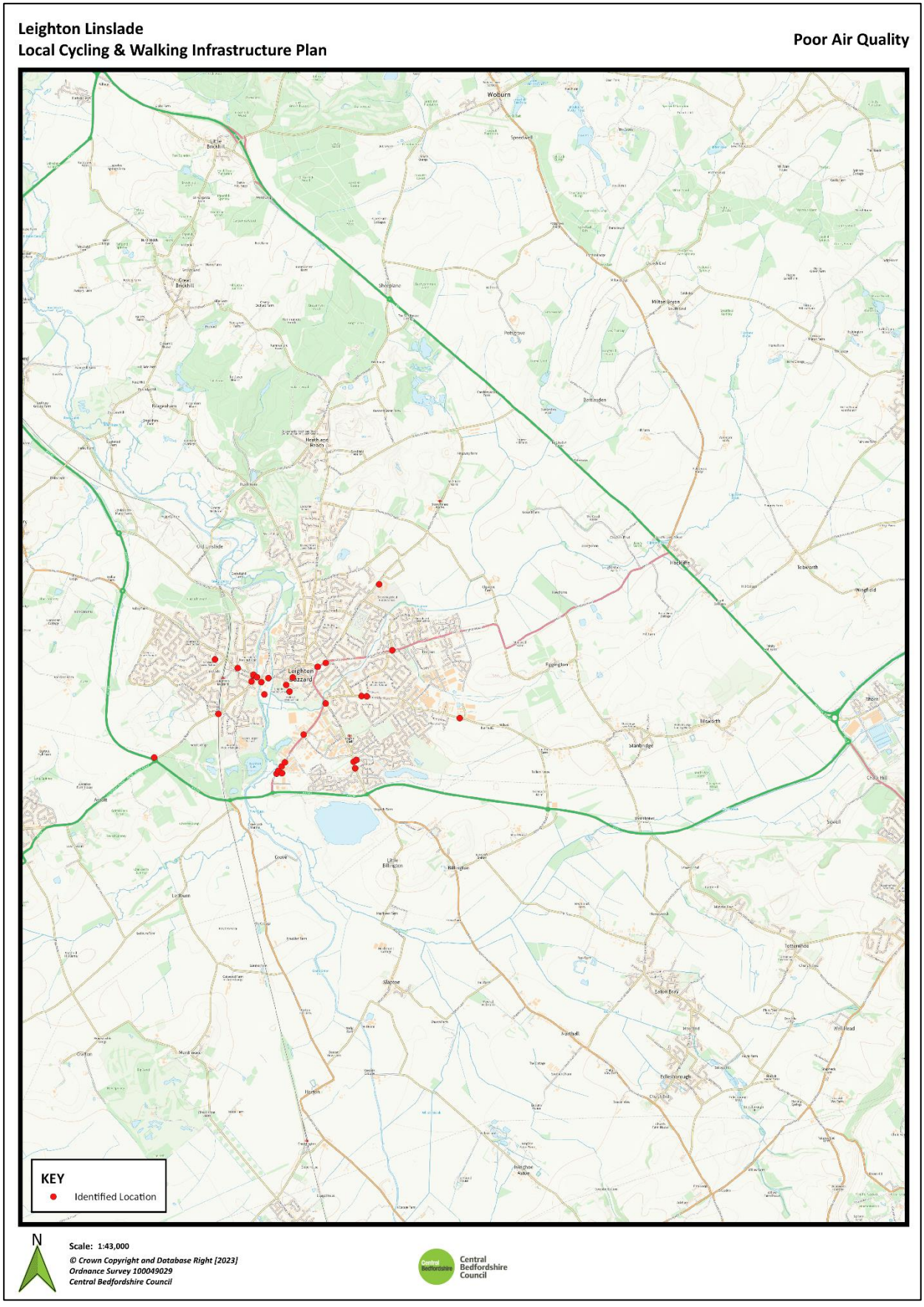


Figure 36: Locations where residents highlighted issues – Poor air quality

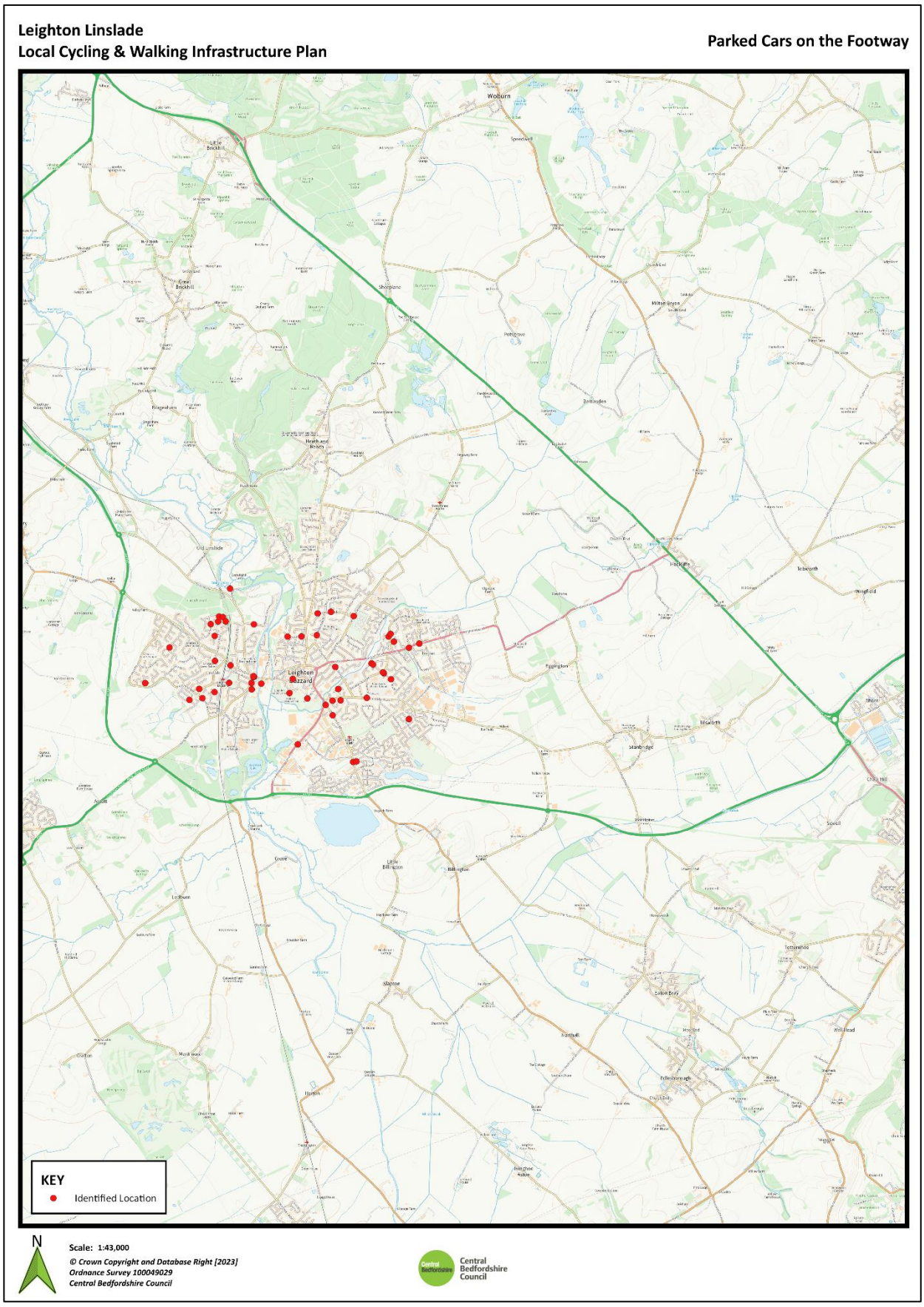


Figure 37: Locations where residents highlighted issues – Parked cars on the footway

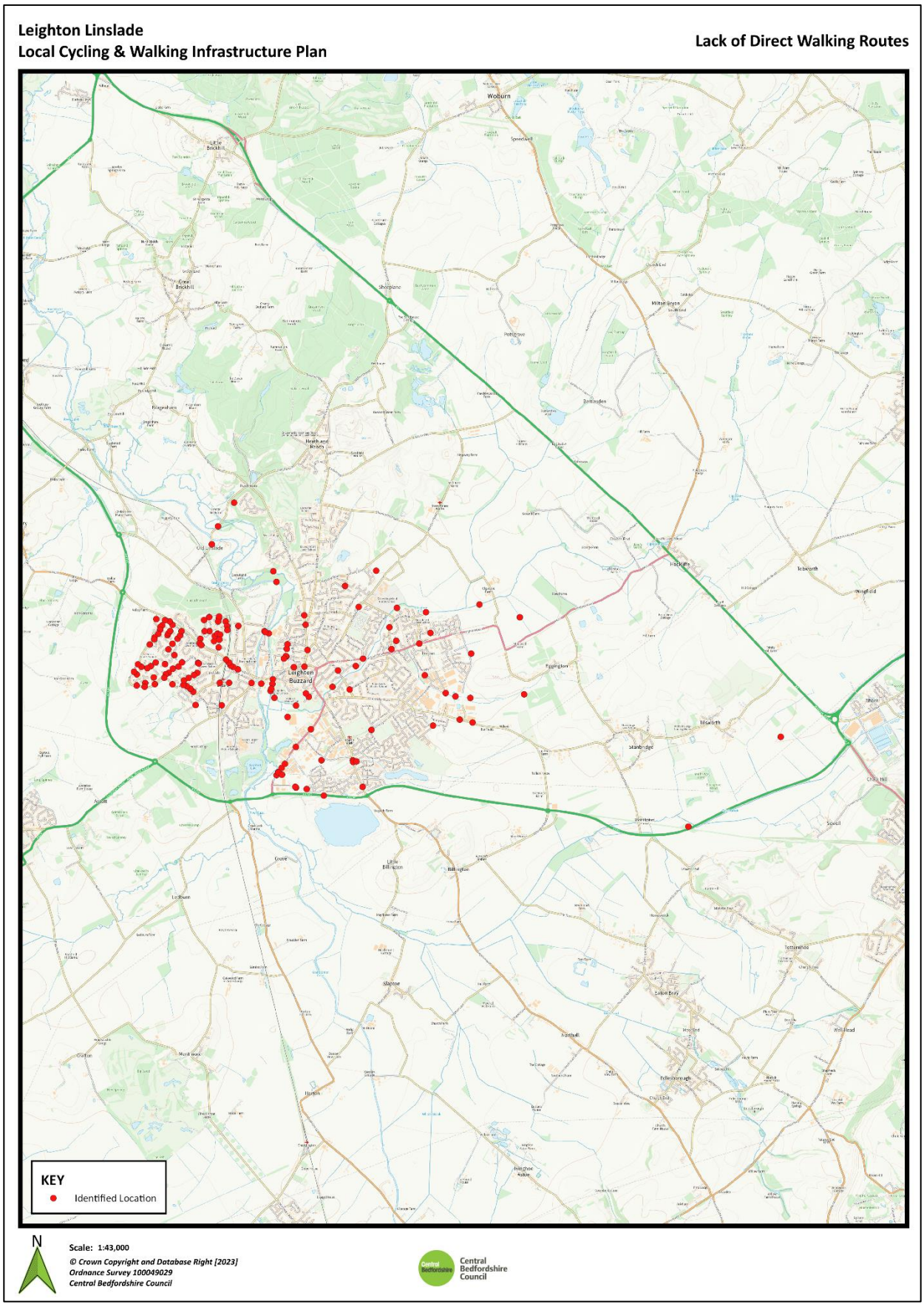


Figure 38: Locations where residents highlighted issues – Lack of direct walking route

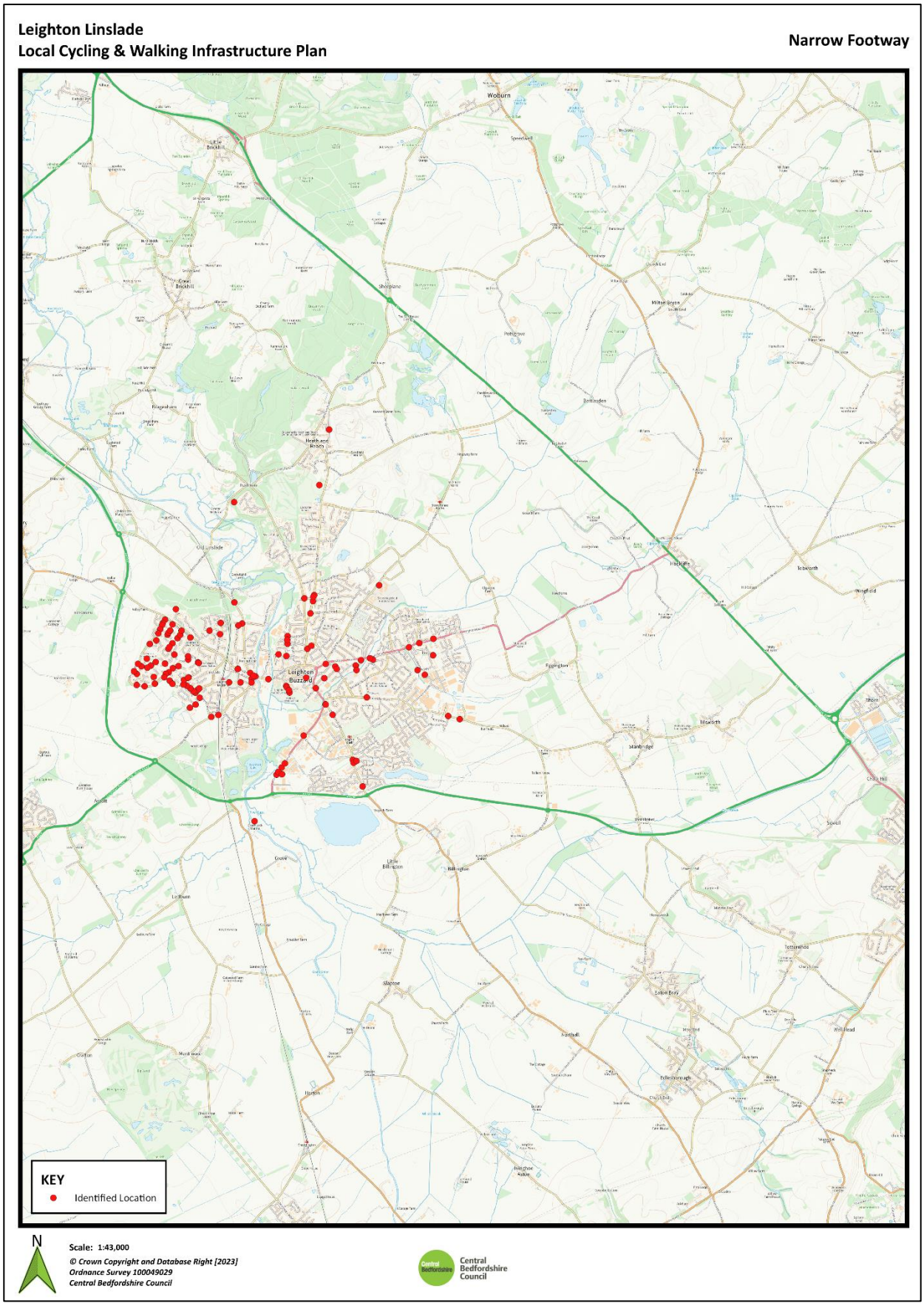


Figure 39: Locations where residents highlighted issues – Narrow footway

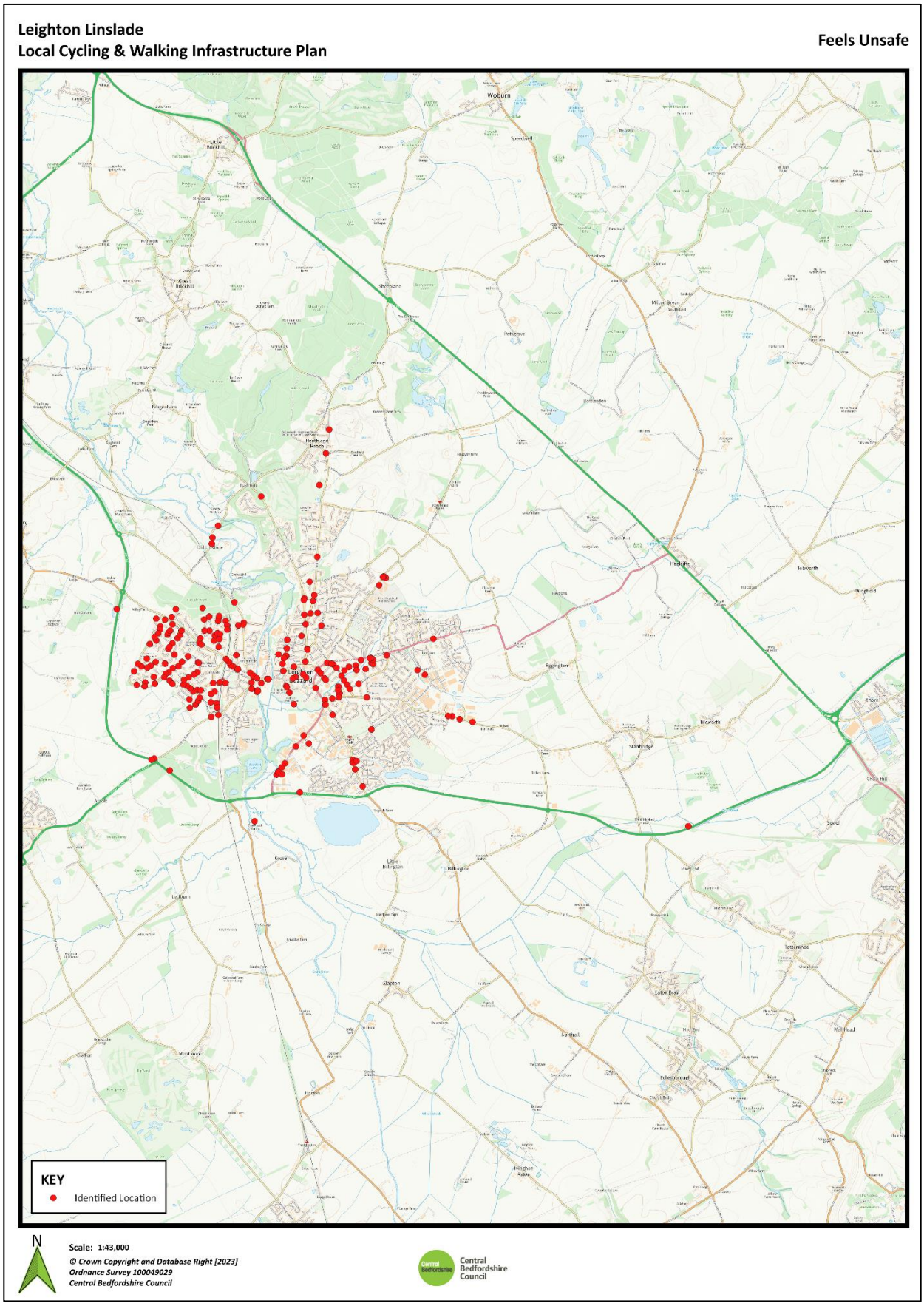


Figure 40: Locations where residents highlighted issues – Feels unsafe

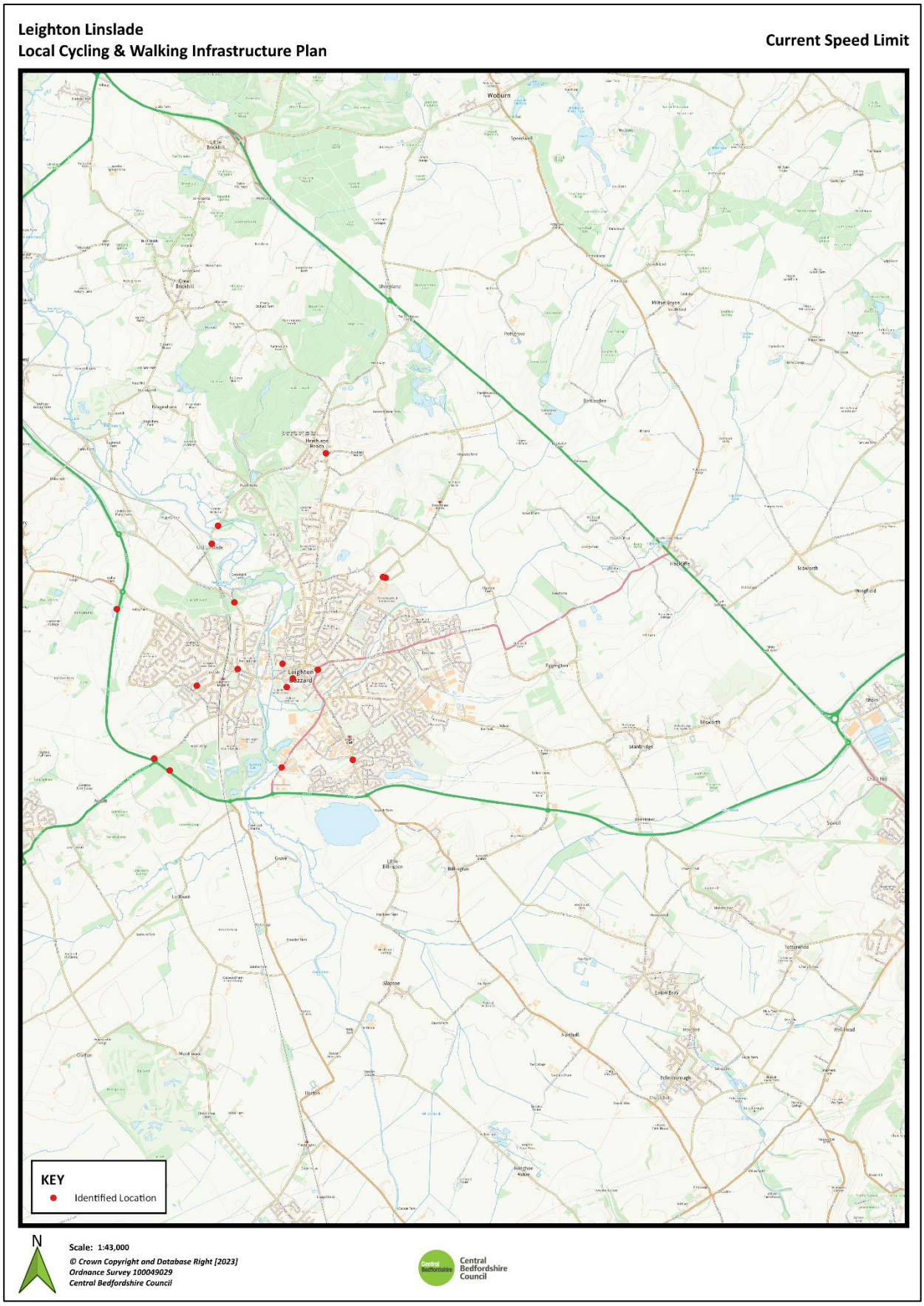


Figure 41: Locations where residents highlighted issues – Current speed limit

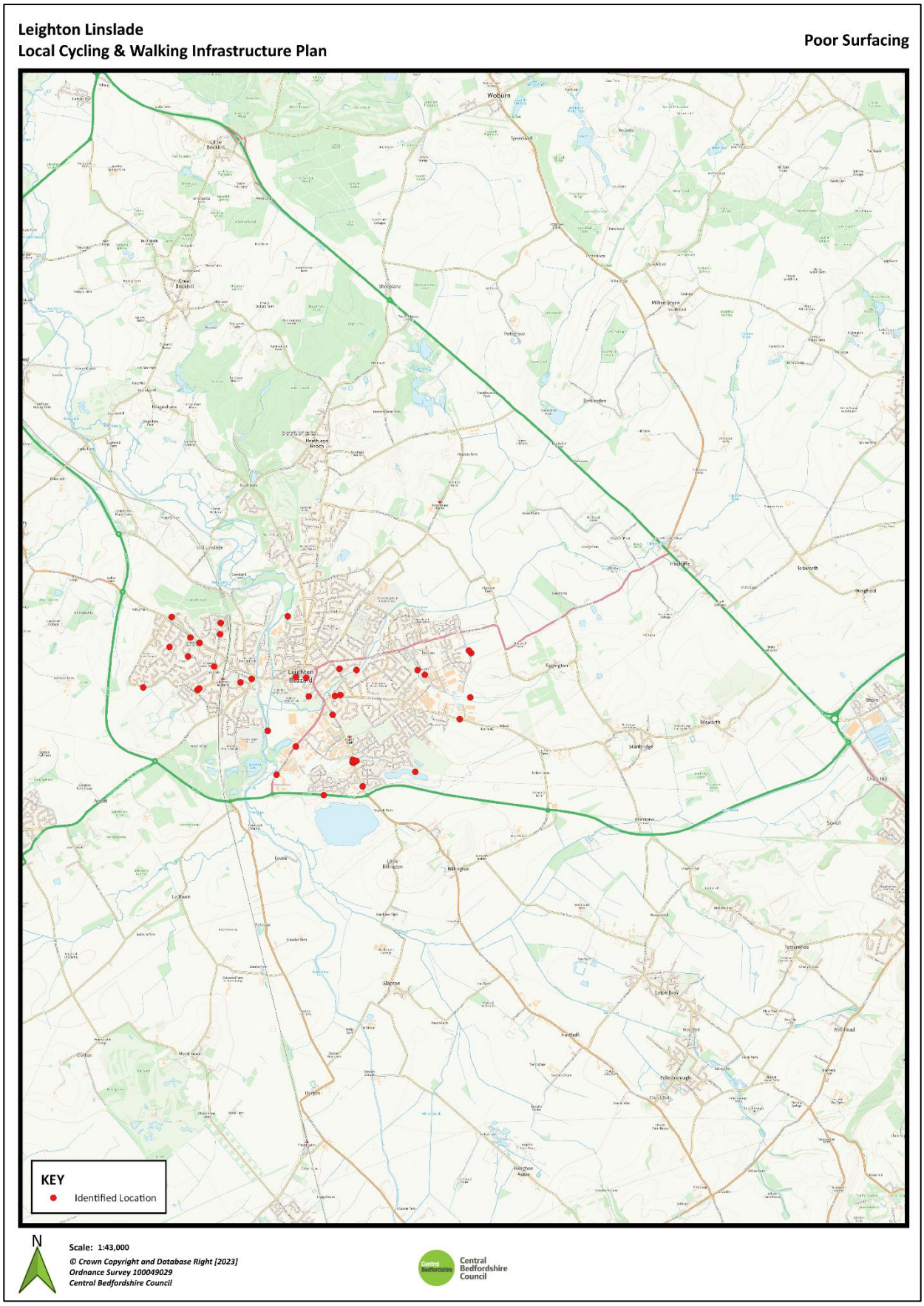


Figure 42: Locations where residents highlighted issues – Poor surfacing

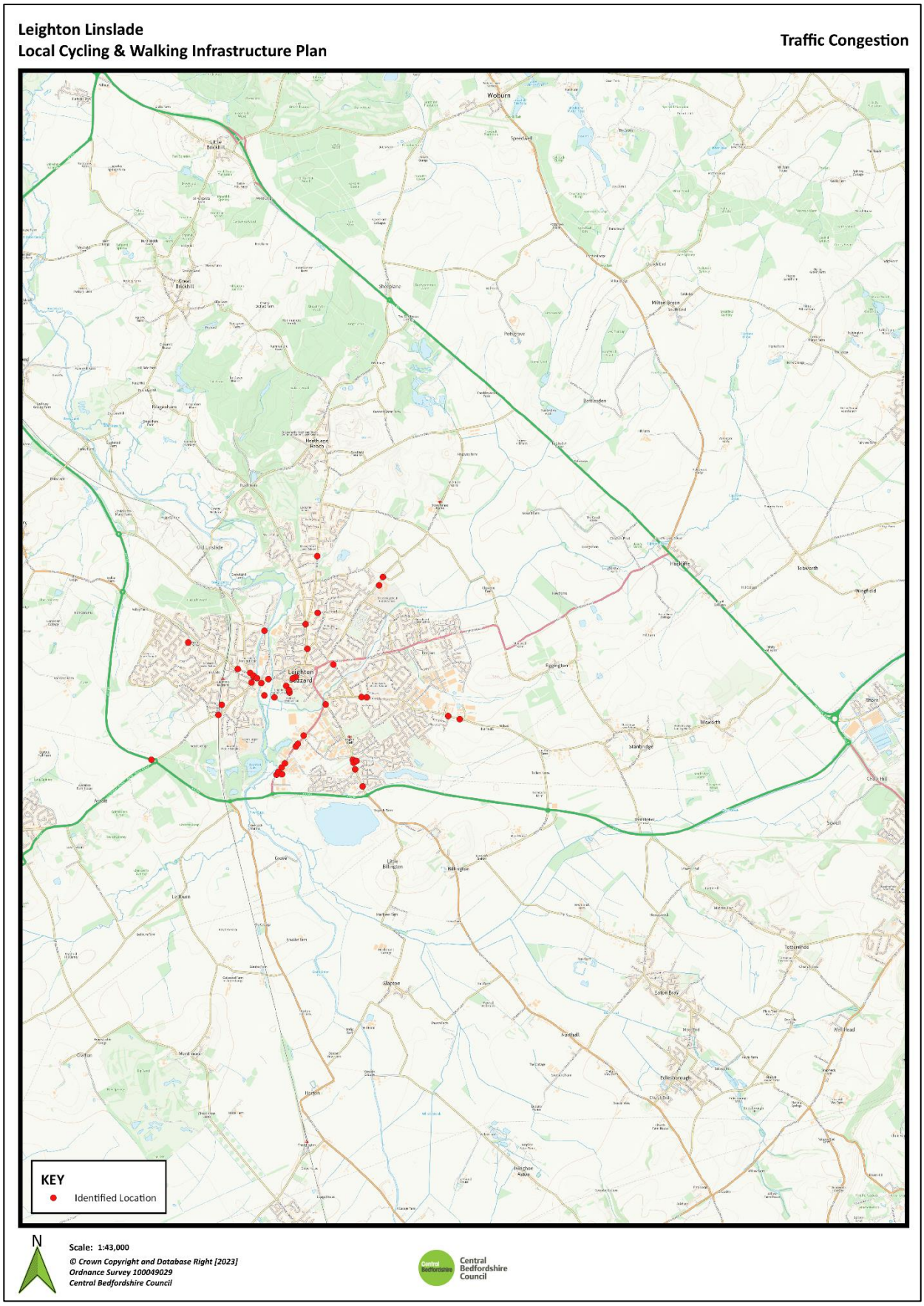


Figure 43: Locations where residents highlighted issues – Traffic congestion

The next eight maps (Figures 44-51) highlight locations where respondents flagged the potential for improvements in relation to:

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

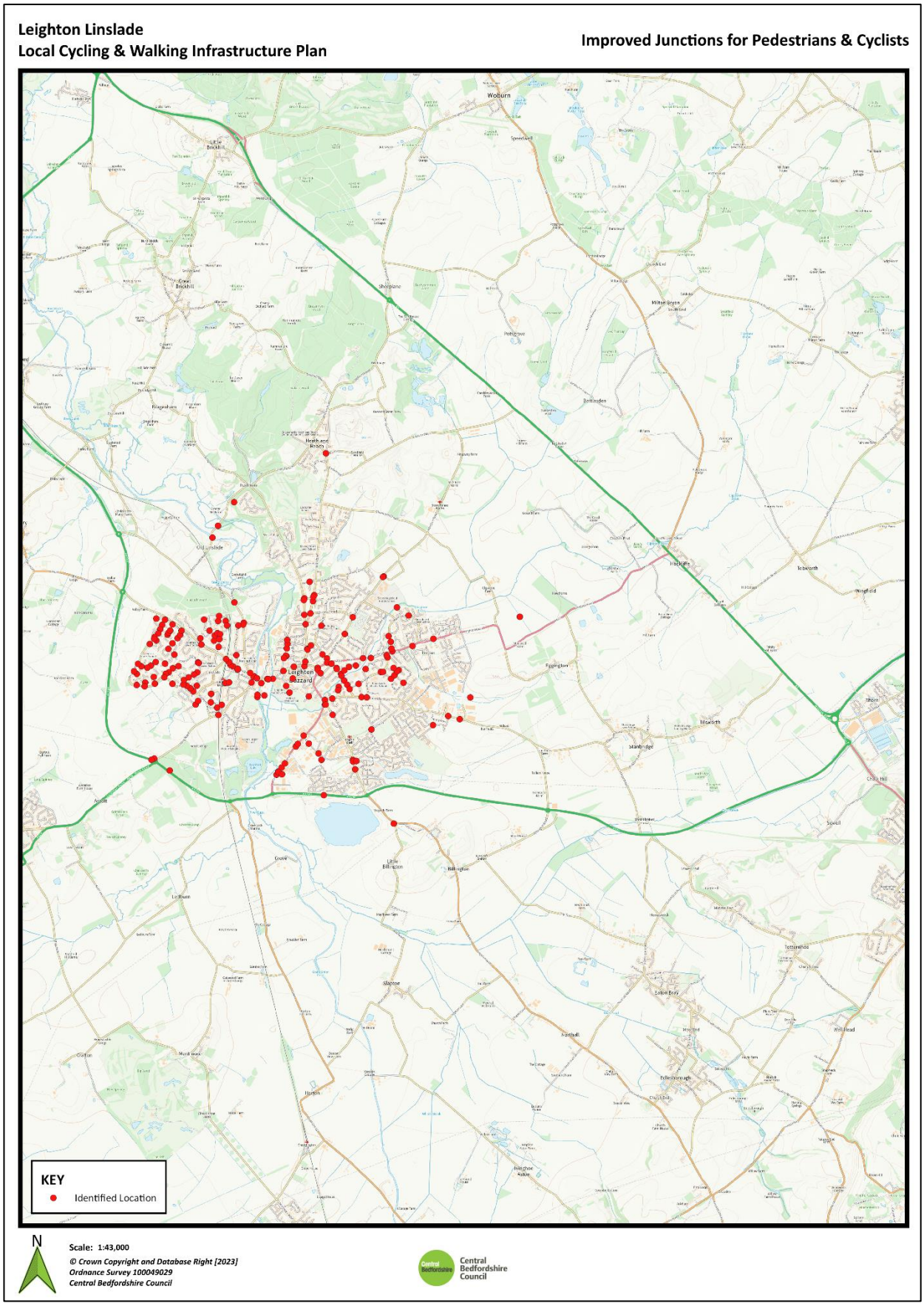


Figure 44: Locations where residents highlighted improvements – Improved junctions

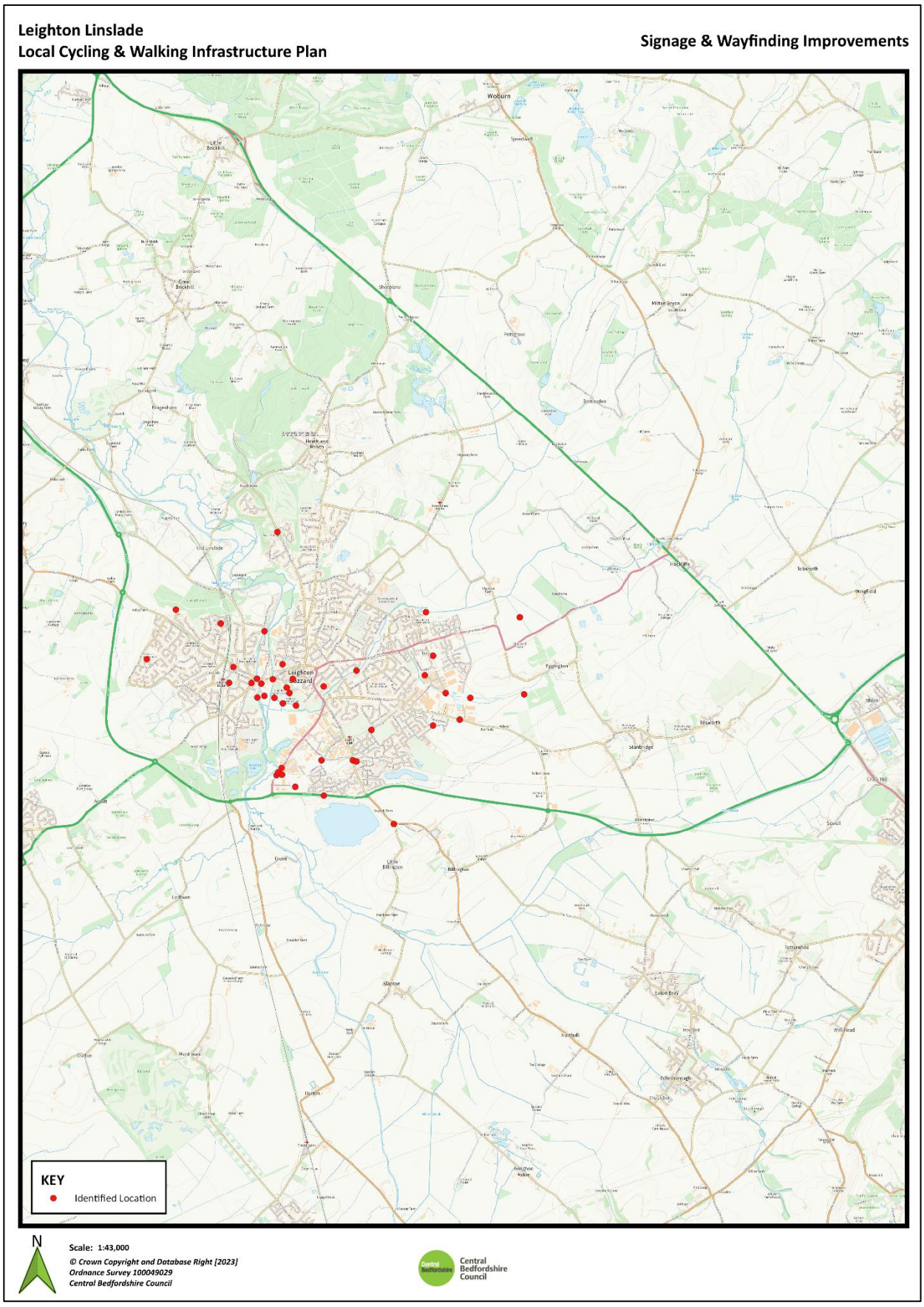


Figure 45: Locations where residents highlighted improvements – Signage & wayfinding improvements

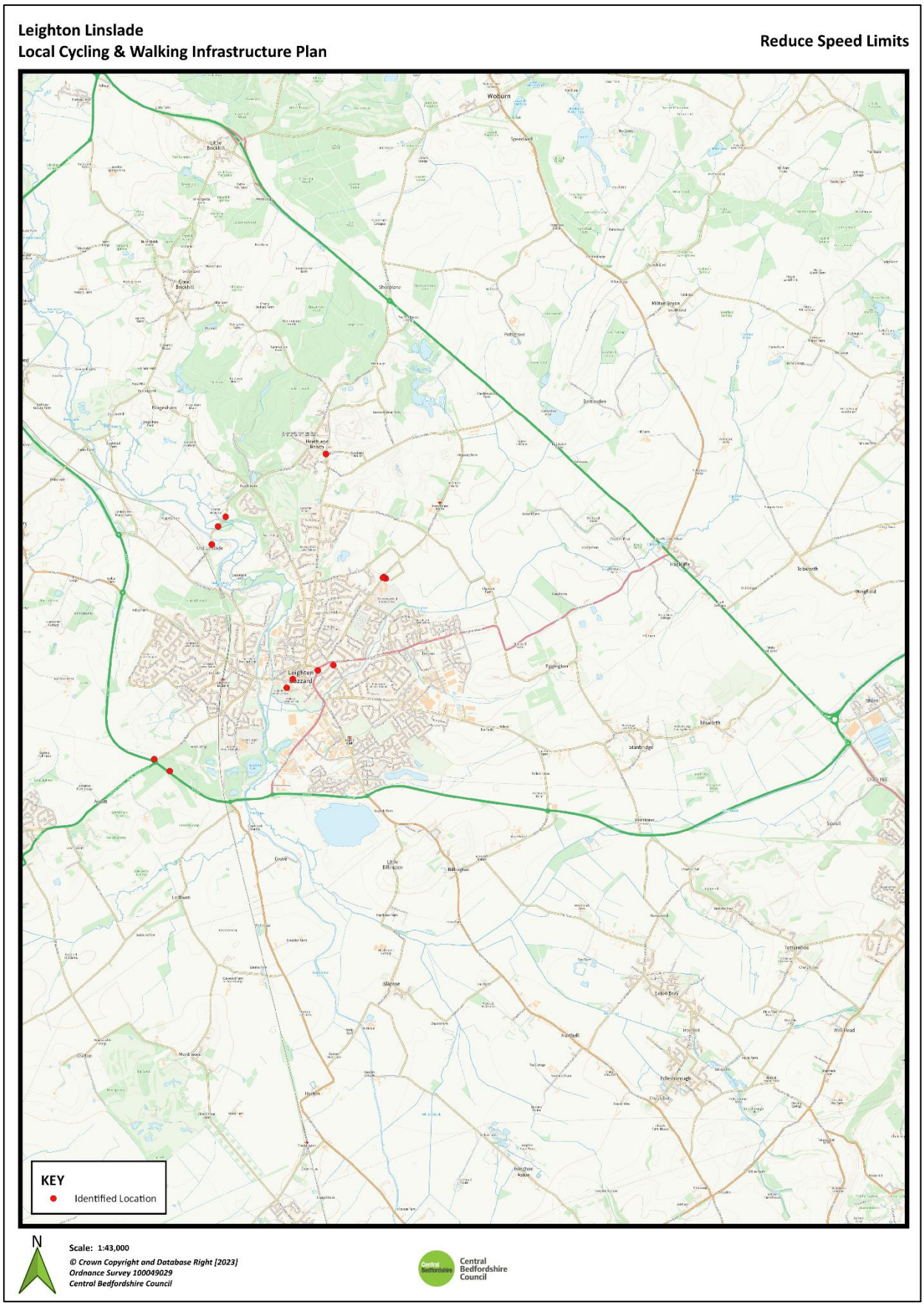


Figure 46: Locations where residents highlighted improvements – Reduce speed limits

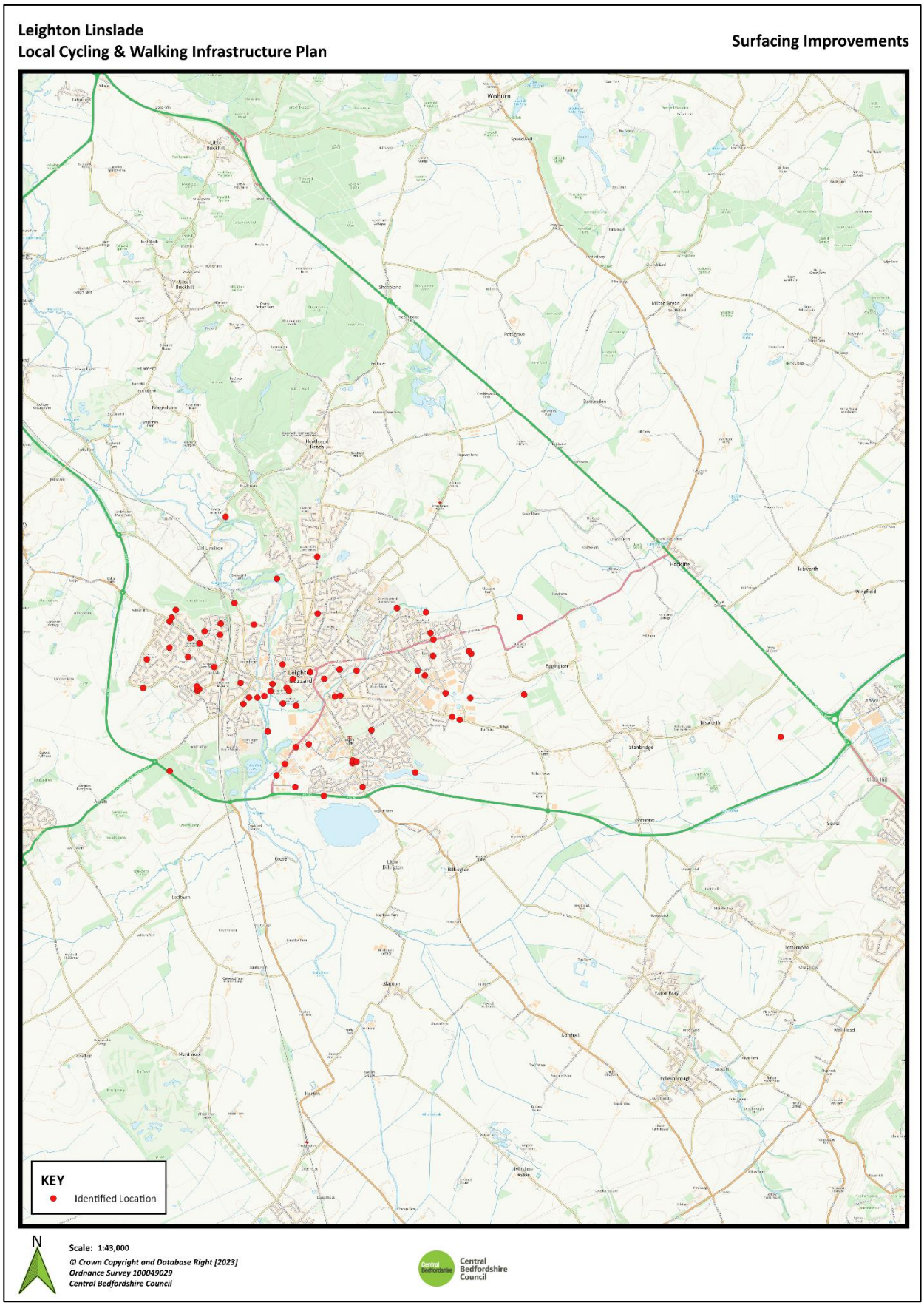


Figure 47: Locations where residents highlighted improvements – Surfacing improvements

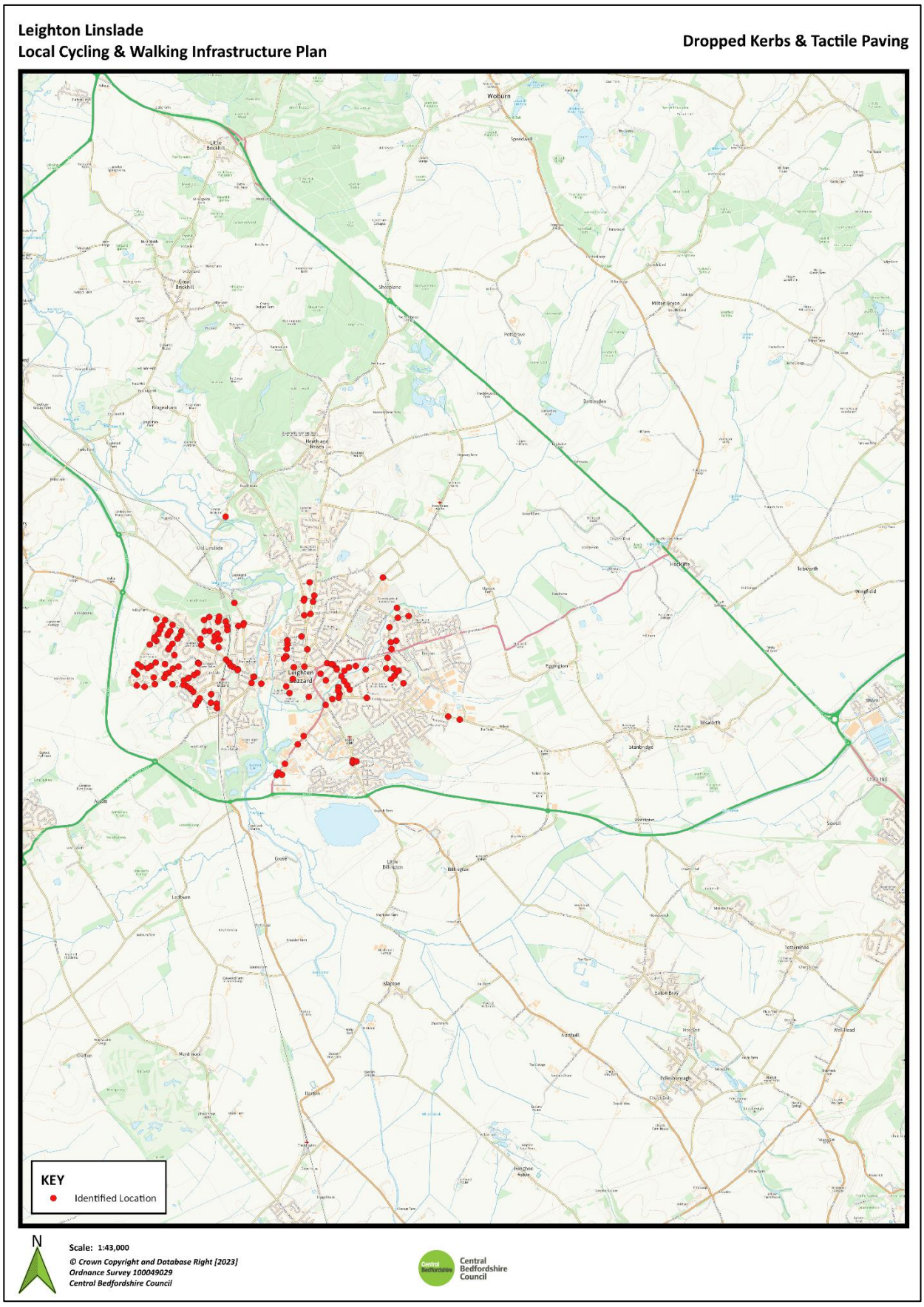


Figure 48: Locations where residents highlighted improvements – Dropped kerbs & tactile paving

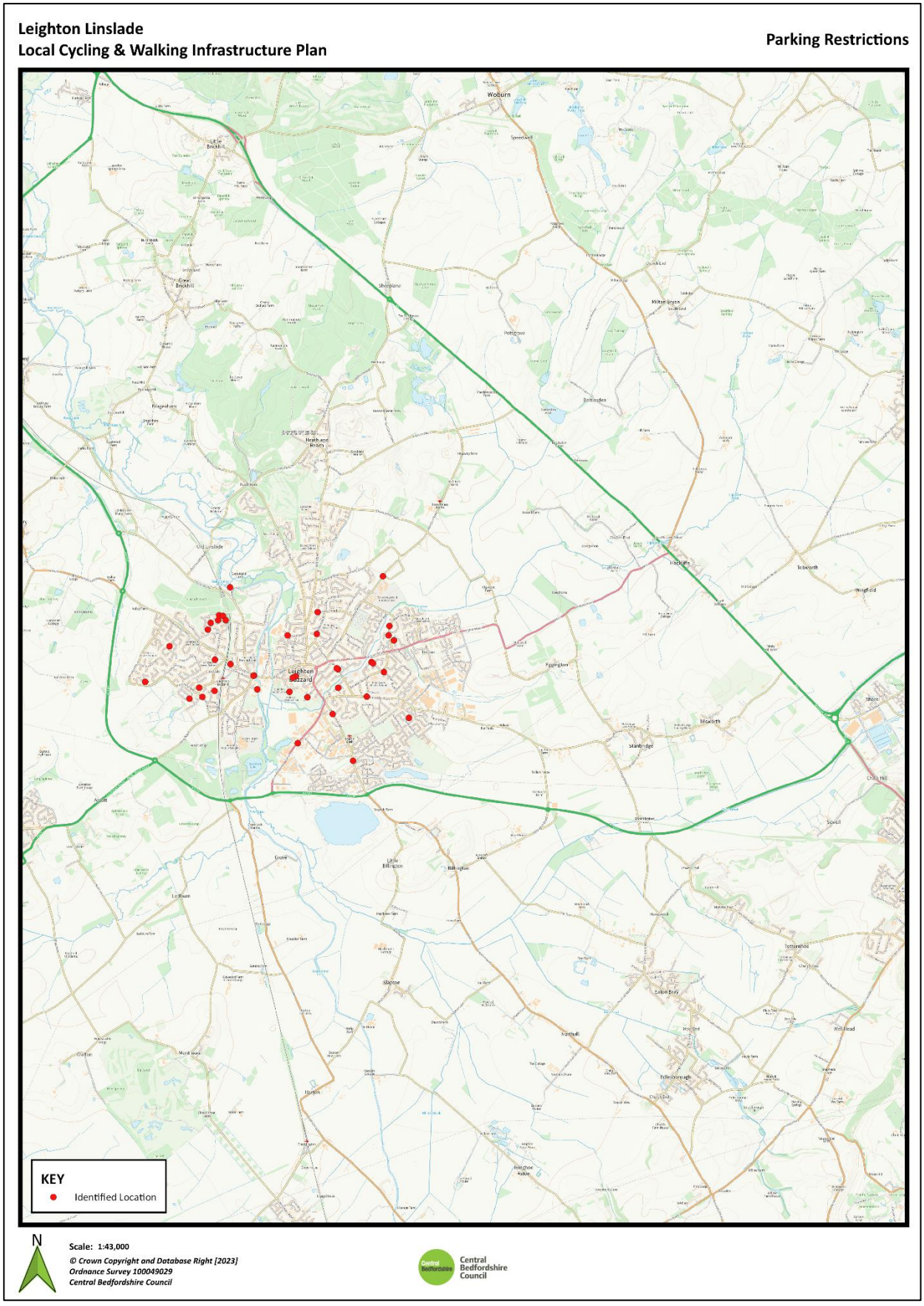


Figure 49: Locations where residents highlighted improvements – Parking restrictions

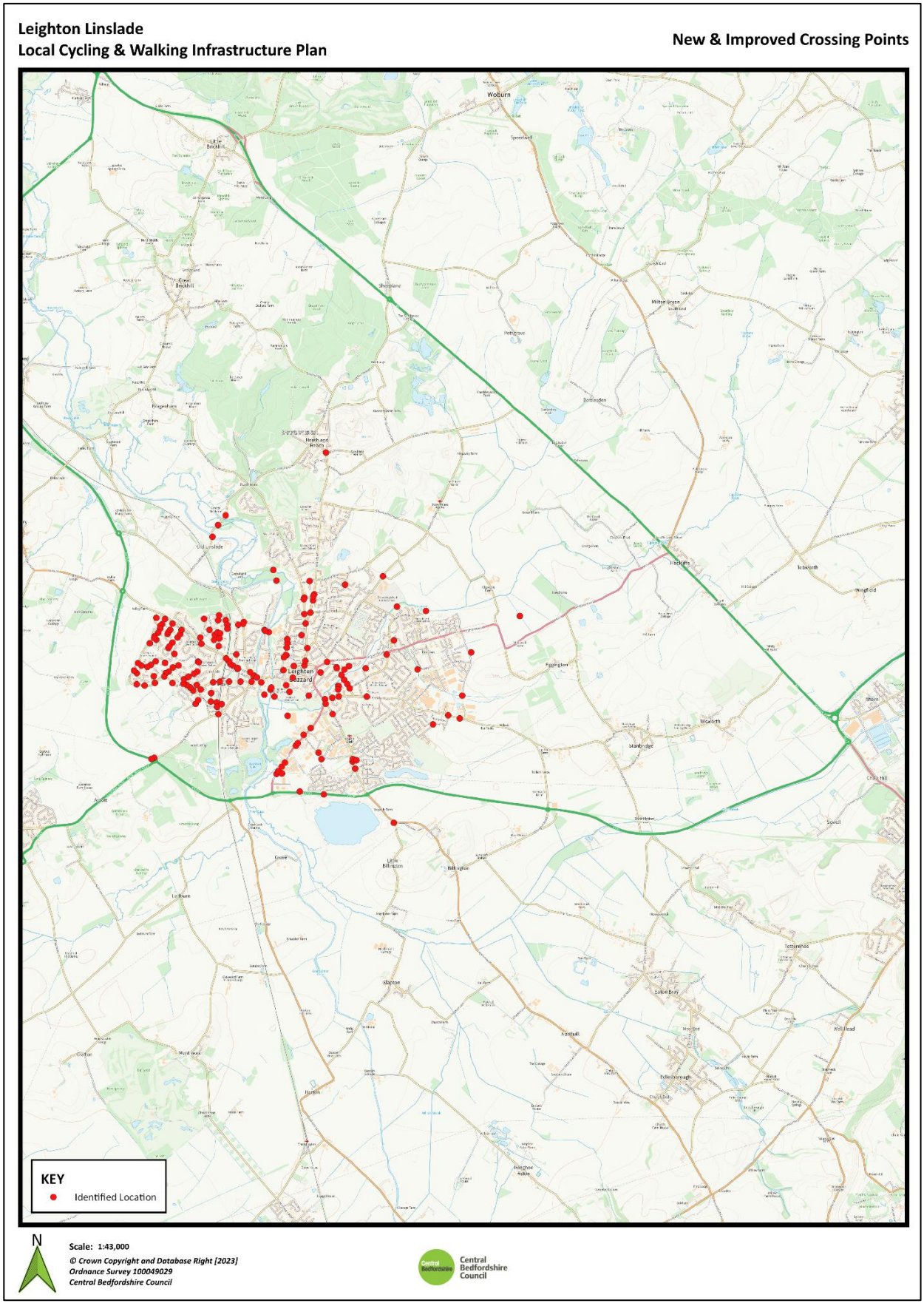


Figure 50: Locations where residents highlighted improvements – New & improved crossing points

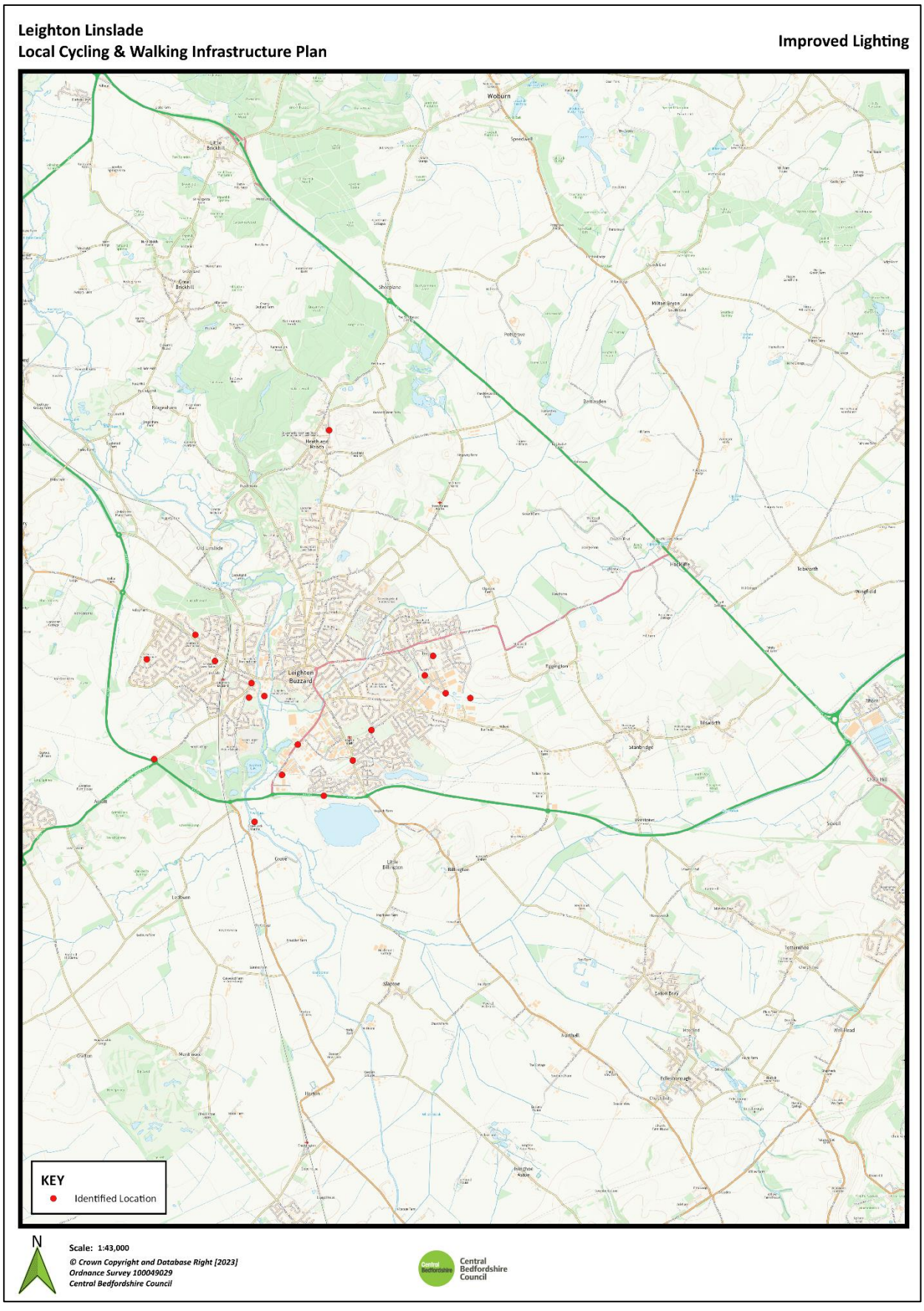


Figure 51: Locations where residents highlighted improvements – Improved lighting

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 & Walking Infrastructure Plans (LCWIPs), as set out in the Government's Cycling & 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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