

H – 8B A6/A507 – Conversion of roundabout to signalised junctions

<p>Location Map</p> <p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>Description of Issues</p> <p>This hotspot is formed of the A6/A507 give-way roundabout and the priority T-junction between the A6 and Clophill Road, north of the roundabout.</p> <p>The A6 and Clophill Road southbound approaches to the A507/A6 roundabout operate at or over capacity for 2035 Local Plan scenario and the southbound queues can extend to Clophill Road which affects the operation of this junction.</p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 15%;"></td> <td style="width: 15%;"></td> <td style="width: 15%; text-align: center;">2025</td> <td style="width: 15%; text-align: center;">2035</td> </tr> <tr> <td rowspan="2" style="vertical-align: middle;">Scale of Impact</td> <td style="text-align: center;">RC</td> <td style="text-align: center;">3 / 10</td> <td style="text-align: center;">5 / 10</td> </tr> <tr> <td style="text-align: center;">LP</td> <td style="text-align: center;">4 / 10</td> <td style="text-align: center;">5 / 10</td> </tr> </table>			2025	2035	Scale of Impact	RC	3 / 10	5 / 10	LP	4 / 10	5 / 10
		2025	2035									
Scale of Impact	RC	3 / 10	5 / 10									
	LP	4 / 10	5 / 10									

Scheme Concept

<p>Scheme Concept Sketch</p> <p>Imagery © 2017 DigitalGlobe, Getmapping plc, Infoterra Ltd & Bluesky, The GeoInformation Group, Map data © 2017 Google</p>	<p>Description of Scheme Concept</p> <p>The scheme consists of converting the roundabout to two signalised junctions. Both A6 and A507 exits would be widened to 2 lanes. A6 north approach slip road to facilitate movements to A507 EB & WB. All 4 approaches are allocated 2 lanes for ahead movements. High street exit left turn only retained.</p> <p>This new configuration should increase the capacity of the junction and reduce congestion.</p> <p><i>Note: Scheme design (NPIF) provided by CBC (via email, 7 Dec 2017)</i></p> <table border="1" style="width: 100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td style="width: 20%;">Stakeholders:</td> <td style="width: 15%; text-align: center;">CBC</td> <td style="width: 15%; text-align: center;">HE</td> <td style="width: 15%; text-align: center;">Other</td> </tr> <tr> <td>Indicative Delivery Timescale:</td> <td style="text-align: center;">2025</td> <td style="text-align: center;">2035</td> <td></td> </tr> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:	2025	2035	
Stakeholders:	CBC	HE	Other						
Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

N/A

Assessment

Congestion	High	Growth	Low	Deliverability	Medium
Environment	Negative	Risk & Uncertainties	Medium		

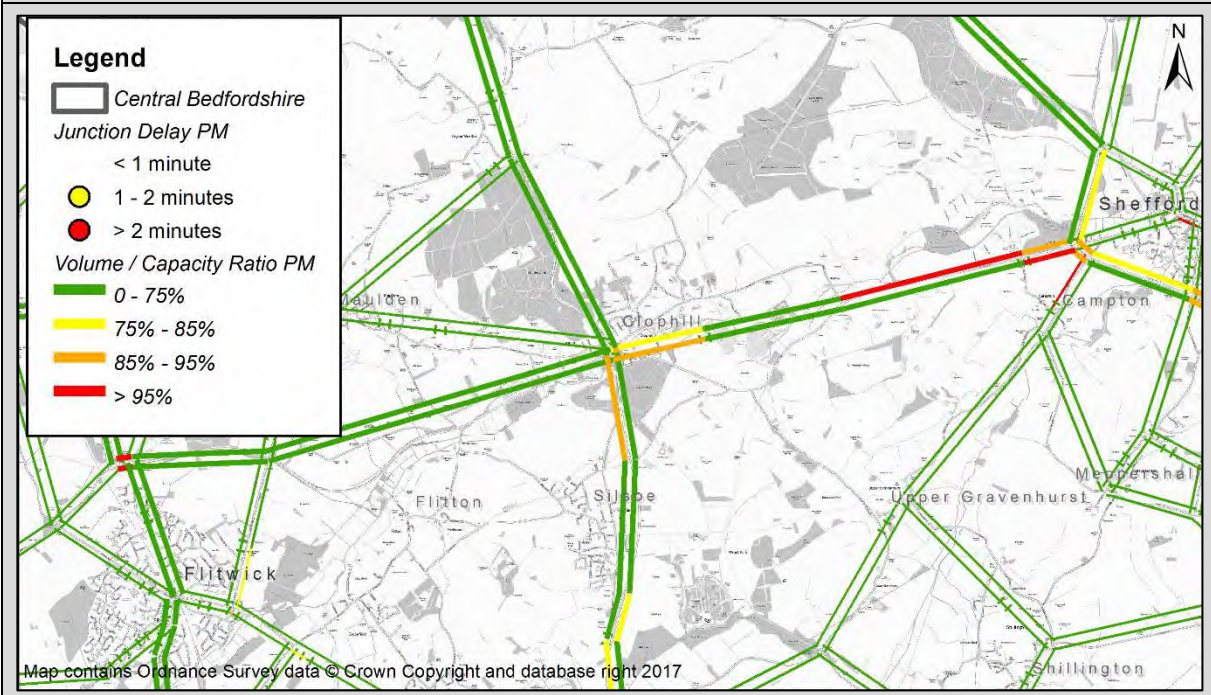
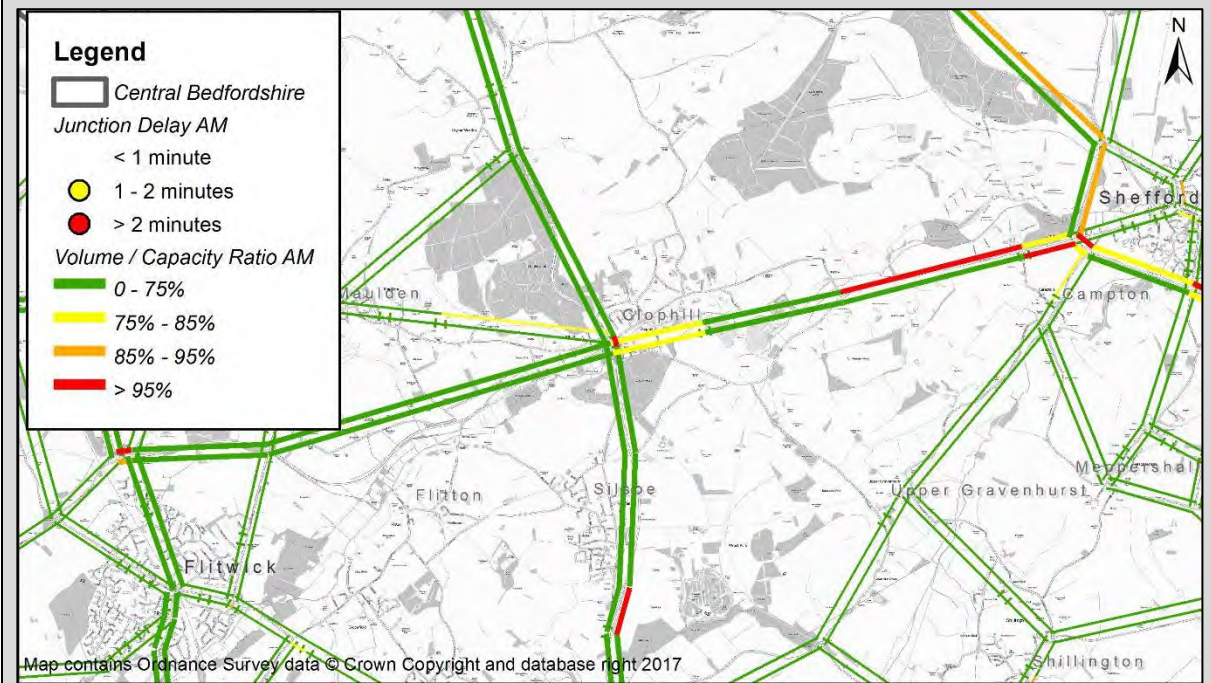
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

The southbound approach to the junction operates over capacity in the AM peak, and during the PM peak, link stress (V/C) for the northbound and westbound approaches is close to capacity (CBLTM 2035 Local Plan scenario).



H – 8C	A6/Barton Road/Higham Road – Road widening and review of lane allocation
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<p>Location Map</p> <p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>Description of Issues</p> <p>The A6/Barton Road junction is a priority T-junction and the A6/Higham Road is a give-way roundabout junction.</p> <p>For the A6/Barton Road priority junction, the Barton Road approach (from Pulloxhill) to the junction operates at or over capacity in both AM and PM peaks for the 2035 Local Plan scenario.</p> <p>For the A6/Higham Road roundabout, all approaches except Bedford Road operate at or over capacity.</p> <p>For both junctions, the predominant flow is the A6 through traffic:</p> <table border="1" style="width: 100%; text-align: center;"> <thead> <tr> <th colspan="2"></th> <th>2025</th> <th>2035</th> </tr> </thead> <tbody> <tr> <td rowspan="2">Scale of Impact</td> <td>RC</td> <td>5 / 10</td> <td>5 / 10</td> </tr> <tr> <td>LP</td> <td>5 / 10</td> <td>6 / 10</td> </tr> </tbody> </table>			2025	2035	Scale of Impact	RC	5 / 10	5 / 10	LP	5 / 10	6 / 10
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Scheme Concept

<p>Scheme Concept Sketch</p>	<p>Description of Scheme Concept</p> <p>For the A6/Higham Road roundabout junction, the scheme consists of widening the A6 northbound roundabout exit to 2 lanes and allow the A6-to-A6 northbound movement to be made from both Lane 1 and Lane 2 from the A6 south-western approach.</p> <p>For the A6 northern approach, lane allocations will be changed to allow the A6 southbound movement to be made from both Lane 1 and Lane 2.</p> <p>This intervention would increase capacity for the A6 straight ahead movement, reducing congestion.</p> <p>The roundabout lane widths and circulatory lane allocations should also be reviewed and improved if required.</p> <table border="1" style="width: 100%; text-align: center;"> <tr> <td>Stakeholders:</td> <td>CBC</td> <td>HE</td> <td>Other</td> </tr> <tr> <td>Indicative Delivery Timescale:</td> <td>2025</td> <td>2035</td> <td></td> </tr> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:	2025	2035	
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Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

N/A

Assessment

Congestion	Low	Growth	Low	Deliverability	High
Environment	Neutral	Risk & Uncertainties	Low		

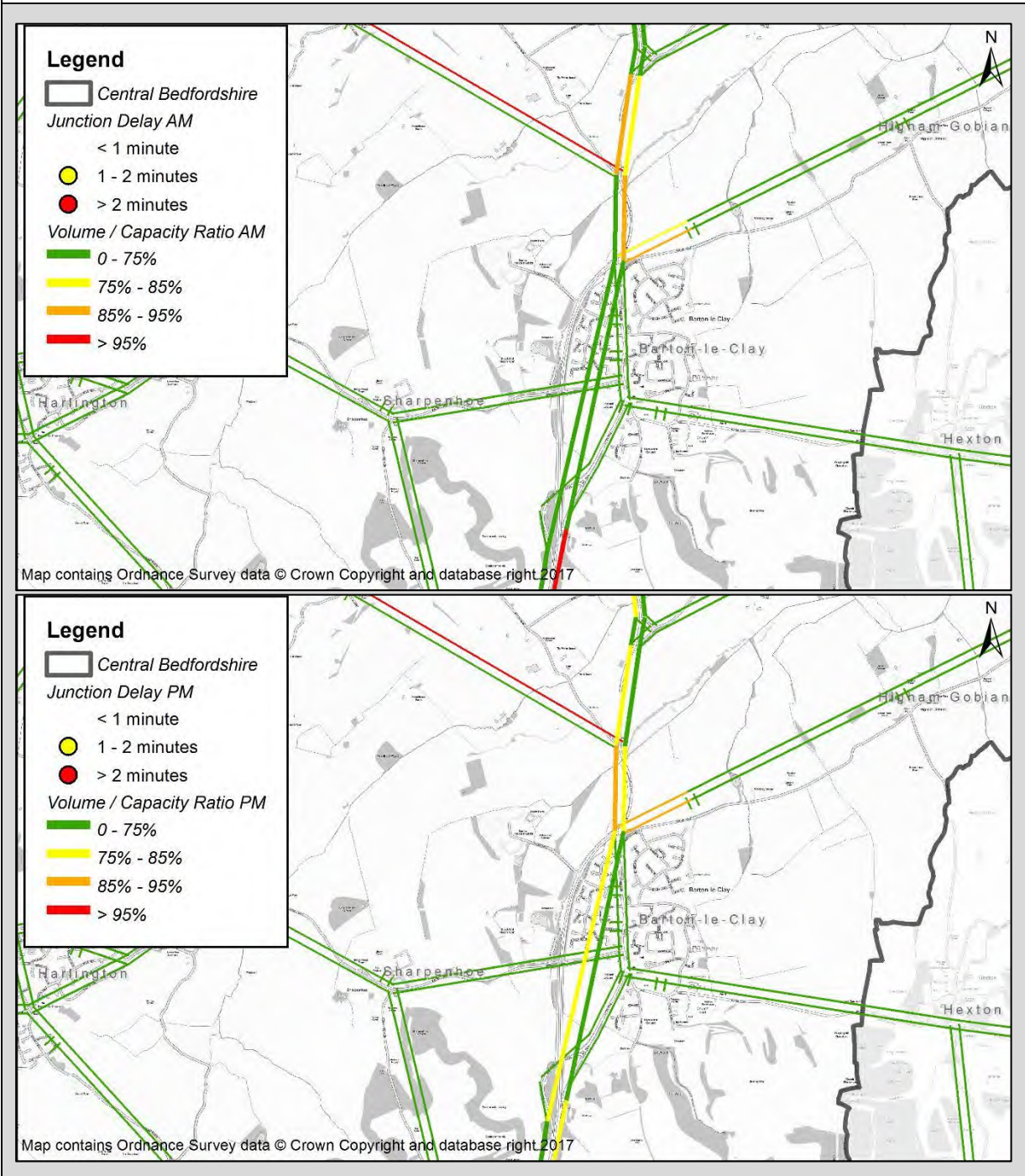
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

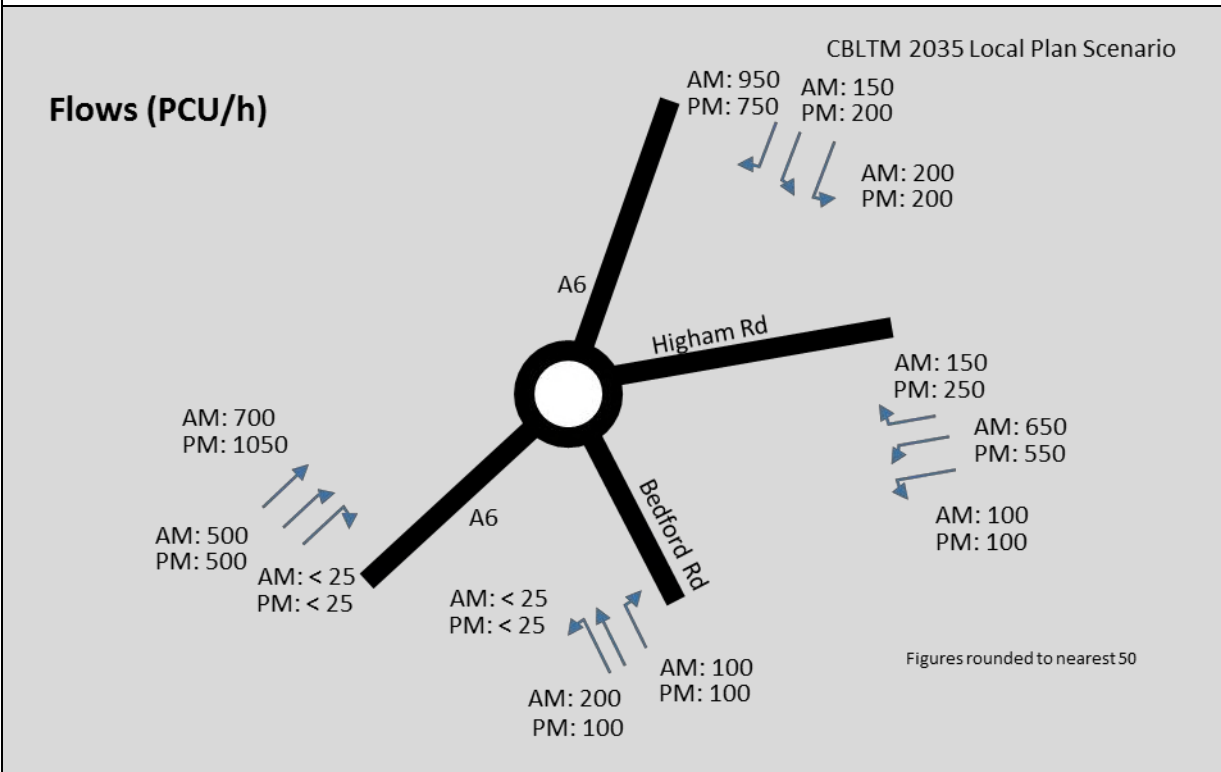
Congestion at this junction occur mainly for the southbound in the AM peak and northbound in the PM peak (CBLTM 2035 Local Plan scenario).



Supporting Information

Flow diagram

The flow diagram shows that the predominant movements at this junction are along the A6, and the proposed mitigation scheme aims to provide additional capacity for these movement.



H – 8D	A6/Church Road – Dualling
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Location Map	Description of Issues											
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>This junction is a give-way roundabout junction. The predominant movement is the A6 straight ahead through traffic.</p> <p>The modelling suggests that for the 2035 Local Plan scenario, the A6 approaches will operate at or over capacity. For the A6 southbound exit from the junction, the merge from 2 to 1 lane downstream from the roundabout junction will also cause further congestion.</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 20px;"> <tr> <td colspan="2"></td> <td style="text-align: center;">2025</td> <td style="text-align: center;">2035</td> </tr> <tr> <td rowspan="2" style="text-align: center; vertical-align: middle;">Scale of Impact</td> <td style="text-align: center;">RC</td> <td style="text-align: center;">5 / 10</td> <td style="text-align: center;">6 / 10</td> </tr> <tr> <td style="text-align: center;">LP</td> <td style="text-align: center;">8 / 10</td> <td style="text-align: center;">9 / 10</td> </tr> </table>			2025	2035	Scale of Impact	RC	5 / 10	6 / 10	LP	8 / 10	9 / 10
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Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
<p>Imagery © 2017 DigitalGlobe, Getmapping plc, Infoterra Ltd & Bluesky, The GeoInformation Group, Map data © 2017 Google</p>	<p>The scheme consists of dualling of the A6 south of the junction to the new M1-A6 Link in both directions.</p> <p>This intervention would increase capacity at the 6A south of the junction, and eliminate the bottleneck caused by the merging from two to one lane downstream.</p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 20px;"> <tr> <td style="text-align: right;">Stakeholders:</td> <td style="text-align: center;">CBC</td> <td style="text-align: center;">HE</td> <td style="text-align: center;">Other</td> </tr> <tr> <td style="text-align: right;">Indicative Delivery Timescale:</td> <td style="text-align: center;">2025</td> <td colspan="2" style="text-align: center;">2035</td> </tr> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:	2025	2035	
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Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

N/A

Assessment

Congestion	High	Growth	Low	Deliverability	Medium
Environment	Negative	Risk & Uncertainties	Medium		

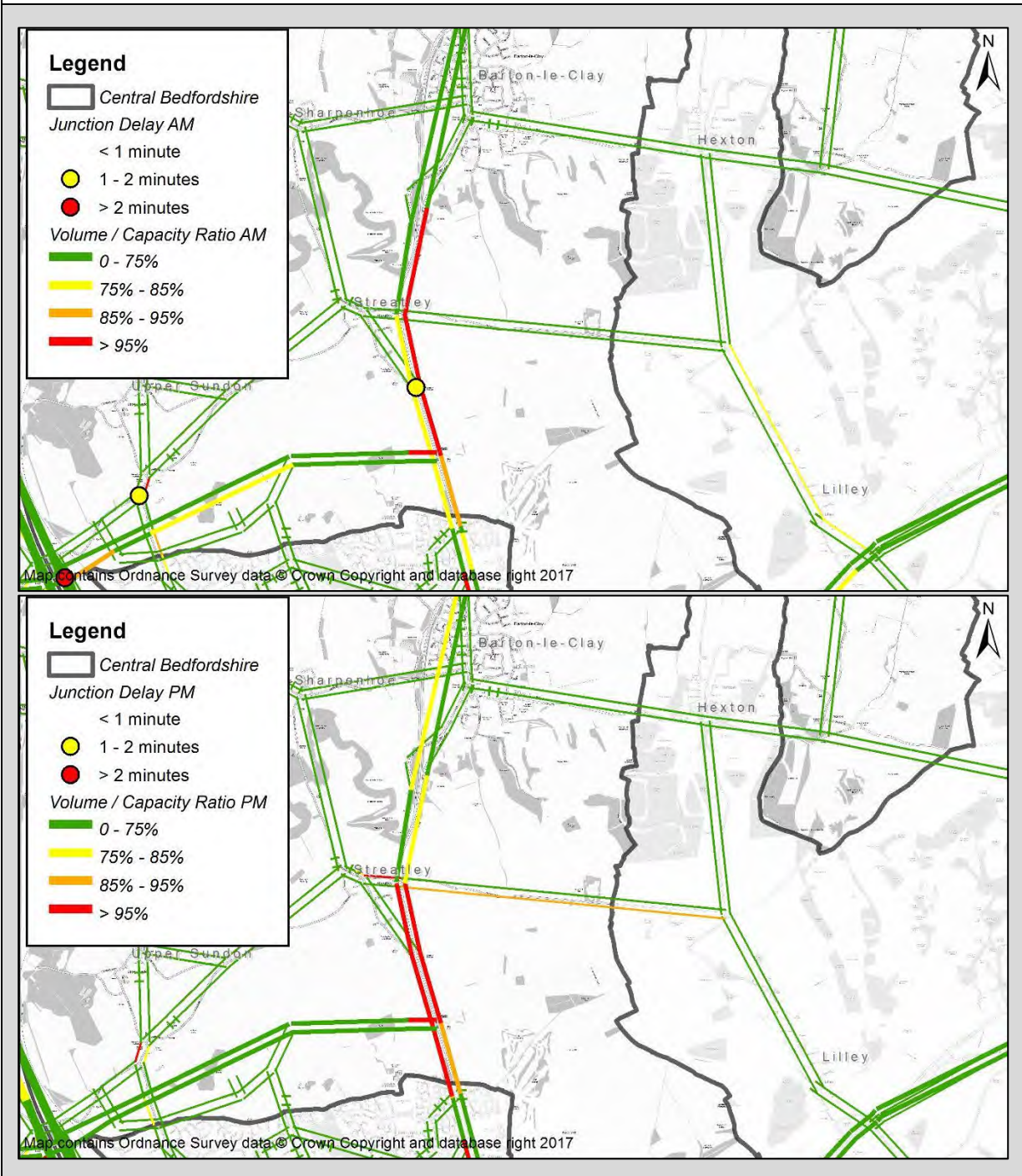
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

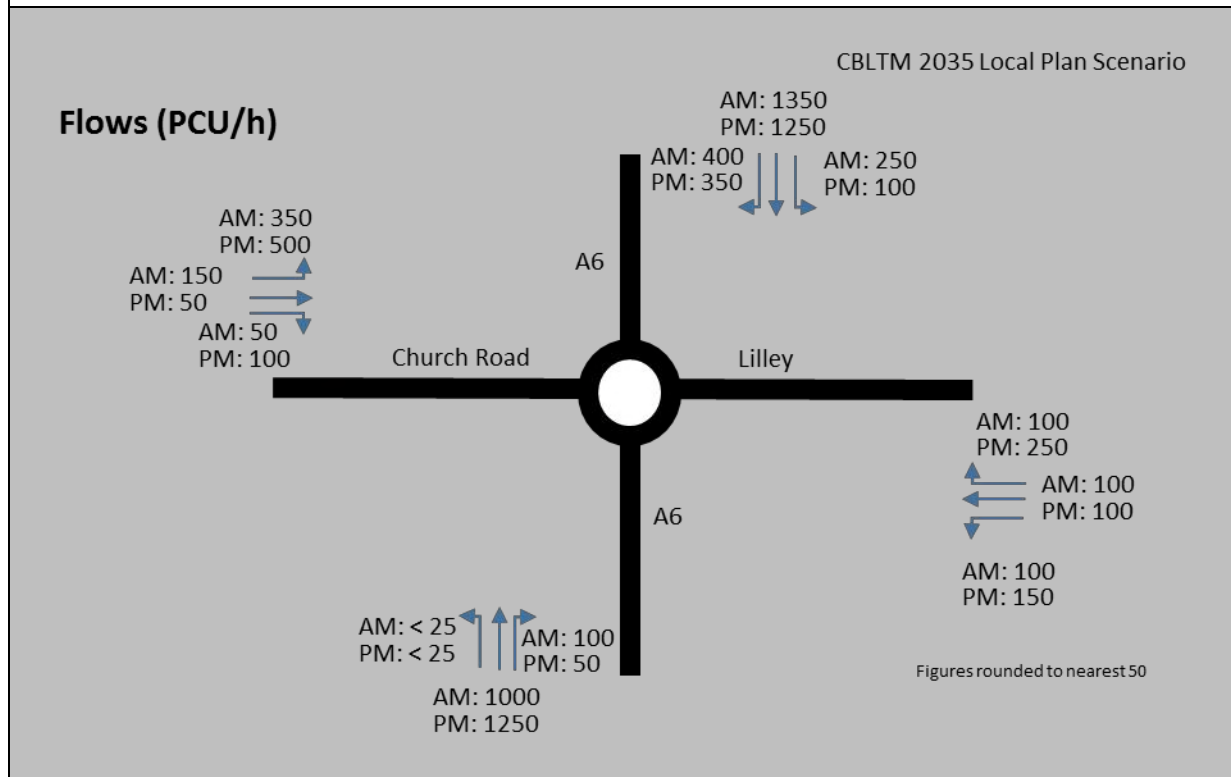
Link stress (V/C) of over 85% are predicted for both A6 northbound and southbound for both AM and PM peak (CBLTM 2035 Local Plan scenario).



Supporting Information

Flow diagram

The flow diagram shows that the predominant movements at this junction are the north-south movements, and the proposed mitigation scheme aims to provide additional capacity for these movements.



H – 10A	M1 Junction 13 – Junction improvements
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Location Map	Description of Issues												
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>This hotspot corresponds to Junction 13 on the M1.</p> <p>This is a complex junction connecting the M1, the A507, the A421, Bedford Road and Salford Road.</p> <p>The model indicates that in 2035, congestion at this junction is mainly located at the A421 roundabout and the northern dumbbell roundabout at Junction 13.</p>												
Scale of Impact	<table border="1" style="width: 100%; text-align: center;"> <tr> <td></td> <td></td> <td style="background-color: #d9534f; color: white;">2025</td> <td style="background-color: #d9534f; color: white;">2035</td> </tr> <tr> <td style="text-align: center;">RC</td> <td></td> <td style="background-color: #d9534f; color: white;">9 / 10</td> <td style="background-color: #d9534f; color: white;">10 / 10</td> </tr> <tr> <td style="text-align: center;">LP</td> <td></td> <td style="background-color: #d9534f; color: white;">9 / 10</td> <td style="background-color: #d9534f; color: white;">10 / 10</td> </tr> </table>			2025	2035	RC		9 / 10	10 / 10	LP		9 / 10	10 / 10
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RC		9 / 10	10 / 10										
LP		9 / 10	10 / 10										

Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
	<p>This scheme consists of a package of capacity improvement schemes at M1 Junction 13 to accommodate the additional demand in the forecast years.</p> <p>Source: Marston Valley – Outline of Marston Valley transport Assessment Conclusions in Relation to the M1 Junction 13 (pba) (from CBC, 18-Dec-2017)</p>								
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Stakeholders:	CBC	HE	Other						
Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

Marston Valley; Marston Gate

Assessment

Congestion	Medium	Growth	High	Deliverability	Medium
Environment	Neutral	Risk & Uncertainties	Medium		

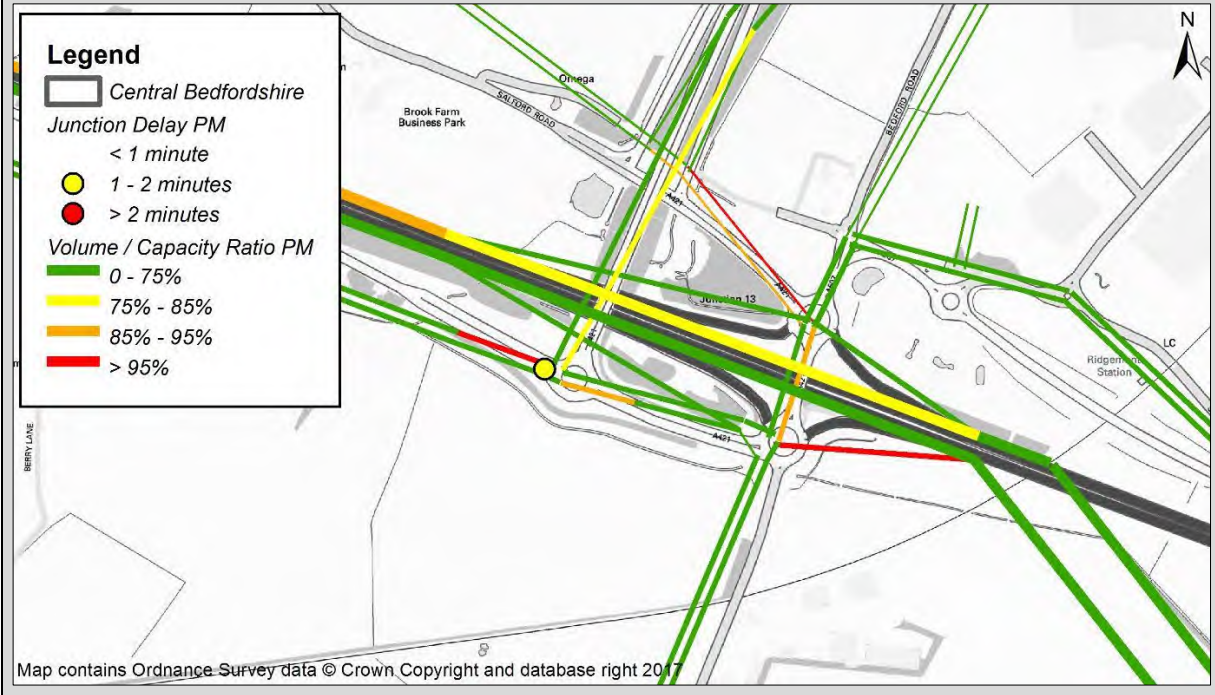
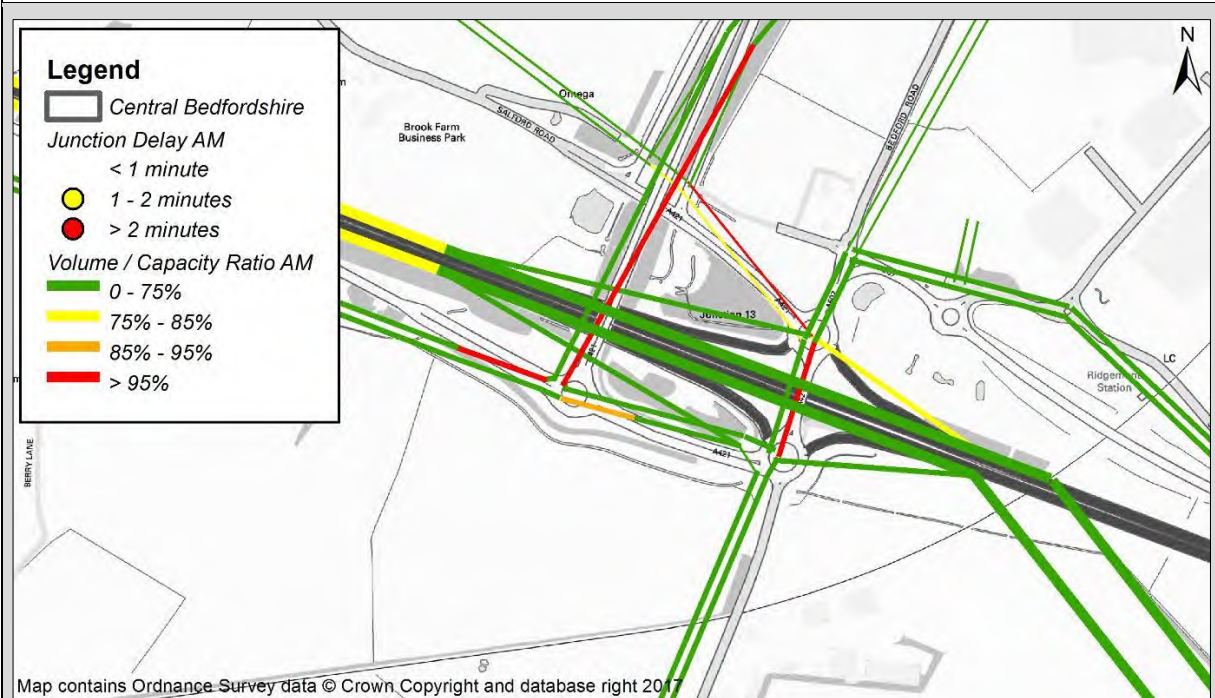
Indicative Cost Range

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Supporting Information

Link stress and node delay

M1 Junction 13 operates with high link stress (V/C) and delays. The A421 roundabout and the dumbbell roundabouts at junction 13 operate close to capacity (CBLTM 2035 Local Plan scenario).



H – 10B – a	M1 Junction 12 – Do Nothing
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Location Map	Description of Issues											
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>This hotspot corresponds to Junction 12 on the M1. This junction presents congestion issues for both AM and PM peaks.</p> <p>For the 2035 Local Plan scenario, the modelling shows that Harlington Road is close to or over capacity in both directions for both AM and PM peaks.</p> <p><i>Note: The 'Scale of Impact' accounts for the whole extension of the hotspot. The severity of congestion issues identified at each junction should be lower than the overall 'Scale of Impact'.</i></p> <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th colspan="2"></th> <th style="background-color: #f2f2f2;">2025</th> <th style="background-color: #f2f2f2;">2035</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="background-color: #f2f2f2;">Scale of Impact</td> <td style="background-color: #f2f2f2;">RC</td> <td style="background-color: #f2f2f2;">7 / 10</td> <td style="background-color: #f2f2f2;">7 / 10</td> </tr> <tr> <td style="background-color: #f2f2f2;">LP</td> <td style="background-color: #f2f2f2;">8 / 10</td> <td style="background-color: #f2f2f2;">8 / 10</td> </tr> </tbody> </table>			2025	2035	Scale of Impact	RC	7 / 10	7 / 10	LP	8 / 10	8 / 10
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Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
<p style="text-align: center; font-size: small;">INDICATIVE SKETCH</p> <p style="text-align: center; font-size: x-small;">Imagery ©2017 DigitalGlobe, Getmapping plc, Infoterra Ltd & Bluesky, The Geoinformation Group, Map data ©2017 Google</p>	<p>The suggested approach is to Do Nothing.</p> <p>The modelling suggests that the M1 Junction 12 generally operates within capacity, and it is believed that delays along Harlington Road are mainly geometric, due to traffic having to slow down and negotiate through the Toddington Road/Harlington Road roundabout.</p> <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th style="background-color: #f2f2f2;">Stakeholders:</th> <th style="background-color: #4a7ebb; color: white;">CBC</th> <th style="background-color: #4a7ebb; color: white;">HE</th> <th style="background-color: #f2f2f2;">Other</th> </tr> </thead> <tbody> <tr> <td style="background-color: #f2f2f2;">Indicative Delivery Timescale:</td> <td style="background-color: #f2f2f2;">2025</td> <td style="background-color: #f2f2f2;">2035</td> <td style="background-color: #f2f2f2;"></td> </tr> </tbody> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:	2025	2035	
Stakeholders:	CBC	HE	Other						
Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

N/A

Assessment

Congestion	N/A	Growth	N/A	Deliverability	N/A
Environment	N/A	Risk & Uncertainties	N/A		

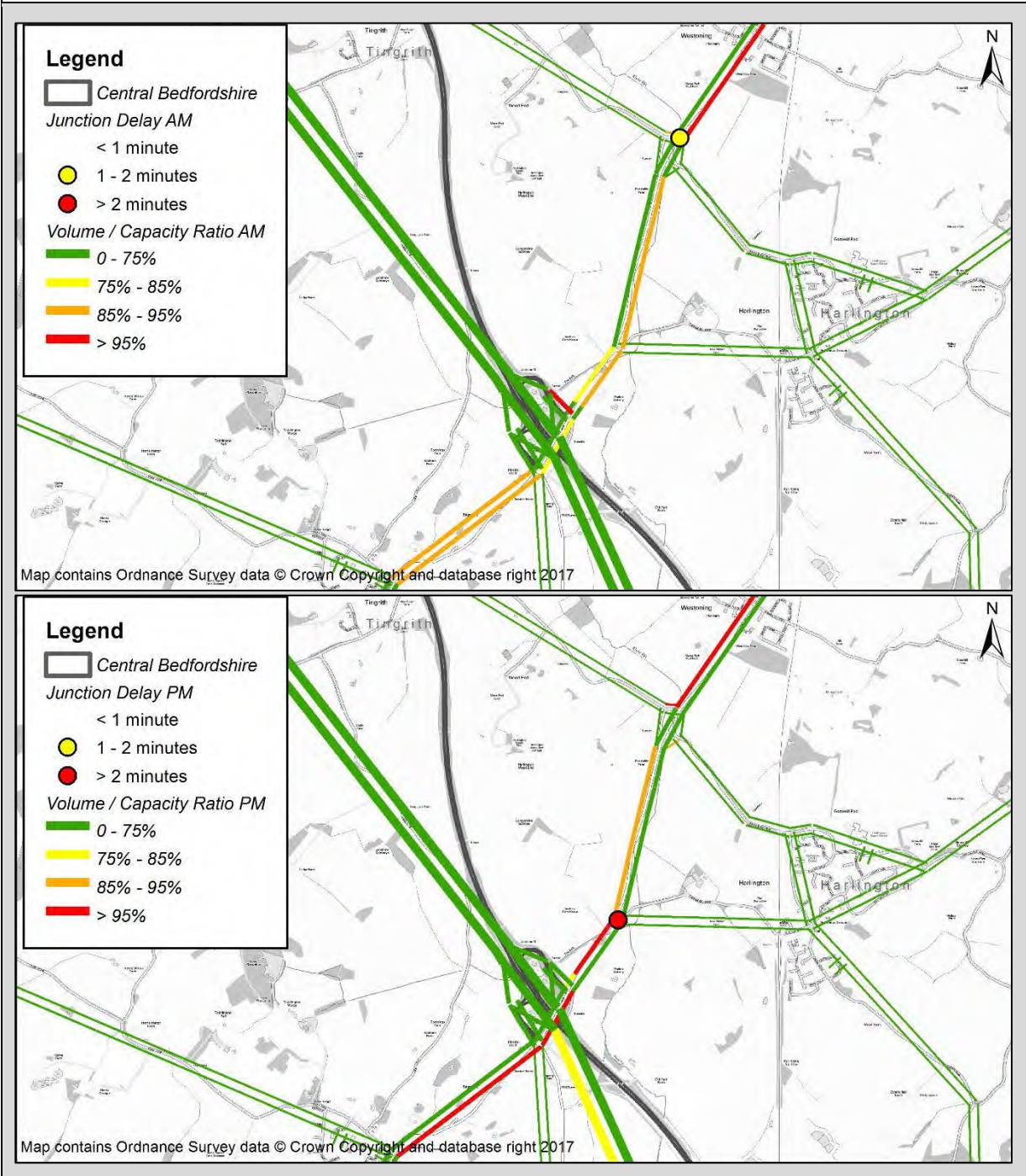
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

M1 Junction 12 does not present congestion issues. Congestion occurs along the A5120; towards Junction 12 in the AM peak and leaving Junction 12 in the PM peak. (CBLTM 2035 Local Plan scenario).



H – 10B – b	A5120/Westoning Road – Do Nothing
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Location Map	Description of Issues											
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>This hotspot corresponds to Junction 12 on the M1. This junction is located just north of the hotspot and presents congestion issues for both AM and PM peaks.</p> <p>For the 2035 Local Plan scenario, the modelling shows that A5120 is close to or over capacity in both directions for both AM and PM peaks.</p> <p><i>Note: The 'Scale of Impact' accounts for the whole extension of the hotspot. The severity of congestion issues identified at each junction should be lower than the overall 'Scale of Impact'.</i></p> <table border="1" style="width:100%; border-collapse: collapse; margin-top: 10px;"> <tr> <td colspan="2"></td> <td style="text-align: center;">2025</td> <td style="text-align: center;">2035</td> </tr> <tr> <td rowspan="2" style="text-align: center; vertical-align: middle;">Scale of Impact</td> <td style="text-align: center;">RC</td> <td style="text-align: center;">7 / 10</td> <td style="text-align: center;">7 / 10</td> </tr> <tr> <td style="text-align: center;">LP</td> <td style="text-align: center;">8 / 10</td> <td style="text-align: center;">8 / 10</td> </tr> </table>			2025	2035	Scale of Impact	RC	7 / 10	7 / 10	LP	8 / 10	8 / 10
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Scale of Impact	RC	7 / 10	7 / 10									
	LP	8 / 10	8 / 10									

Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
	<p>The suggested approach is to Do Nothing.</p> <p>The modelling suggests that low volumes of traffic make use of the minor arms at this junction. Increasing capacity could induce rat-running, which is not encouraged.</p>								
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Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

N/A

Assessment

Congestion	N/A	Growth	N/A	Deliverability	N/A
Environment	N/A	Risk & Uncertainties	N/A		

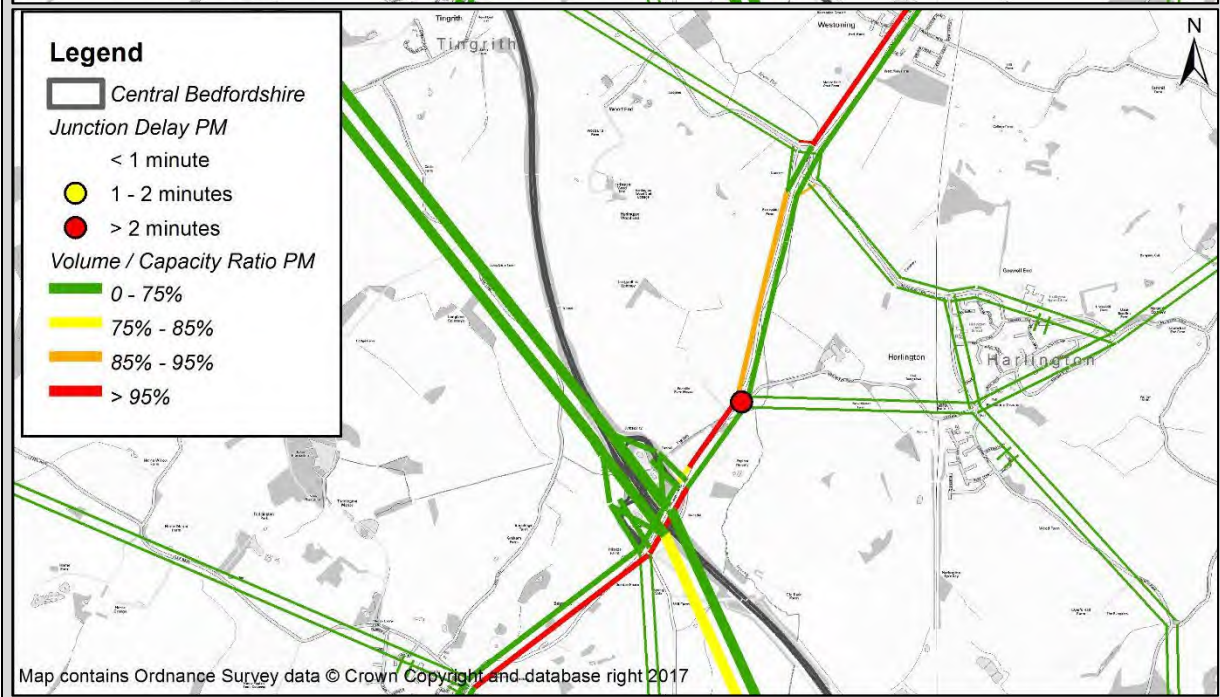
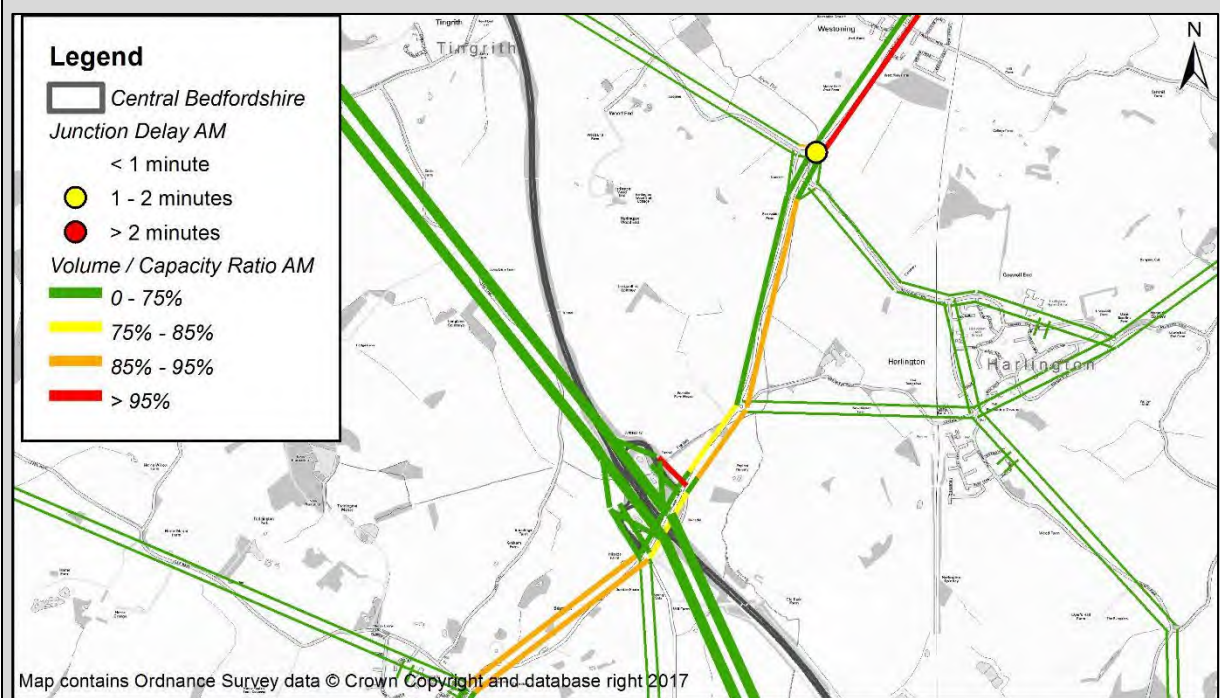
Indicative Cost Range

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Supporting Information

Link stress and node delays

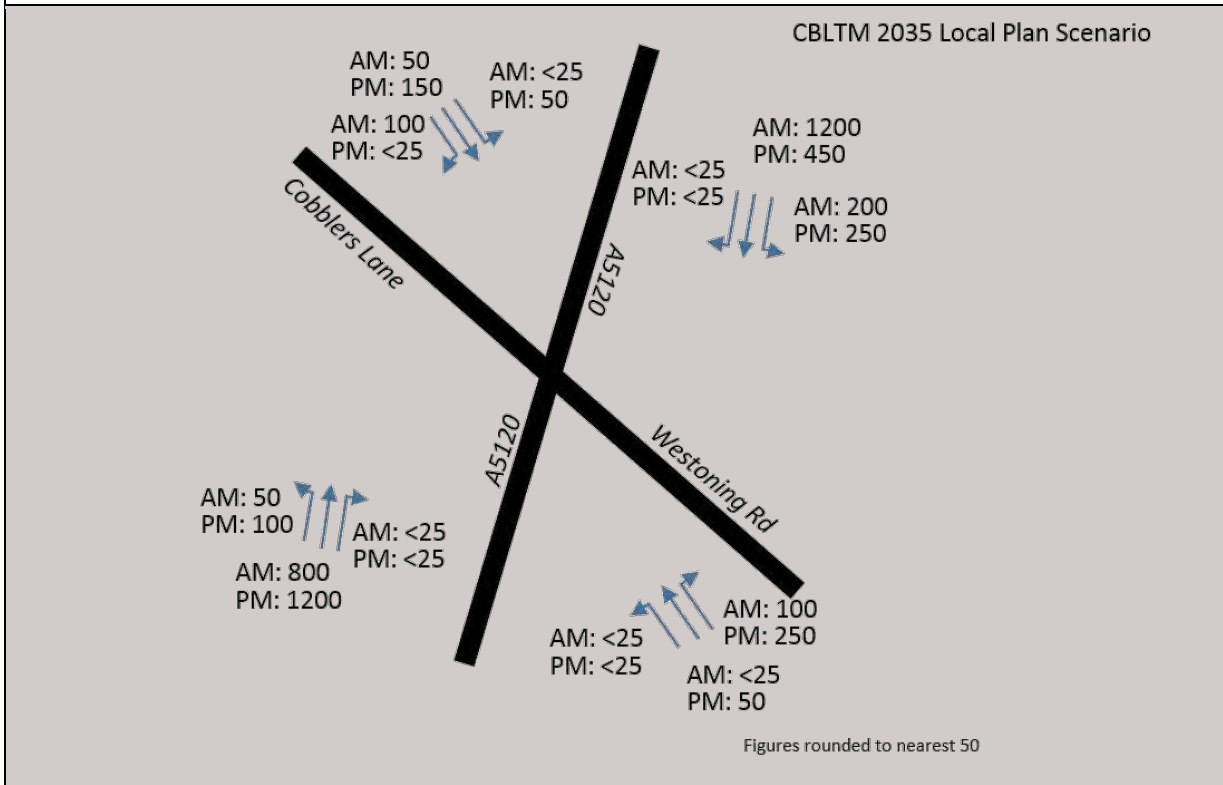
M1 Junction 12 does not present congestion issues. Congestion occurs along the A5120; towards Junction 12 in the AM peak and leaving Junction 12 in the PM peak. (CBLTM 2035 Local Plan scenario).



Supporting Information

Flow diagram

The turning flow diagram shows that the majority of traffic makes a through movement at this junction.



H – 10C	M1 Junction 11a – Do Nothing
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Location Map	Description of Issues		
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>This hotspot corresponds to Junction 11a on the M1.</p> <p>For the 2035 Local Plan scenario, the modelling shows that congestion is located at eastern junction, specifically the M1-A6 Link approach to the junction.</p>		
	Scale of Impact	RC	2025
	LP	6 / 10	6 / 10

Scheme Concept			
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Scheme Concept Sketch	Description of Scheme Concept		
<p>INDICATIVE SKETCH</p> <p>Imagery ©2017 DigitalGlobe, Getmapping plc, Infoterra Ltd & Bluesky, The GeoInformation Group, Map data ©2017 Google</p>	<p>Do Nothing.</p> <p>The M1 Junction 11a enhanced capacity signalised junction is a proposed upgrade to the existing dumbbell junction. As this junction has not been constructed and the design may yet change, a Do Nothing approach over and above what is already proposed is suggested at this stage.</p>		
	Stakeholders:	CBC	HE
Indicative Delivery Timescale:		2025	2035

Relevant Strategic Development Sites			
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North of Luton; Sundon Rail Freight Interchange

Assessment					
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Congestion	N/A	Growth	N/A	Deliverability	N/A
Environment	N/A	Risk & Uncertainties	N/A		

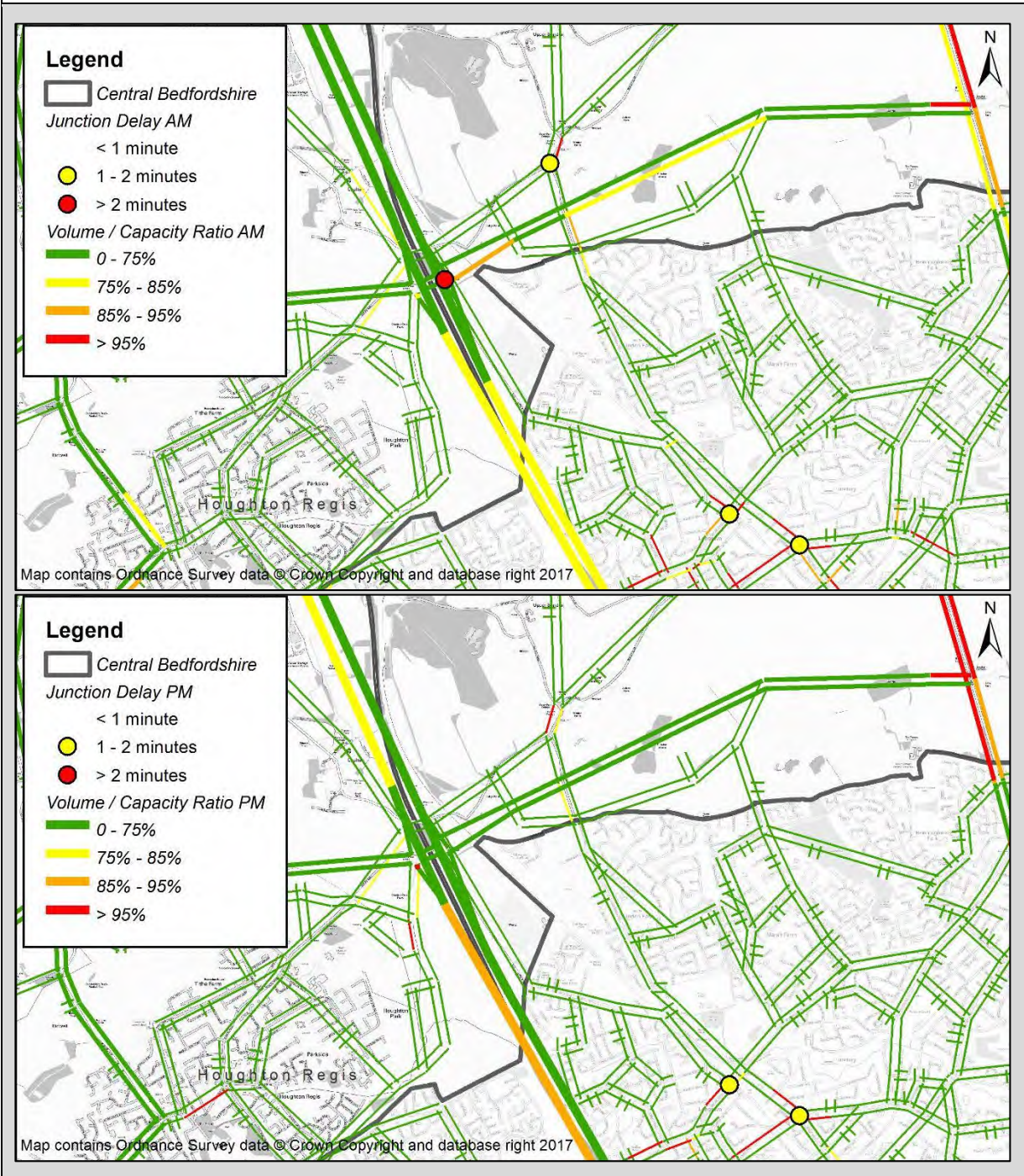
Indicative Cost Range						
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Supporting Information

Link stress and node delays

Link stress (V/C) is predicted to be over 85% for the M1-A6 Link approach for the AM peak (CBLTM 2035 Local Plan scenario).



H – 12 A5/Woburn Road – Widening of roundabout exits

Location Map	Description of Issues											
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>This junction is a give-way roundabout junction with two circulatory lanes, and two lane entries for all approaches. The predominant movement is the A5 through traffic.</p> <p>The PM peak is the more congested peak and the modelling suggests that the A5 southbound arm will be operating over capacity in the 2035 Local Plan scenario.</p> <table border="1" style="margin-top: 20px; width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2"></th> <th style="background-color: #f2f2f2;">2025</th> <th style="background-color: #f2f2f2;">2035</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="background-color: #f2f2f2;">Scale of Impact</td> <td style="background-color: #f2f2f2;">RC</td> <td style="background-color: #f2f2f2;">3 / 10</td> <td style="background-color: #f2f2f2;">4 / 10</td> </tr> <tr> <td style="background-color: #f2f2f2;">LP</td> <td style="background-color: #f2f2f2;">3 / 10</td> <td style="background-color: #f2f2f2;">4 / 10</td> </tr> </tbody> </table>			2025	2035	Scale of Impact	RC	3 / 10	4 / 10	LP	3 / 10	4 / 10
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Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
	<p>The scheme consists of widening the roundabout exits for the A5 to allow a two lane straight ahead movement for the A5 traffic. Land outside of the existing highway boundary may be required to accommodate widened carriageways.</p> <p>This intervention would increase capacity for the A5 straight ahead through movements, which showed to be the main movement (Flow Diagram, below).</p> <table border="1" style="margin-top: 20px; width: 100%; border-collapse: collapse;"> <thead> <tr> <th style="background-color: #4b4b9b; color: white;">Stakeholders:</th> <th style="background-color: #4b4b9b; color: white;">CBC</th> <th style="background-color: #4b4b9b; color: white;">HE</th> <th style="background-color: #4b4b9b; color: white;">Other</th> </tr> </thead> <tbody> <tr> <td style="background-color: #4b4b9b; color: white;">Indicative Delivery Timescale:</td> <td style="background-color: #4b4b9b; color: white;">2025</td> <td colspan="2" style="background-color: #4b4b9b; color: white;">2035</td> </tr> </tbody> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:	2025	2035	
Stakeholders:	CBC	HE	Other						
Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

N/A

Assessment

Congestion	Medium	Growth	Low	Deliverability	Medium
Environment	Negative	Risk & Uncertainties	High		

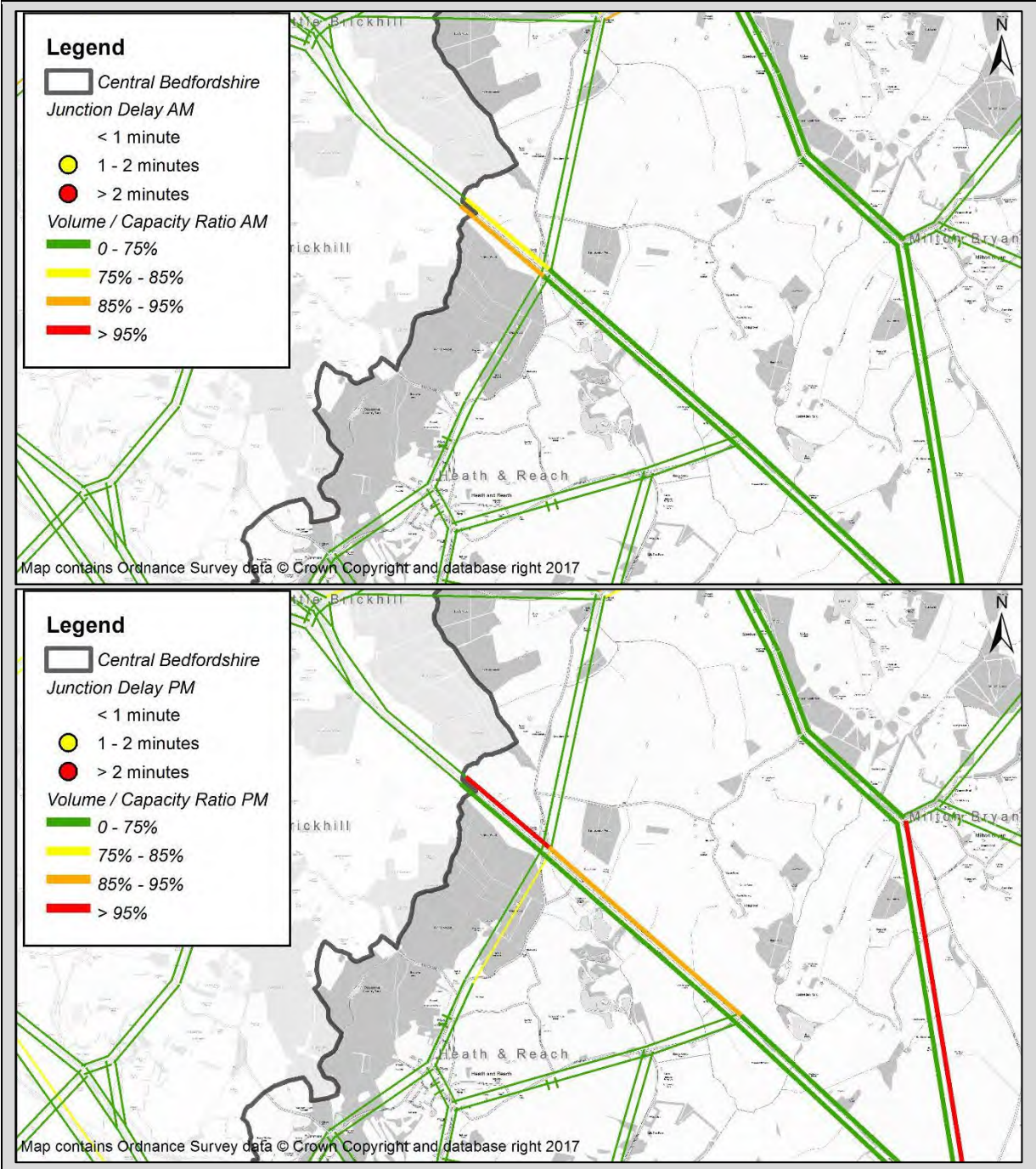
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

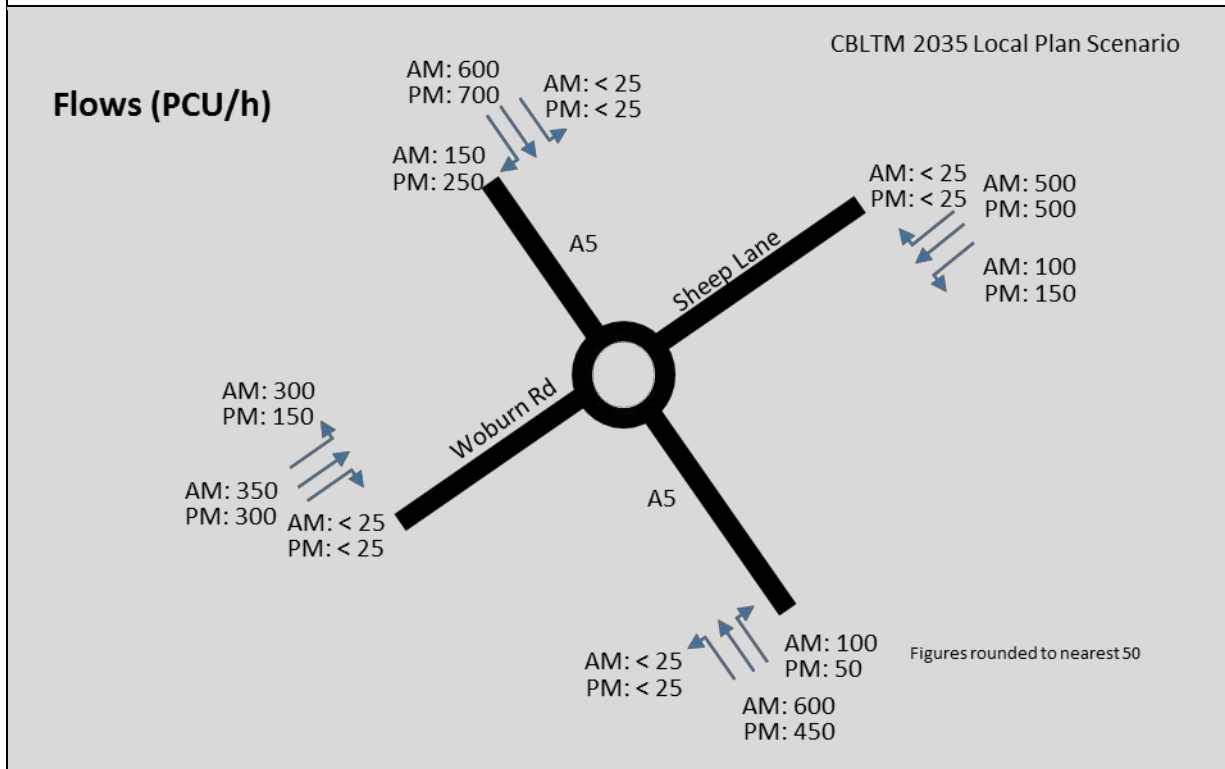
The link stress (V/C) for the A5 southbound approach to the A5/Woburn Road junction is over 95% (CBLTM 2035 Local Plan scenario, PM peak).



Supporting Information

Flow diagram

The flow diagram show that the predominant flows are the A5 movements, and the proposed mitigation scheme aims to provide additional capacity for these movements.



H – 12A	A5/A4012 (Hockliffe) – Do Nothing
----------------	--

Location Map	Description of Issues											
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>The A4012 intersects the A5 through the centre of the village of Hockliffe, with an offset of 40m along the A5. The A5/A4012 staggered junction is fully signalised.</p> <p>For the 2035 Local Plan scenario, the staggered junction is over capacity.</p> <p>The junction is physically constrained and widening of the carriageway to provide additional lanes is not feasible.</p> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td rowspan="2" style="width: 15%;">Scale of Impact</td> <td style="width: 15%;">RC</td> <td style="width: 20%; text-align: center;">2025</td> <td style="width: 20%; text-align: center;">2035</td> </tr> <tr> <td>LP</td> <td style="text-align: center;">5 / 10</td> <td style="text-align: center;">6 / 10</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">4 / 10</td> <td style="text-align: center;">6 / 10</td> </tr> </table>	Scale of Impact	RC	2025	2035	LP	5 / 10	6 / 10			4 / 10	6 / 10
Scale of Impact	RC		2025	2035								
	LP	5 / 10	6 / 10									
		4 / 10	6 / 10									

Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
<p>INDICATIVE SKETCH</p> <p>Imagery ©2017 DigitalGlobe, Getmapping plc, Infoterra Ltd & Bluesky, The Geoinformation Group, Map data ©2017 Google</p>	<p>Do Nothing.</p> <p>This site is physically constrained on all sides with frontage access and at-grade pedestrian crossings. Widening of carriageway to provide additional lanes and capacity improvements is not feasible.</p> <table border="1" style="width: 100%; margin-top: 10px;"> <tr> <td style="width: 15%;">Stakeholders:</td> <td style="width: 15%; text-align: center;">CBC</td> <td style="width: 15%; text-align: center;">HE</td> <td style="width: 15%; text-align: center;">Other</td> </tr> <tr> <td>Indicative Delivery Timescale:</td> <td></td> <td style="text-align: center;">2025</td> <td style="text-align: center;">2035</td> </tr> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:		2025	2035
Stakeholders:	CBC	HE	Other						
Indicative Delivery Timescale:		2025	2035						

Relevant Strategic Development Sites

N/A

Assessment

Congestion	N/A	Growth	N/A	Deliverability	N/A
Environment	N/A	Risk & Uncertainties	N/A		

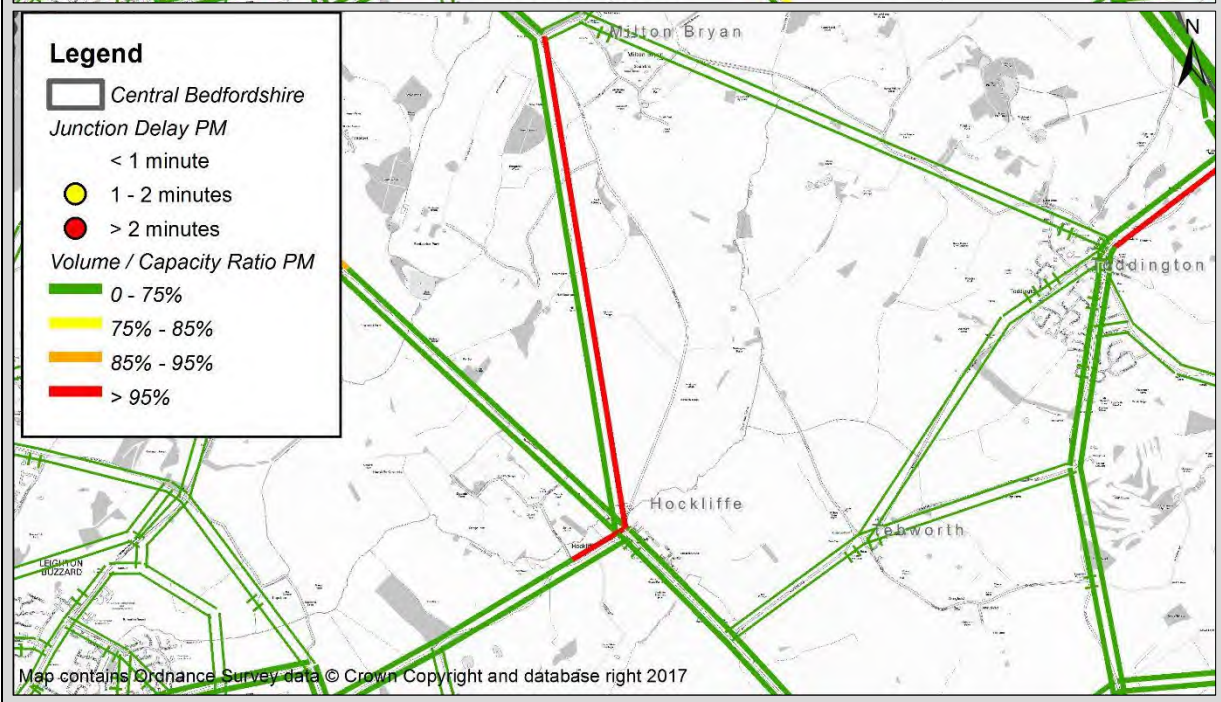
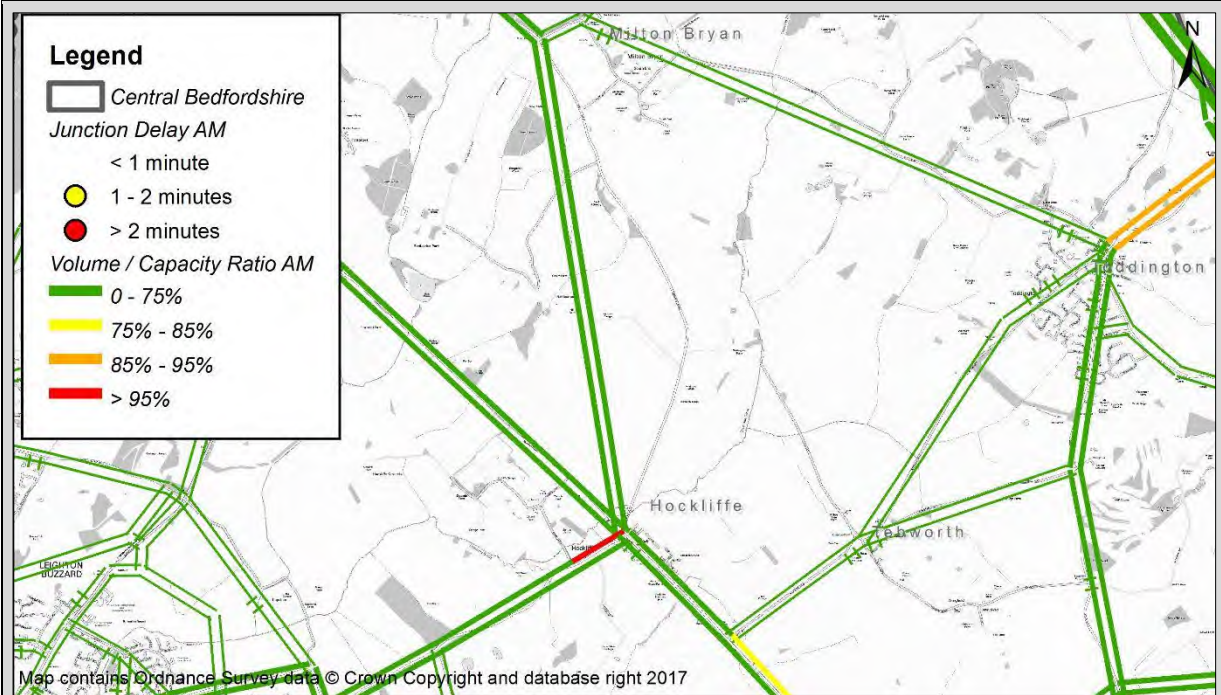
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

Congestion at the A5/A4012 junction (CBLTM 2035 Local Plan scenario).



Supporting Information

Physical constrains

The A5/A4012 junction is physically constrained on all sides.



H – 12B A5/A505 – Dunstable Northern Bypass (Dunstable) – Road widening and partial

Location Map	Description of Issues											
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017.</p>	<p>This hotspot is formed of the A505 / Watling Street roundabout and the A5-Dunstable Northern Bypass / Watling Street roundabout.</p> <p>For the A505 / Watling Street roundabout, the junction operates close to capacity for all approaches for the 2035 Local Plan scenario, particularly for the PM peak.</p> <p>At the Dunstable Northern Bypass roundabout, the main movements are between Watling Street and the Northern Bypass, and congestion at this junction is located at the southern and the A5 westbound arms.</p> <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th colspan="2"></th> <th style="background-color: #e0e0e0;">2025</th> <th style="background-color: #e0e0e0;">2035</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align: center;">Scale of Impact</td> <td style="text-align: center;">RC</td> <td style="text-align: center;">1 / 10</td> <td style="text-align: center;">5 / 10</td> </tr> <tr> <td style="text-align: center;">LP</td> <td style="text-align: center;">3 / 10</td> <td style="text-align: center;">4 / 10</td> </tr> </tbody> </table>			2025	2035	Scale of Impact	RC	1 / 10	5 / 10	LP	3 / 10	4 / 10
		2025	2035									
Scale of Impact	RC	1 / 10	5 / 10									
	LP	3 / 10	4 / 10									

Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
<p style="font-size: small;">Imagery ©2017 DigitalGlobe, Getmapping plc, Infoterra Ltd & Bluesky, The Geoinformation Group, Map data ©2017 Google</p>	<p>This scheme consists of widening of the roundabout exit for the A505 and lane reallocations to enable some of the key movements (A5183 South to A5 straight-ahead, and A5 to A505 right turn) to be made from both Lane 1 and Lane 2.</p> <p>The scheme also consists of partial signalisation of the A5/Dunstable Northern Bypass roundabout for the congested approaches.</p> <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th style="background-color: #92d050;">Stakeholders:</th> <th style="background-color: #92d050;">CBC</th> <th style="background-color: #92d050;">HE</th> <th style="background-color: #92d050;">Other</th> </tr> </thead> <tbody> <tr> <td style="background-color: #92d050;">Indicative Delivery Timescale:</td> <td style="background-color: #92d050;">2025</td> <td colspan="2" style="background-color: #92d050;">2035</td> </tr> </tbody> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:	2025	2035	
Stakeholders:	CBC	HE	Other						
Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

N/A

Assessment

Congestion	Medium	Growth	Low	Deliverability	Medium
Environment	Neutral	Risk & Uncertainties	Medium		

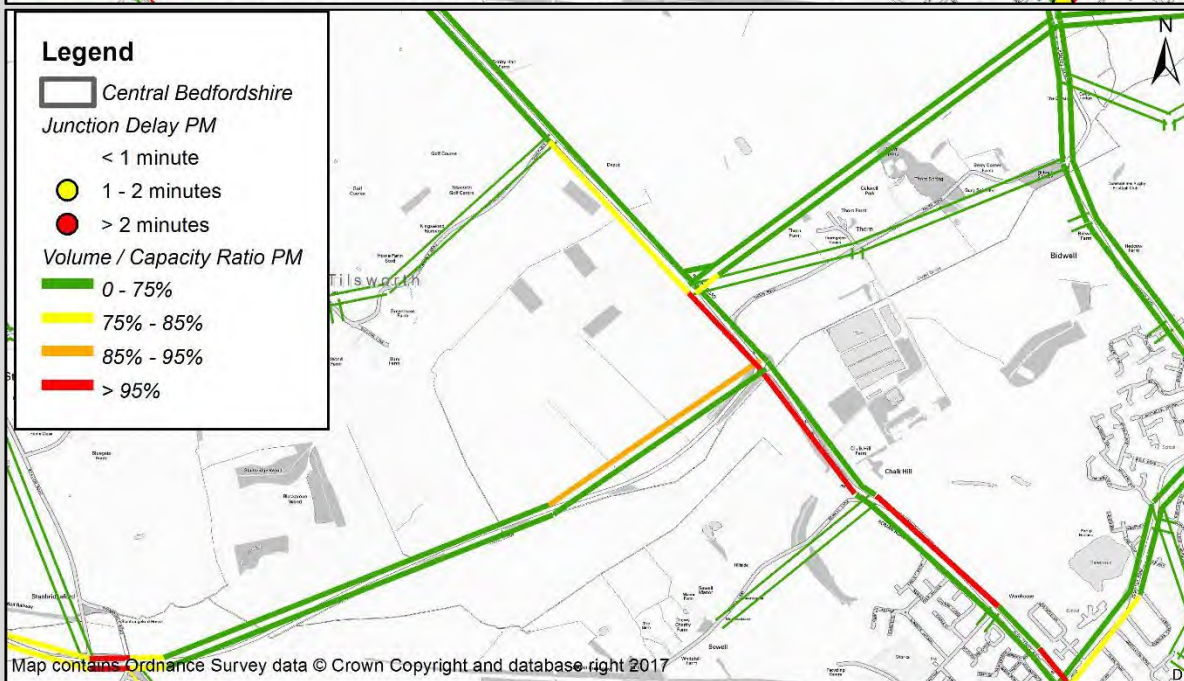
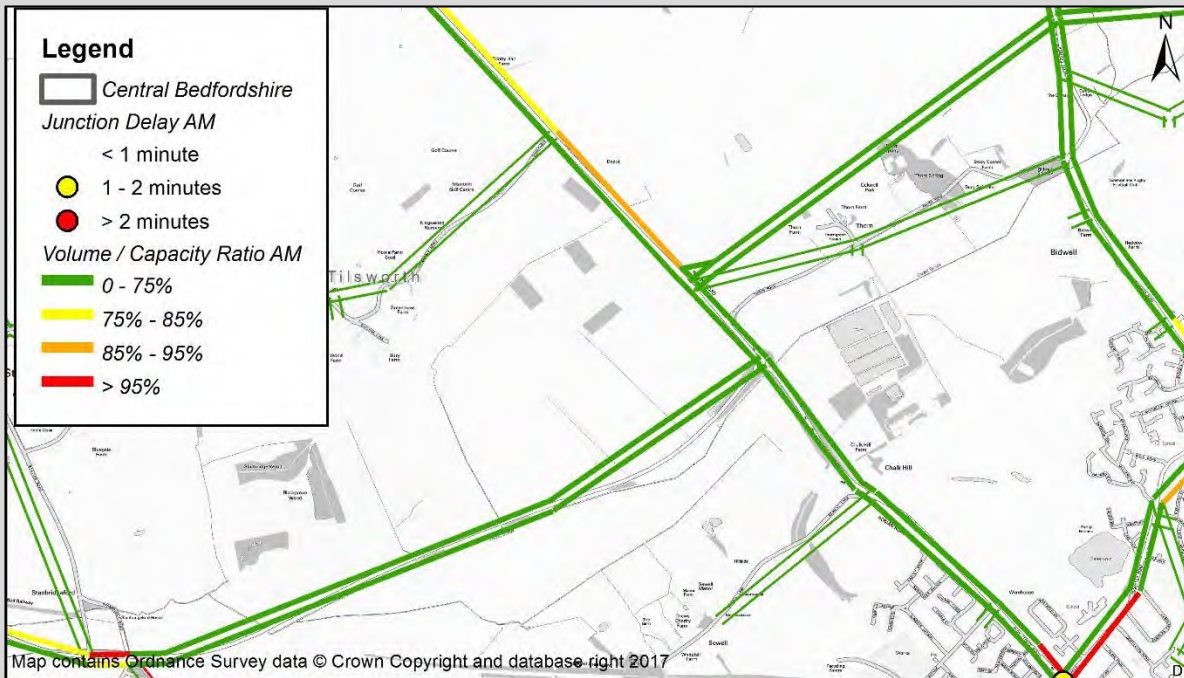
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

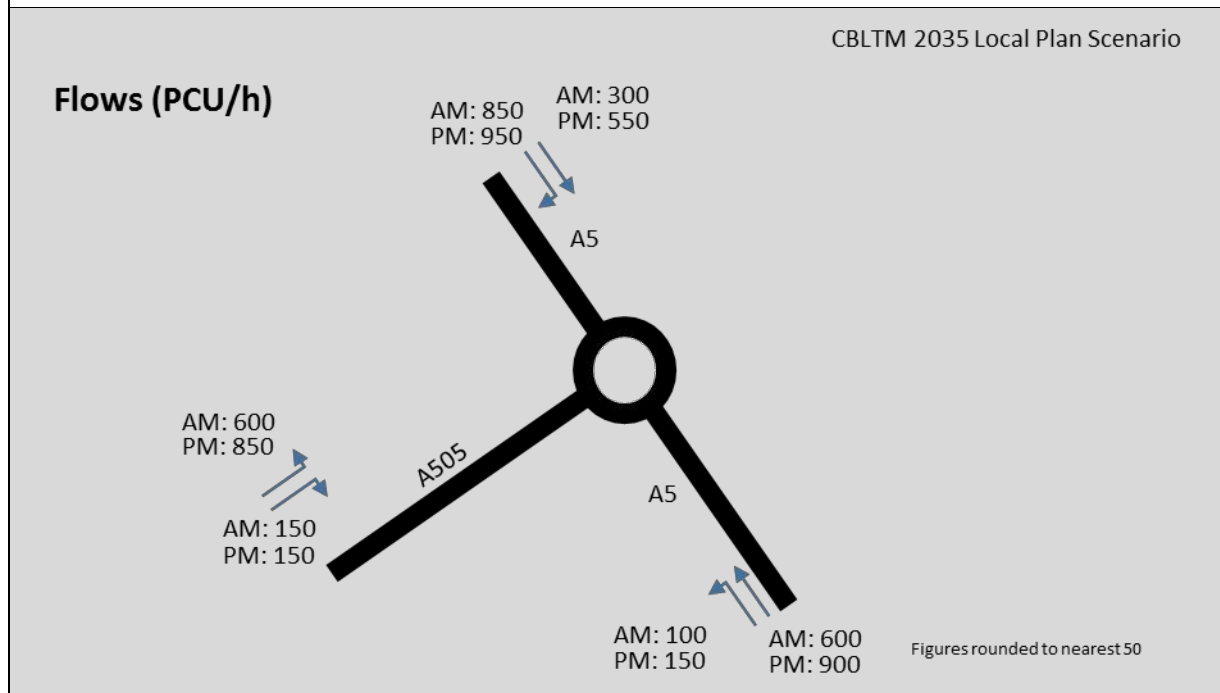
For the A5/ Dunstable Northern Bypass roundabout, the northbound and westbound approach present link stress (V/C) of over 75% (CBLTM 2035 Local Plan scenario, PM peak).



Supporting Information

Flow diagram

The flow diagram below shows the key movements for the A5/A505 junction.



H – 12C	A505 (Dunstable) – Do Nothing
----------------	--------------------------------------

Location Map	Description of Issues											
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>This hotspot is located in the centre of Dunstable and includes the A505, the B5120, Queensway, Church Street, Kingsway, Station Road and Poynters Road. This hotspot is partially within the South Bedfordshire Air Quality Management Area.</p> <p>For the 2035 Local Plan scenario, the links mentioned above present severe congestion issues.</p> <table border="1" style="width: 100%; margin-top: 20px;"> <thead> <tr> <th colspan="2"></th> <th style="background-color: #f2f2f2;">2025</th> <th style="background-color: #f2f2f2;">2035</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align: center;">Scale of Impact</td> <td style="text-align: center;">RC</td> <td style="text-align: center; background-color: #f28b82;">8 / 10</td> <td style="text-align: center; background-color: #f28b82;">8 / 10</td> </tr> <tr> <td style="text-align: center;">LP</td> <td style="text-align: center; background-color: #f28b82;">8 / 10</td> <td style="text-align: center; background-color: #f28b82;">8 / 10</td> </tr> </tbody> </table>			2025	2035	Scale of Impact	RC	8 / 10	8 / 10	LP	8 / 10	8 / 10
		2025	2035									
Scale of Impact	RC	8 / 10	8 / 10									
	LP	8 / 10	8 / 10									

Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
	<p>Do Nothing.</p> <p>This site is physically constrained and capacity improvement options are very limited.</p> <p>Also capacity improvement for this location may attract further traffic demand through this location which may increase conflicts between motorised vehicles and pedestrians along Dunstable High Street.</p> <table border="1" style="width: 100%; margin-top: 20px;"> <tr> <td style="text-align: center;">Stakeholders:</td> <td style="text-align: center; background-color: #800080; color: white;">CBC</td> <td style="text-align: center; background-color: #d3d3d3;">HE</td> <td style="text-align: center; background-color: #d3d3d3;">Other</td> </tr> <tr> <td style="text-align: center;">Indicative Delivery Timescale:</td> <td style="text-align: center; background-color: #f2f2f2;">2025</td> <td colspan="2" style="text-align: center; background-color: #f2f2f2;">2035</td> </tr> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:	2025	2035	
Stakeholders:	CBC	HE	Other						
Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

N/A

Assessment

Congestion	N/A	Growth	N/A	Deliverability	N/A
Environment	N/A	Risk & Uncertainties	N/A		

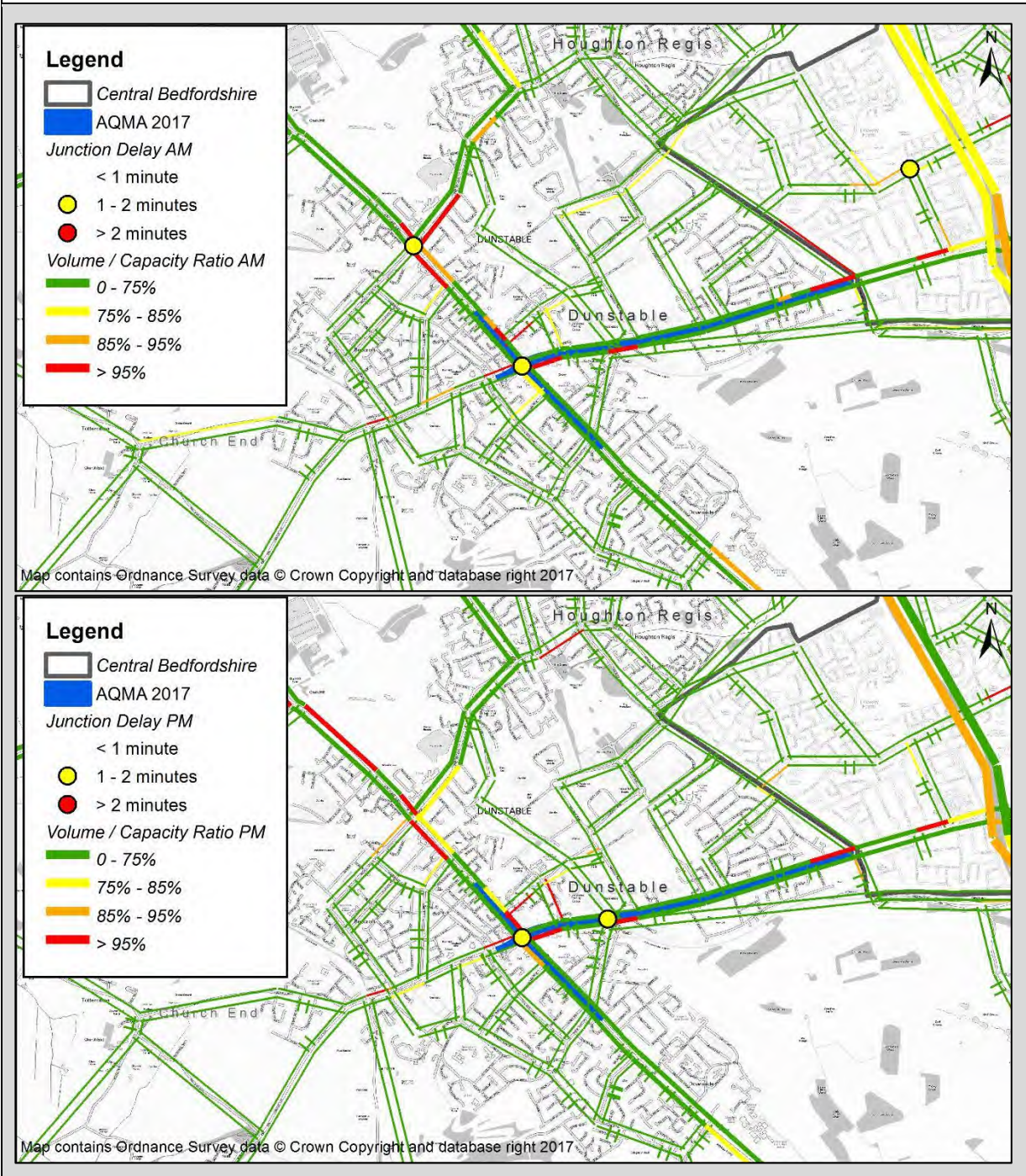
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

Link stress (V/C) and delays are significant for the A505 for both AM and PM peaks (CBLTM 2035 Local Plan scenario).



H – 12D	A5183/Dunstable Road – Do Nothing
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Location Map	Description of Issues											
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>This is a signalised junction where the A5183 (major arm) meets Dunstable Road (minor arm). The modelling suggests that the most significant movement through the junction is A5183 (North) to Dunstable Road.</p> <p>Left turning traffic making this movement has limited stacking capacity relative to the traffic volume and consequently blocks back beyond the flare and the A5183 (North) southbound traffic.</p> <table border="1" style="width: 100%; margin-top: 20px;"> <tr> <td rowspan="2" style="width: 15%;">Scale of Impact</td> <td style="width: 15%;">RC</td> <td style="width: 15%; text-align: center;">2025</td> <td style="width: 15%; text-align: center;">2035</td> </tr> <tr> <td>LP</td> <td style="text-align: center;">3 / 10</td> <td style="text-align: center;">3 / 10</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">3 / 10</td> <td style="text-align: center;">4 / 10</td> </tr> </table>	Scale of Impact	RC	2025	2035	LP	3 / 10	3 / 10			3 / 10	4 / 10
Scale of Impact	RC		2025	2035								
	LP	3 / 10	3 / 10									
		3 / 10	4 / 10									

Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
	<p>The suggested approach is Do Nothing.</p> <p>The level of congestion at this hotspot is not high and the modelling suggests that Local Plan growth does not affect it significantly.</p> <table border="1" style="width: 100%; margin-top: 20px;"> <tr> <td style="width: 20%;">Stakeholders:</td> <td style="width: 10%; text-align: center;">CBC</td> <td style="width: 10%; text-align: center;">HE</td> <td style="width: 10%; text-align: center;">Other</td> </tr> <tr> <td>Indicative Delivery Timescale:</td> <td style="text-align: center;">2025</td> <td style="text-align: center;">2035</td> <td></td> </tr> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:	2025	2035	
Stakeholders:	CBC	HE	Other						
Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

N/A

Assessment

Congestion	N/A	Growth	N/A	Deliverability	N/A
Environment	N/A	Risk & Uncertainties	N/A		

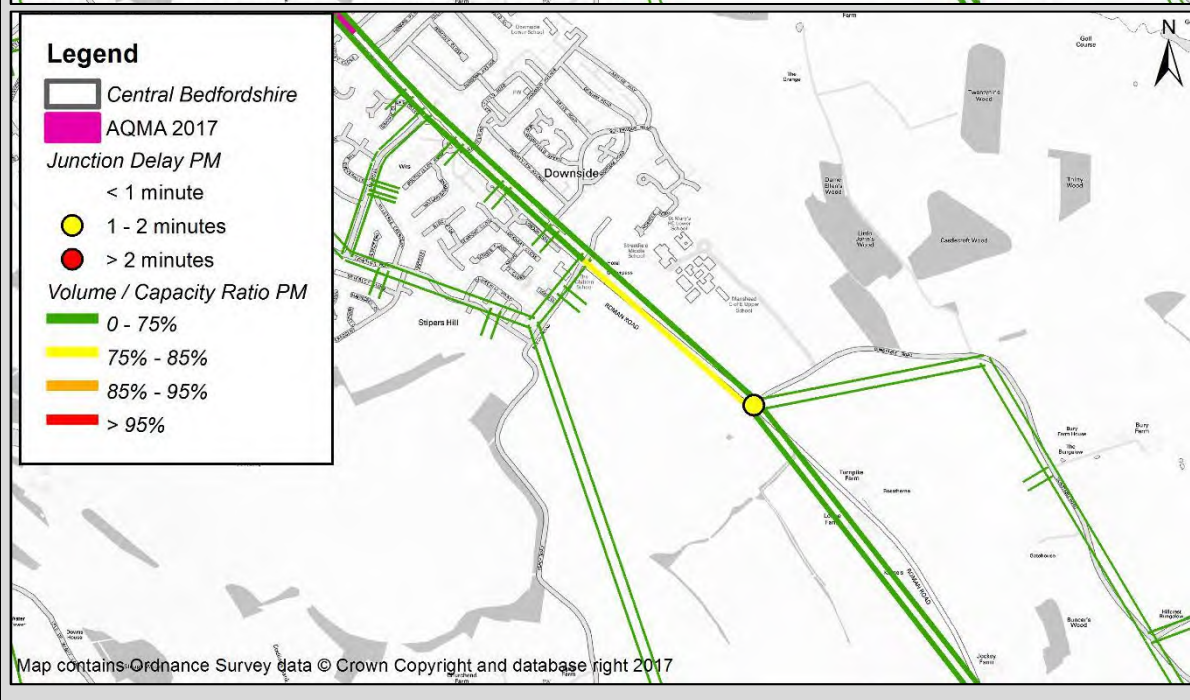
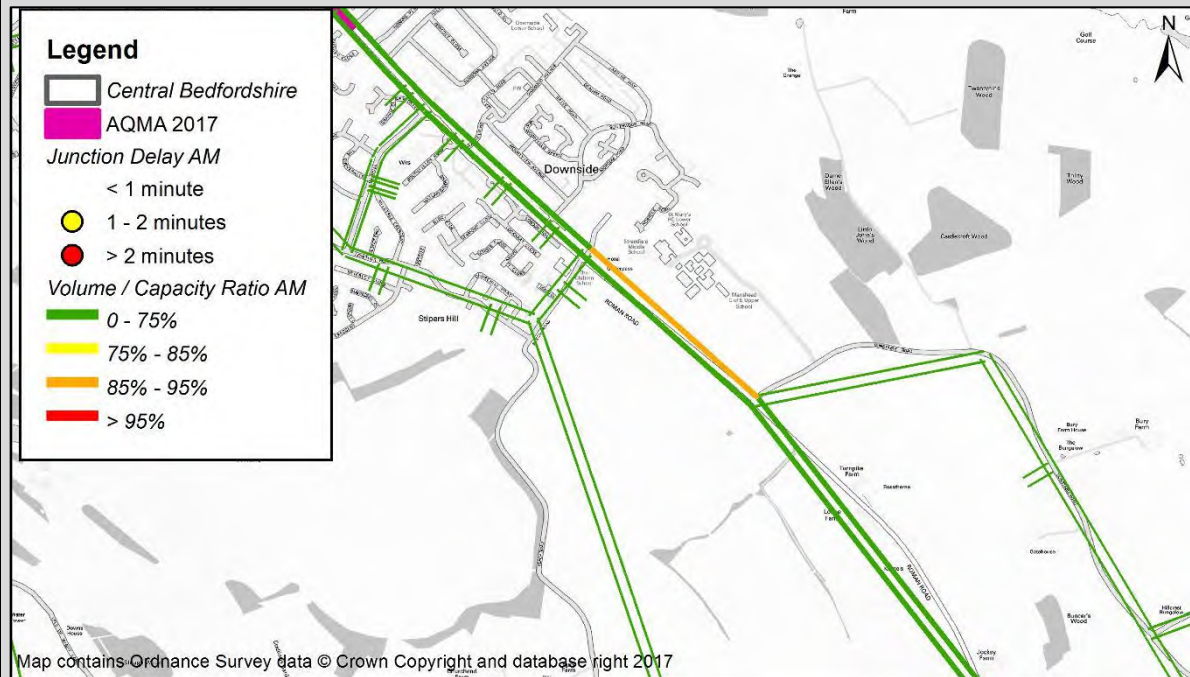
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

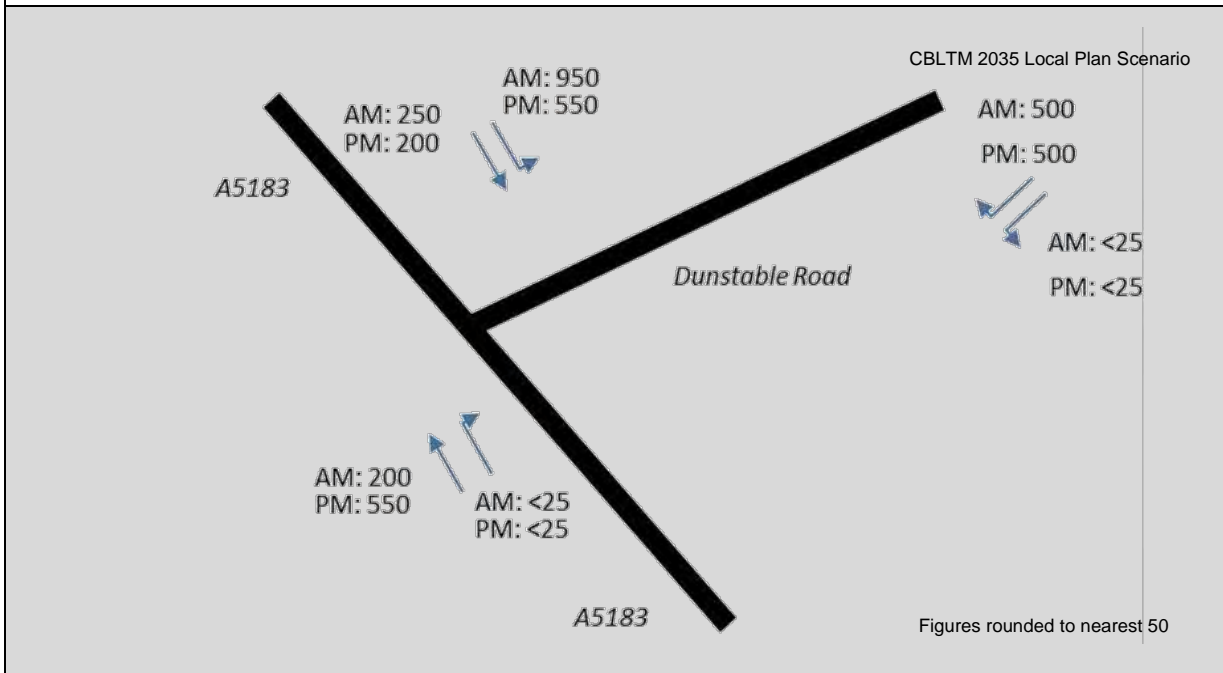
Link stress (V/C) along the A5183 southbound on the north approach to the A5183/Dunstable Road junction is over 85% in the AM Peak (CBLTM 2035 Local Plan scenario).



Supporting Information

Flow diagram

The flow diagram shows that the A5183 (North) to Dunstable Road is the movement with the highest volume of traffic.



H – 13 – a	North of Luton – Sundon Road/Church Road – Do Nothing
-------------------	--

Location Map	Description of Issues											
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>This hotspot is located at the edge of the planned North of Luton urban expansion.</p> <p>The modelling suggests that there are delays for the stretch of Sundon Road between Manor Road and Sundon Park Road for the southbound direction in the AM peak and northbound direction in the PM peak for the 2035 Local Plan scenario.</p> <p>The traffic demand for this location is relatively low and the delays are caused by the tight alignment of the road, gradient and low capacity of the rural link.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td></td> <td></td> <td style="text-align: center;">2025</td> <td style="text-align: center;">2035</td> </tr> <tr> <td rowspan="2" style="text-align: center;">Scale of Impact</td> <td style="text-align: center;">RC</td> <td style="text-align: center;">7 / 10</td> <td style="text-align: center;">7 / 10</td> </tr> <tr> <td style="text-align: center;">LP</td> <td style="text-align: center;">5 / 10</td> <td style="text-align: center;">6 / 10</td> </tr> </table>			2025	2035	Scale of Impact	RC	7 / 10	7 / 10	LP	5 / 10	6 / 10
		2025	2035									
Scale of Impact	RC	7 / 10	7 / 10									
	LP	5 / 10	6 / 10									

Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
	<p>Do Nothing.</p> <p>Capacity improvement may make this road more attractive and could cause rat-running and attract further traffic demand to this location. Due to the rural nature of the link, this is not encouraged.</p> <table border="1" style="margin-left: auto; margin-right: auto;"> <tr> <td style="text-align: center;">Stakeholders:</td> <td style="text-align: center;">CBC</td> <td style="text-align: center;">HE</td> <td style="text-align: center;">Other</td> </tr> <tr> <td style="text-align: center;">Indicative Delivery Timescale:</td> <td style="text-align: center;">2025</td> <td style="text-align: center;">2035</td> <td></td> </tr> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:	2025	2035	
Stakeholders:	CBC	HE	Other						
Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

Sundon Rail Freight Interchange

Assessment

Congestion	N/A	Growth	N/A	Deliverability	N/A
Environment	N/A	Risk & Uncertainties	N/A		

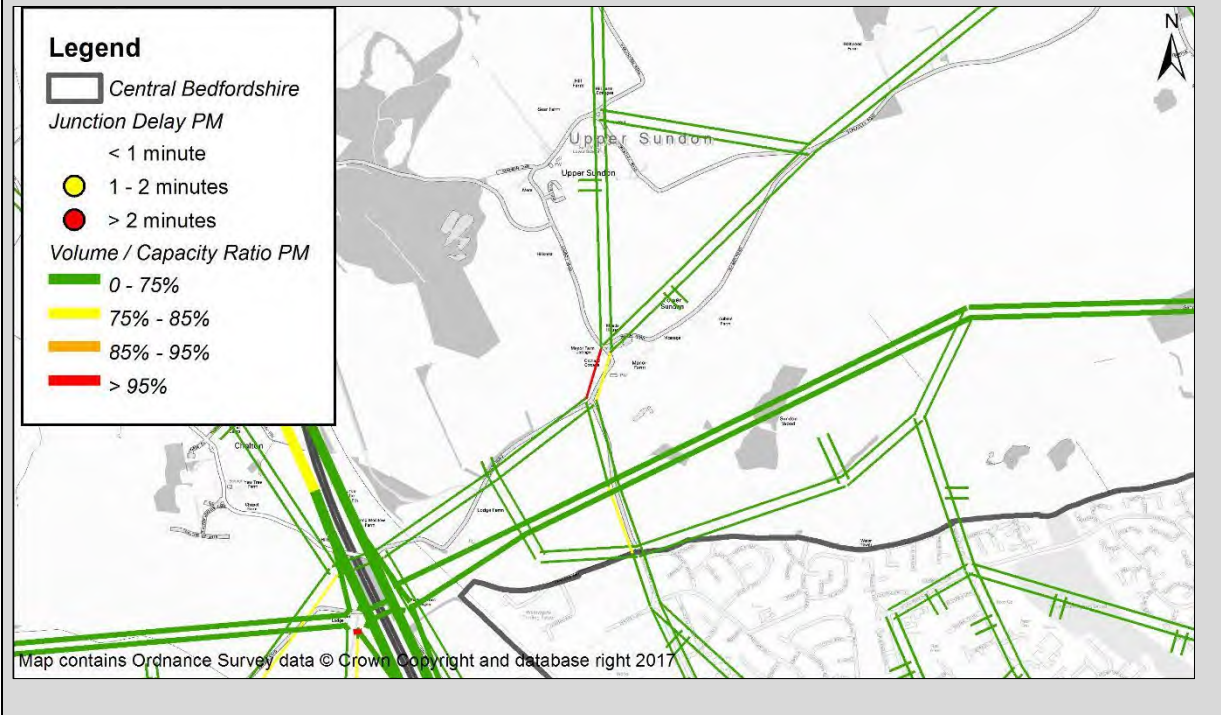
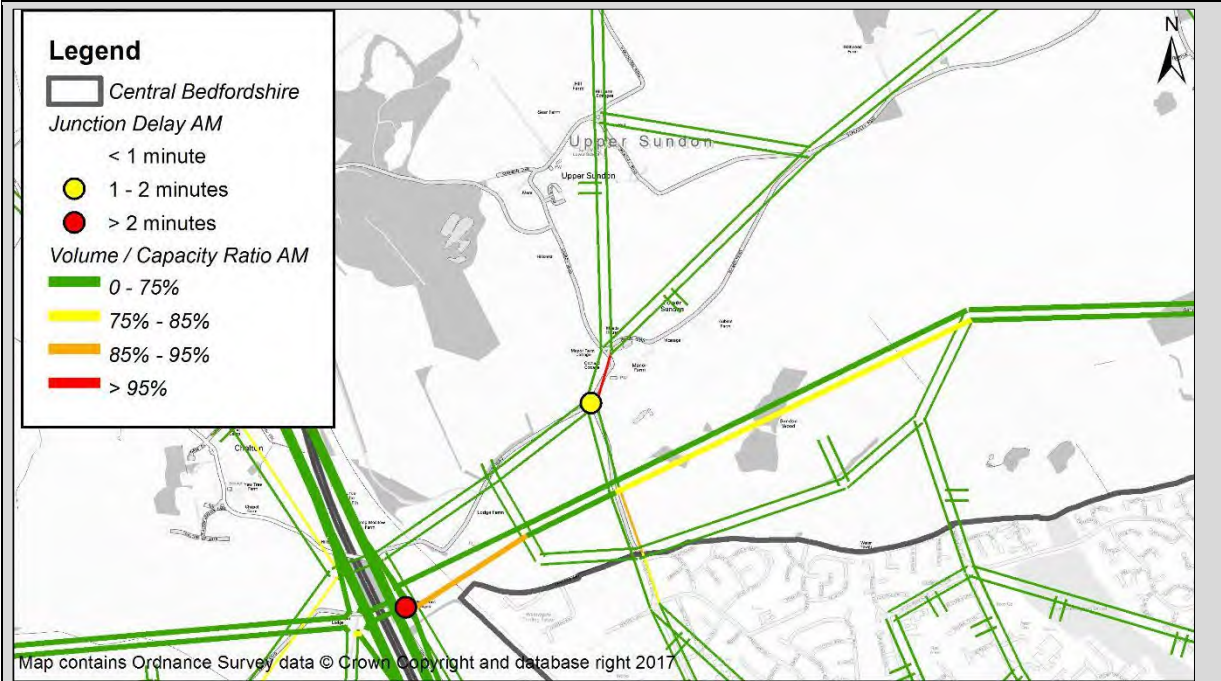
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

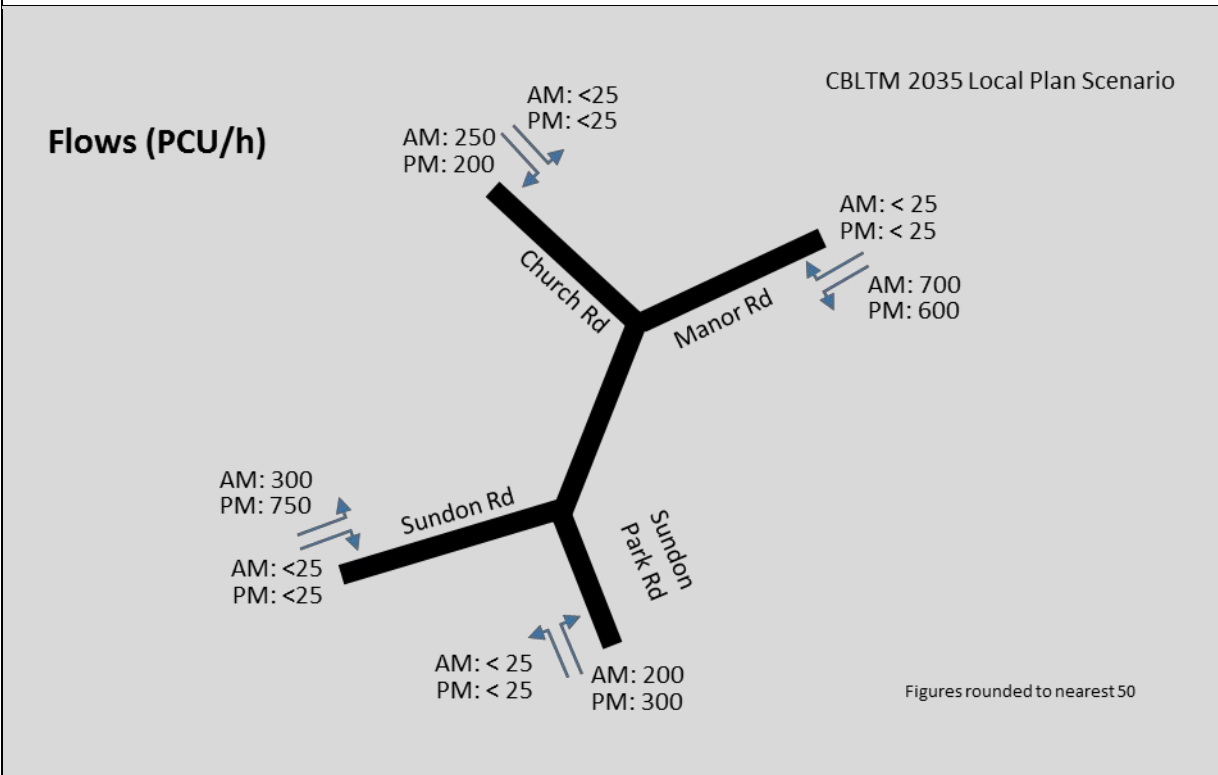
Link stress (V/C) for the stretch of Sundon Road between Manor Road and Sundon Park Road is over 95% for the southbound in the AM peak and northbound in the PM peak (CBLTM 2035 Local Plan scenario).



Supporting Information

Flow diagram

The flow diagram shows that the demand for Sundon Road is not high (CBLTM 2035 Local Plan scenario).



H – 13 – b	North of Luton – Sundon Road/Woodside Link – Do Nothing
-------------------	--

Location Map	Description of Issues							
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>This hotspot is located at the edge of the planned North of Luton urban expansion.</p> <p>The modelling suggests that Sundon Road southbound approaching the roundabout southwest of M1 J11A, connecting with the Woodside Link is under stress in the 2035 Local Plan scenario.</p>							
<table border="1" style="width: 100%;"> <tr> <td rowspan="2" style="text-align: center;">Scale of Impact</td> <td style="text-align: center;">RC</td> <td style="text-align: center;">2025 7 / 10</td> <td style="text-align: center;">2035 7 / 10</td> </tr> <tr> <td style="text-align: center;">LP</td> <td style="text-align: center;">5 / 10</td> <td style="text-align: center;">6 / 10</td> </tr> </table>	Scale of Impact	RC	2025 7 / 10	2035 7 / 10	LP	5 / 10	6 / 10	
Scale of Impact		RC	2025 7 / 10	2035 7 / 10				
	LP	5 / 10	6 / 10					

Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept							
<p>Imagery © 2017 DigitalGlobe, Getmapping plc, Infoterra Ltd & Bluesky, The Geoinformation Group, Map data © 2017 Google</p>	<p>Do Nothing.</p> <p>The modelling suggests that for the 2035 Local Plan scenario, the northern approach arm of the junction is approaching capacity due to high demand, however the opposing flow is not significant and a Do Nothing approach is suggested for this location.</p>							
<table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Stakeholders:</td> <td style="text-align: center; background-color: #4b0082; color: white;">CBC</td> <td style="text-align: center; background-color: #cccccc;">HE</td> <td style="text-align: center; background-color: #4b0082; color: white;">Other</td> </tr> </table>	Stakeholders:	CBC	HE	Other	<table border="1" style="width: 100%;"> <tr> <td style="text-align: center;">Indicative Delivery Timescale:</td> <td style="text-align: center;">2025</td> <td style="text-align: center;">2035</td> </tr> </table>	Indicative Delivery Timescale:	2025	2035
Stakeholders:	CBC	HE	Other					
Indicative Delivery Timescale:	2025	2035						

Relevant Strategic Development Sites

Sundon Rail Freight Interchange

Assessment

Congestion	N/A	Growth	N/A	Deliverability	N/A
Environment	N/A	Risk & Uncertainties	N/A		

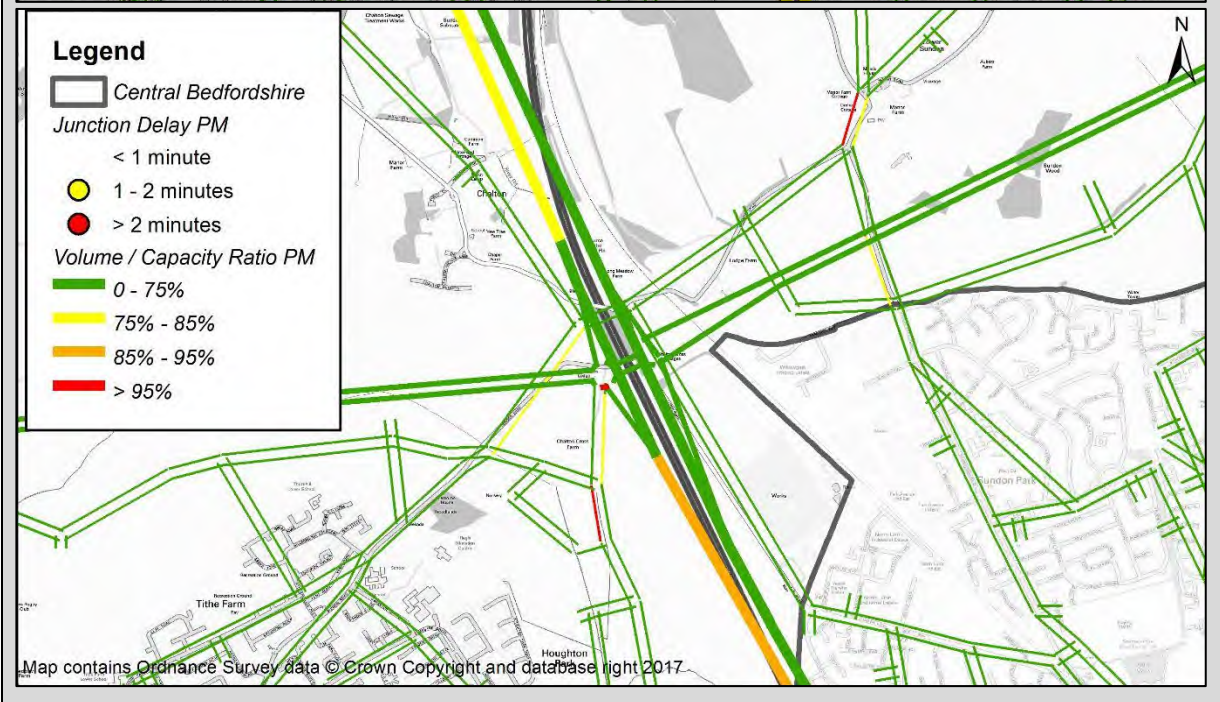
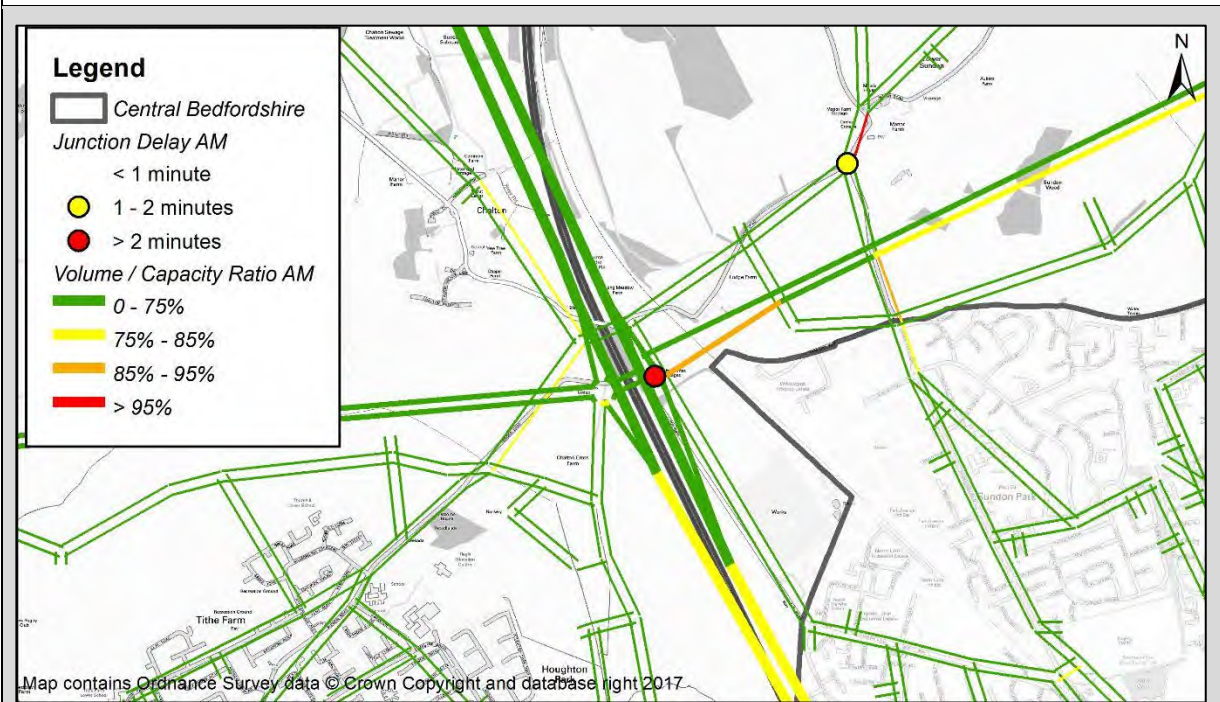
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

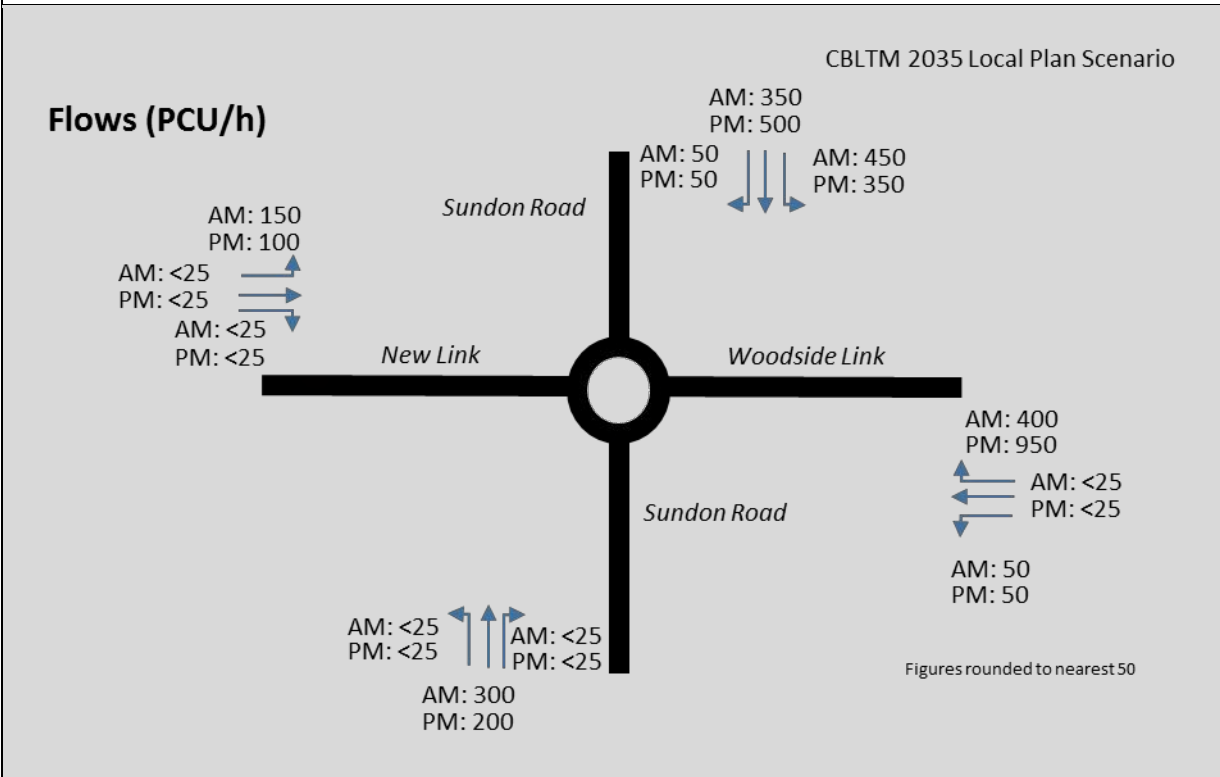
Link Stress (V/C) along the Sundon Road (North) arm southbound is above 75% in both AM and PM peaks. (CBLTM 2035 Local Plan scenario).



Supporting Information

Flow diagram

The flow diagram shows that the flow opposing the Sundon Road (North) arm is not significant in both peak periods (CBLTM 2035 Local Plan scenario).



H – 14A	A4146/A418 (Leighton Buzzard) – Do Nothing
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Location Map	Description of Issues											
	<p>This junction is a give-way roundabout with flared approaches on the A4146.</p> <p>The predominant movement at the junction is the A4146 straight ahead traffic.</p> <p>All roundabout exits are currently single lane exits.</p> <p>For the 2035 Local Plan scenario, the A4146 eastbound approach operates close to capacity in the AM peak.</p> <p><i>Note: This hotspot is located at the boundary of CBLTM where uncertainty in forecasts and modelling is generally greater.</i></p> <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th colspan="2"></th> <th>2025</th> <th>2035</th> </tr> </thead> <tbody> <tr> <td rowspan="2" style="text-align: center;">Scale of Impact</td> <td style="text-align: center;">RC</td> <td style="text-align: center;">3 / 10</td> <td style="text-align: center;">7 / 10</td> </tr> <tr> <td style="text-align: center;">LP</td> <td style="text-align: center;">3 / 10</td> <td style="text-align: center;">7 / 10</td> </tr> </tbody> </table>			2025	2035	Scale of Impact	RC	3 / 10	7 / 10	LP	3 / 10	7 / 10
		2025	2035									
Scale of Impact	RC	3 / 10	7 / 10									
	LP	3 / 10	7 / 10									

Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
	<p>The suggested approach is to Do Nothing as this junction is physically constrained especially so to the west where the West Coast Main Line passes beneath the A4146, and to the east, the River Ouzel which passes beneath the road.</p> <p>Any improvements to the junction may require substantial and expensive improvements to the railway and river bridge structures.</p> <table border="1" style="width: 100%; margin-top: 10px;"> <thead> <tr> <th style="text-align: left;">Stakeholders:</th> <th style="background-color: #4b0082; color: white;">CBC</th> <th style="background-color: #d9ead3;">HE</th> <th style="background-color: #4b0082; color: white;">Other</th> </tr> </thead> <tbody> <tr> <td style="text-align: left;">Indicative Delivery Timescale:</td> <td style="text-align: center;">2025</td> <td style="text-align: center;">2035</td> <td></td> </tr> </tbody> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:	2025	2035	
Stakeholders:	CBC	HE	Other						
Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

N/A

Assessment

Congestion	N/A	Growth	N/A	Deliverability	N/A
Environment	N/A	Risk & Uncertainties	N/A		

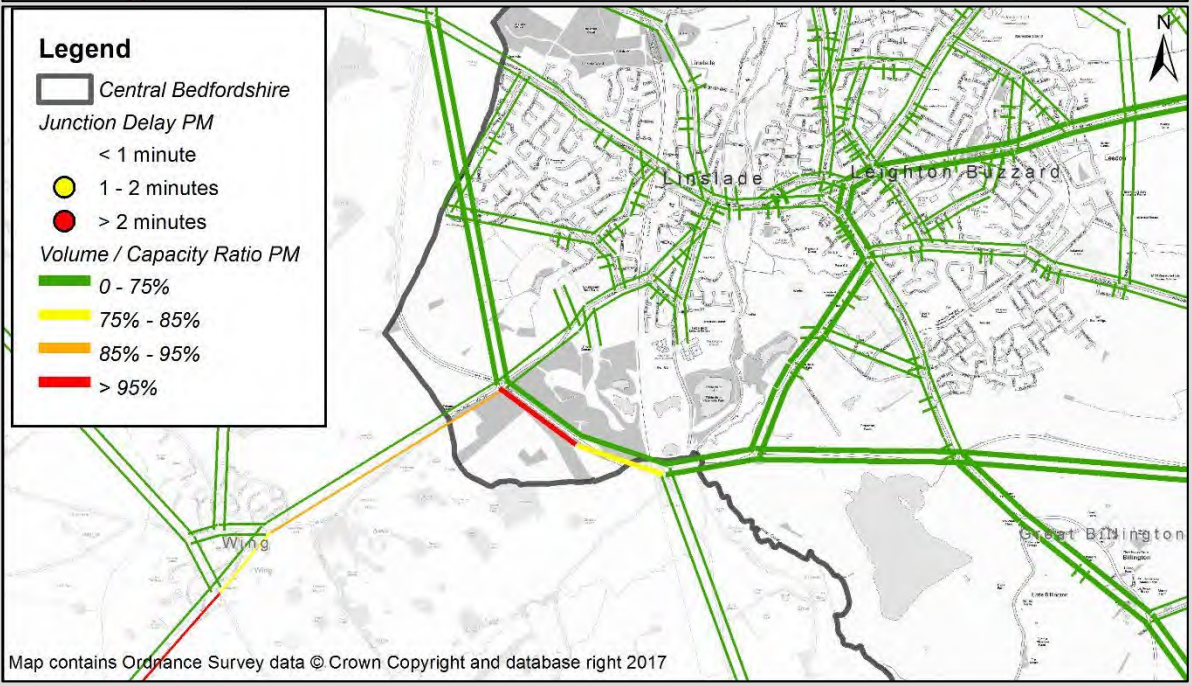
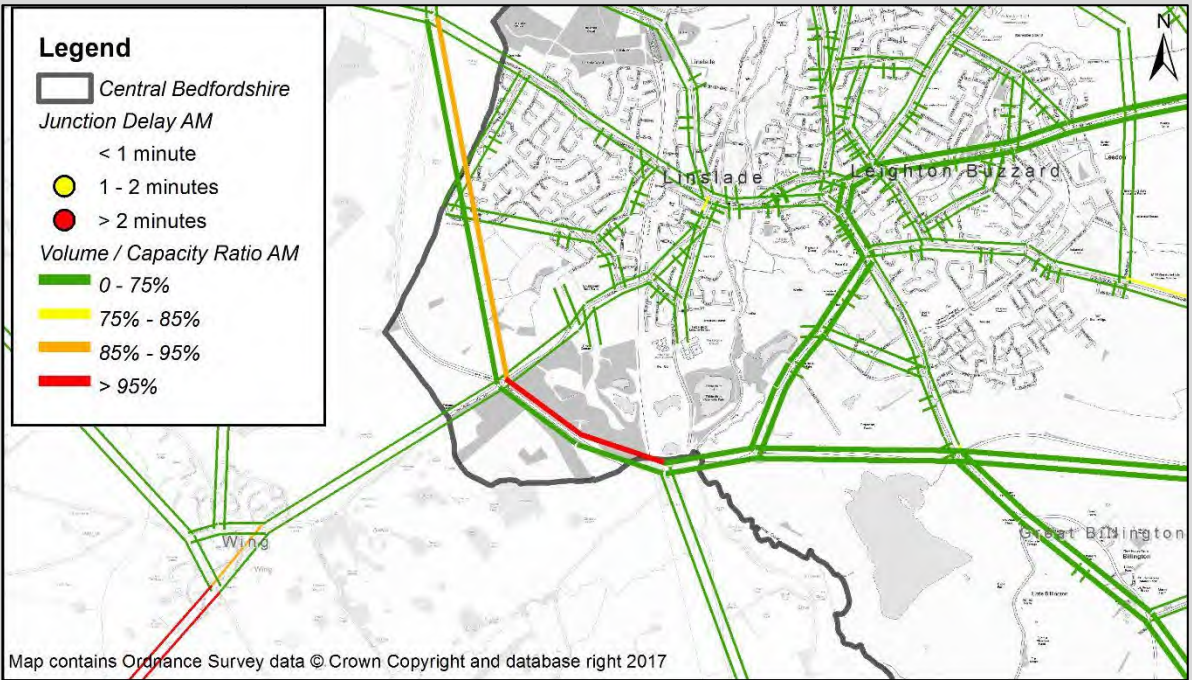
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

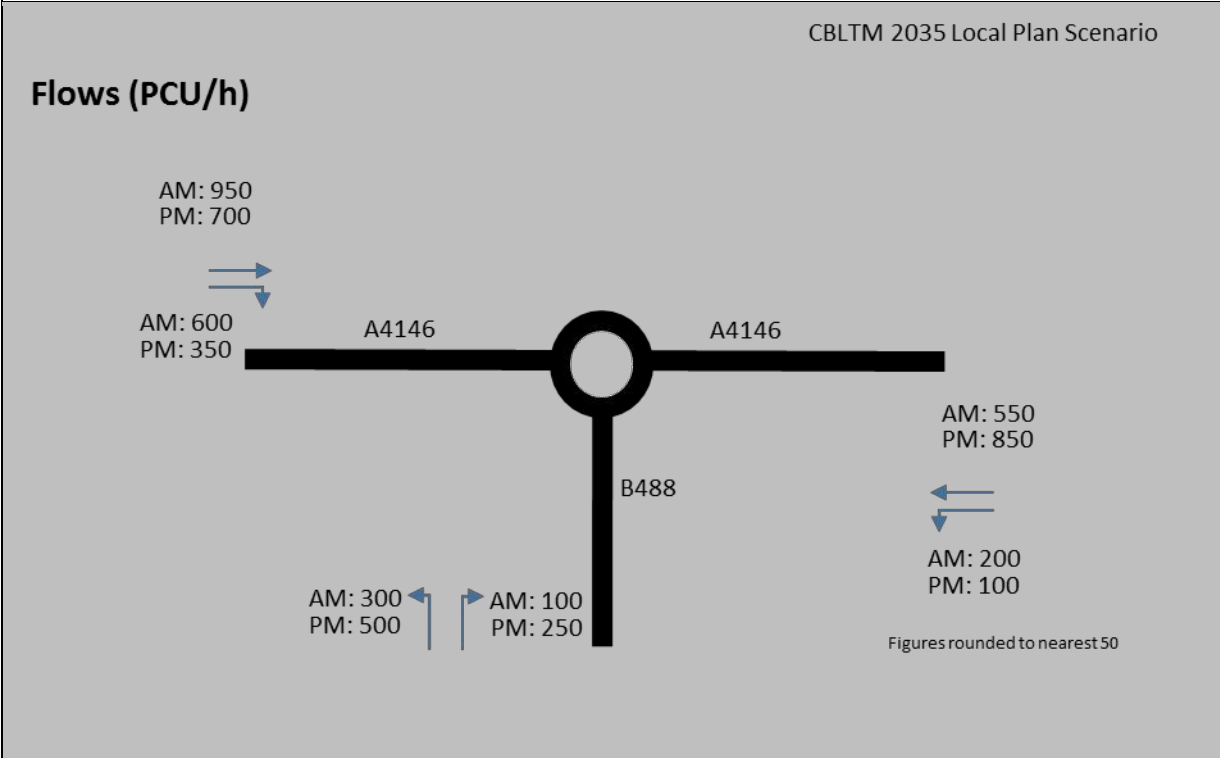
Link stress and node delays

The A4146/A418 roundabout operates at or over capacity (CBLTM 2035 Local Plan scenario).



Supporting Information

Flow diagram
The flow diagram shows the turning movements at this junction (CBLTM 2035 Local Plan scenario).



H – 14B	A505/Stanbridge Road – “Long-about”
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Location Map	Description of Issues											
<p>Map contains Ordnance Survey data © Crown Copyright and database right 2017</p>	<p>This junction consists of a staggered give-way priority T-junction.</p> <p>For the 2035 Local Plan scenario, the modelling suggests that right turning flows from the A505 onto the side arms at this location are high which cause delays and congestion for the stretch of the A505 between Station Road and Stanbridge Road.</p> <table border="1" style="margin-top: 20px; width: 100%;"> <tr> <td rowspan="2" style="width: 15%;">Scale of Impact</td> <td style="width: 15%;">RC</td> <td style="width: 15%; text-align: center;">2025</td> <td style="width: 15%; text-align: center;">2035</td> </tr> <tr> <td>LP</td> <td style="text-align: center;">5 / 10</td> <td style="text-align: center;">7 / 10</td> </tr> <tr> <td></td> <td></td> <td style="text-align: center;">6 / 10</td> <td style="text-align: center;">7 / 10</td> </tr> </table>	Scale of Impact	RC	2025	2035	LP	5 / 10	7 / 10			6 / 10	7 / 10
Scale of Impact	RC		2025	2035								
	LP	5 / 10	7 / 10									
		6 / 10	7 / 10									

Scheme Concept

Scheme Concept Sketch	Description of Scheme Concept								
	<p>This scheme consists of converting the existing give-way junctions to a “long-about” (an elongated roundabout).</p> <p>This intervention would increase junction capacity and give priority to right turning traffic, in consistency with the turning flows at this junction (Select Link Analysis, below).</p> <p>Land outside of the existing highway boundary may be required to accommodate roundabouts at either end.</p> <table border="1" style="margin-top: 20px; width: 100%;"> <tr> <td style="width: 15%;">Stakeholders:</td> <td style="width: 15%; text-align: center;">CBC</td> <td style="width: 15%; text-align: center;">HE</td> <td style="width: 15%; text-align: center;">Other</td> </tr> <tr> <td>Indicative Delivery Timescale:</td> <td style="text-align: center;">2025</td> <td colspan="2" style="text-align: center;">2035</td> </tr> </table>	Stakeholders:	CBC	HE	Other	Indicative Delivery Timescale:	2025	2035	
Stakeholders:	CBC	HE	Other						
Indicative Delivery Timescale:	2025	2035							

Relevant Strategic Development Sites

N/A

Assessment

Congestion	Medium	Growth	Low	Deliverability	Medium
Environment	Neutral	Risk & Uncertainties	Medium		

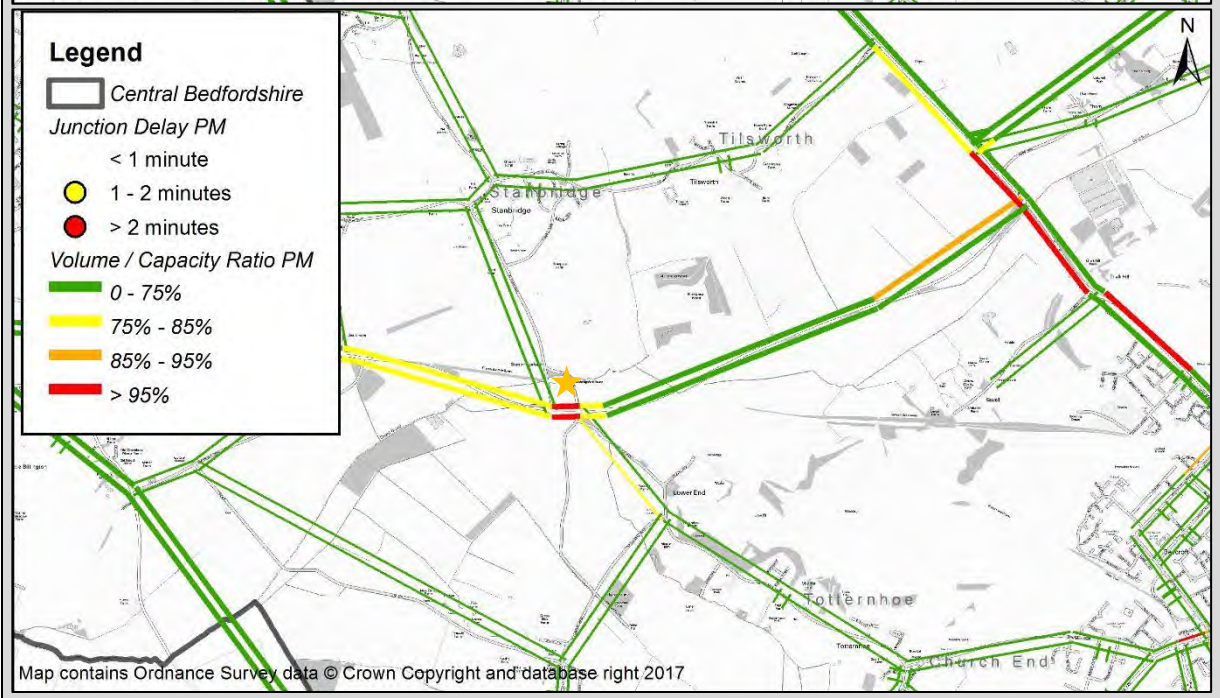
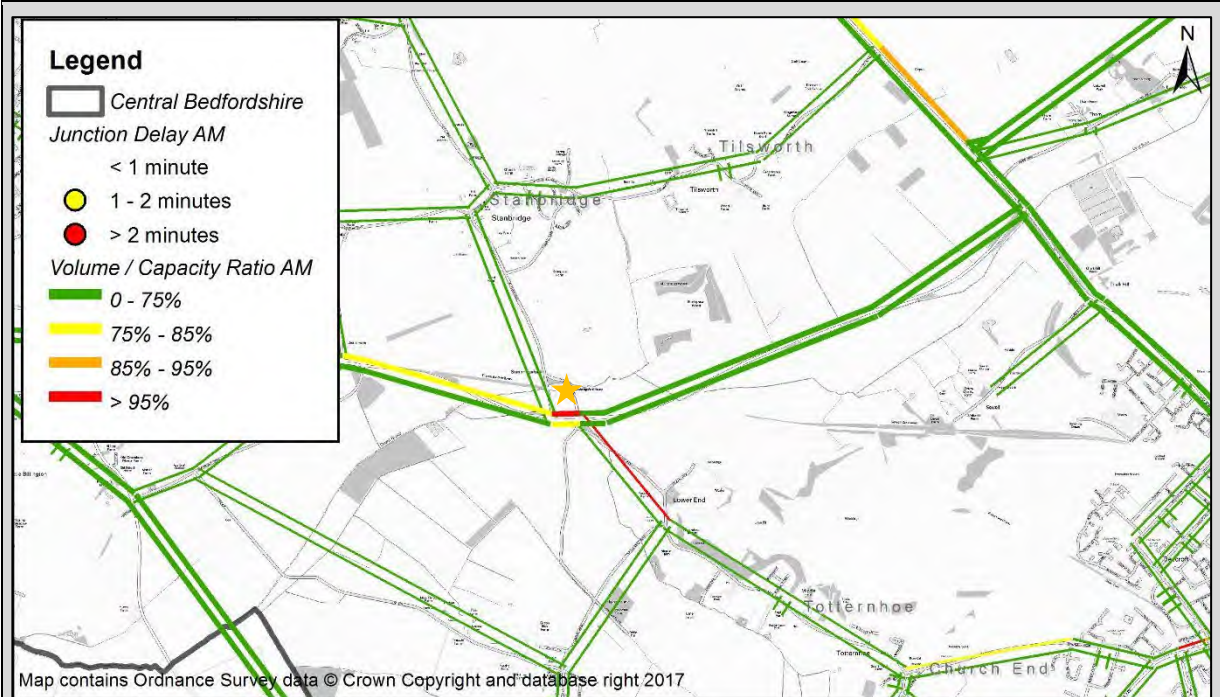
Indicative Cost Range

£0-£500k	£500k-£1m	£1-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
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Supporting Information

Link stress and node delays

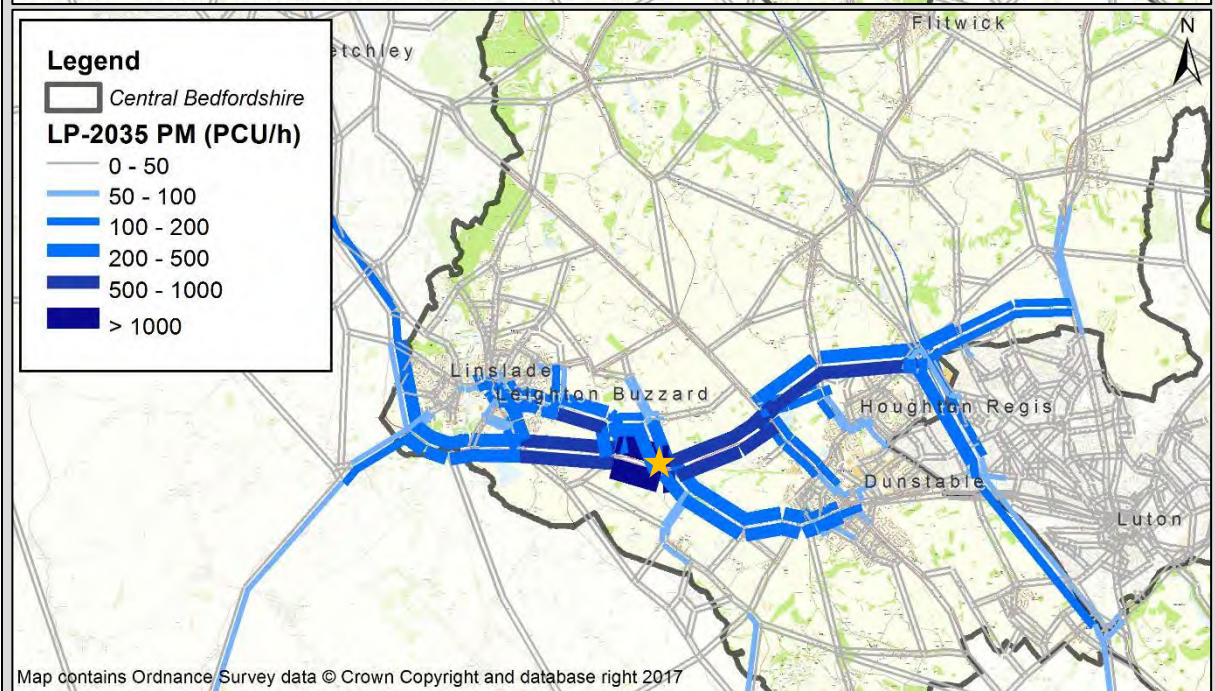
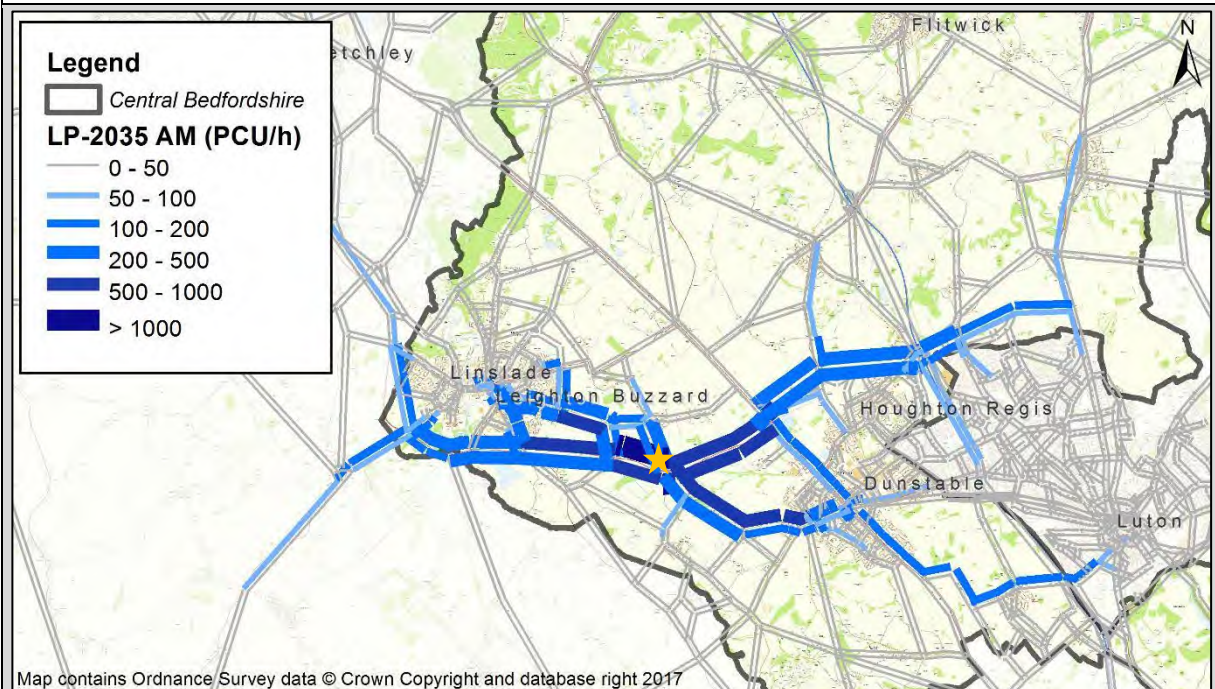
The stretch of the A505 between Station Road and Stanbridge Road is at or over capacity (CBLTM 2035 Local Plan scenario).



Supporting Information

Select Link Analysis

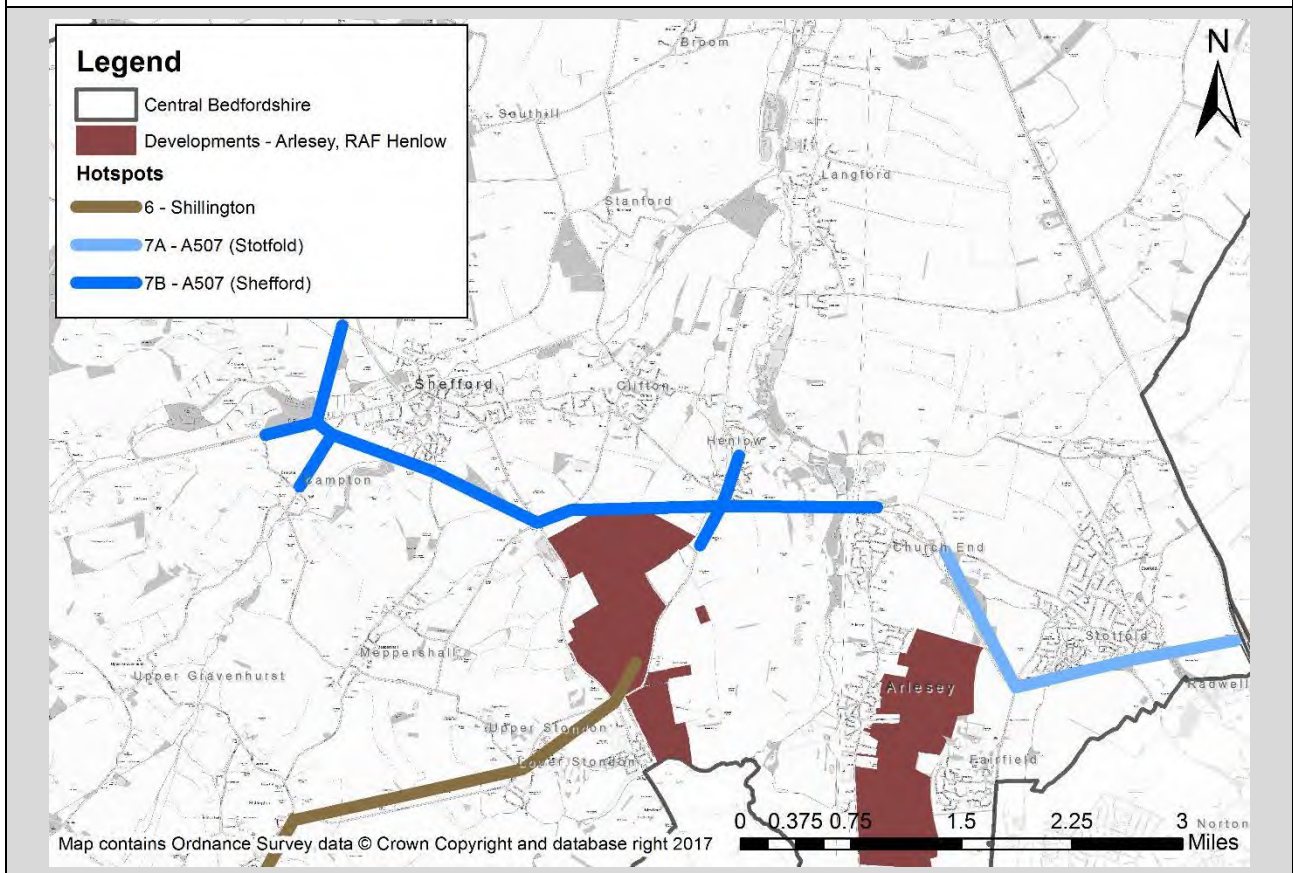
Select Link Analysis for the A505 suggests that there is a high proportion of the turning traffic for this section of the A505 to/from Stanbridge Road and Station Road.



PT – 6 / 7A / 7B

Connecting Towns and Employment –
Eastern A507

Location Map



Description of Issues

Shillington Road and High Road from Henlow Camp to Apsley End has been identified as Hotspot 6. The A507 from the north-west of Stotfold to the east of Stotfold has been identified as Hotspot 7A. The A507 between the west of Shefford and north of Arlesey has been identified as Hotspot 7B. Arlesey, Stotfold, Henlow and Shefford all lie to the north and south of the A507, between Biggleswade and Letchworth Garden City.

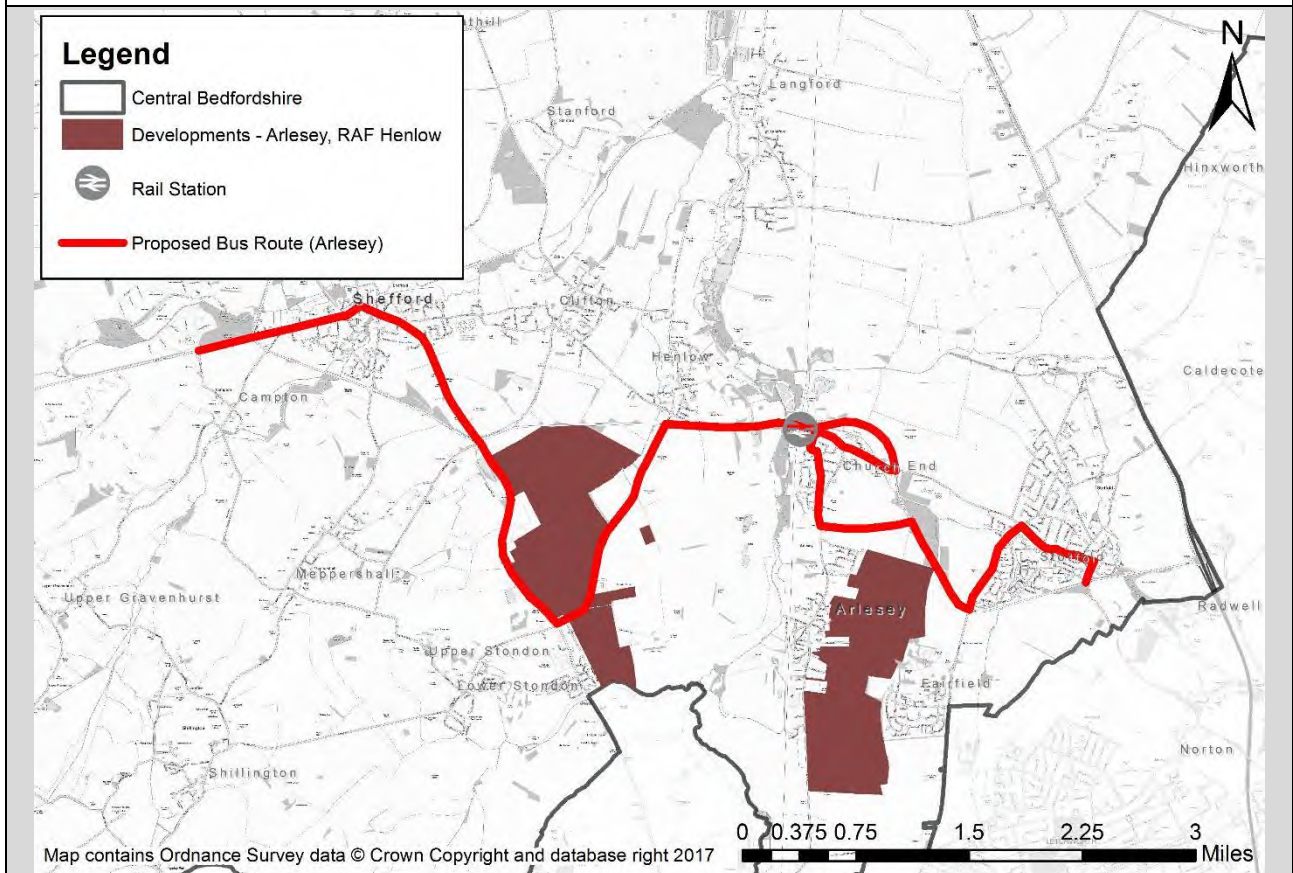
While Arlesey has a national rail station to the north of the town served by Great Northern services operating between London King's Cross, Huntingdon and Peterborough, the surrounding towns are not served directly by rail. Trains from Arlesey serve Stevenage, King's Cross and Peterborough approximately every 30 minutes each way. Approximately 750 regular commuting trips are made by rail from Arlesey, Stotfold, Henlow and Shefford (Census 2011 Flow Data - Commute).

Redevelopment of the RAF Henlow site would provide mixed-use redevelopment including employment and new homes to the south of A659 Hitchin Rd. Currently only one bus service (Bedford to Hitchin) serves RAF Henlow. The scale of the new mixed use site is an opportunity to provide sustainable travel to and from this site.

East of Arlesey has a provision of 1,150 new homes within the Local Plan period. Arlesey train station is located approximately 2.5 km from the southern portion of the new development.

Scheme Concept

Scheme Concept Sketch



Description of Scheme Concept

A new bus service is proposed, running through the planned new developments at RAF Henlow and Arlesey, to connect them to Arlesey rail station and other nearby towns. The route starts by the Chicksands employment site, continues on through Shefford town centre, then to the redeveloped RAF Henlow site. The service will route broadly through the development before re-joining the A507 towards Arlesey (stopping at the rail station), then to the Arlesey developments* (Arlesey Cross and East of Arlesey) and towards Stotfold.

Therefore, the route would connect the urban centres and employment locations to Arlesey rail station and potentially reduce demand on the A507.

Indicative cost range is £1 m-£2.5 m. This represents the operating cost of a bus service with a 30 minute headway and 12-hour span for two years, on the basis that this service would be self-funding after this time.

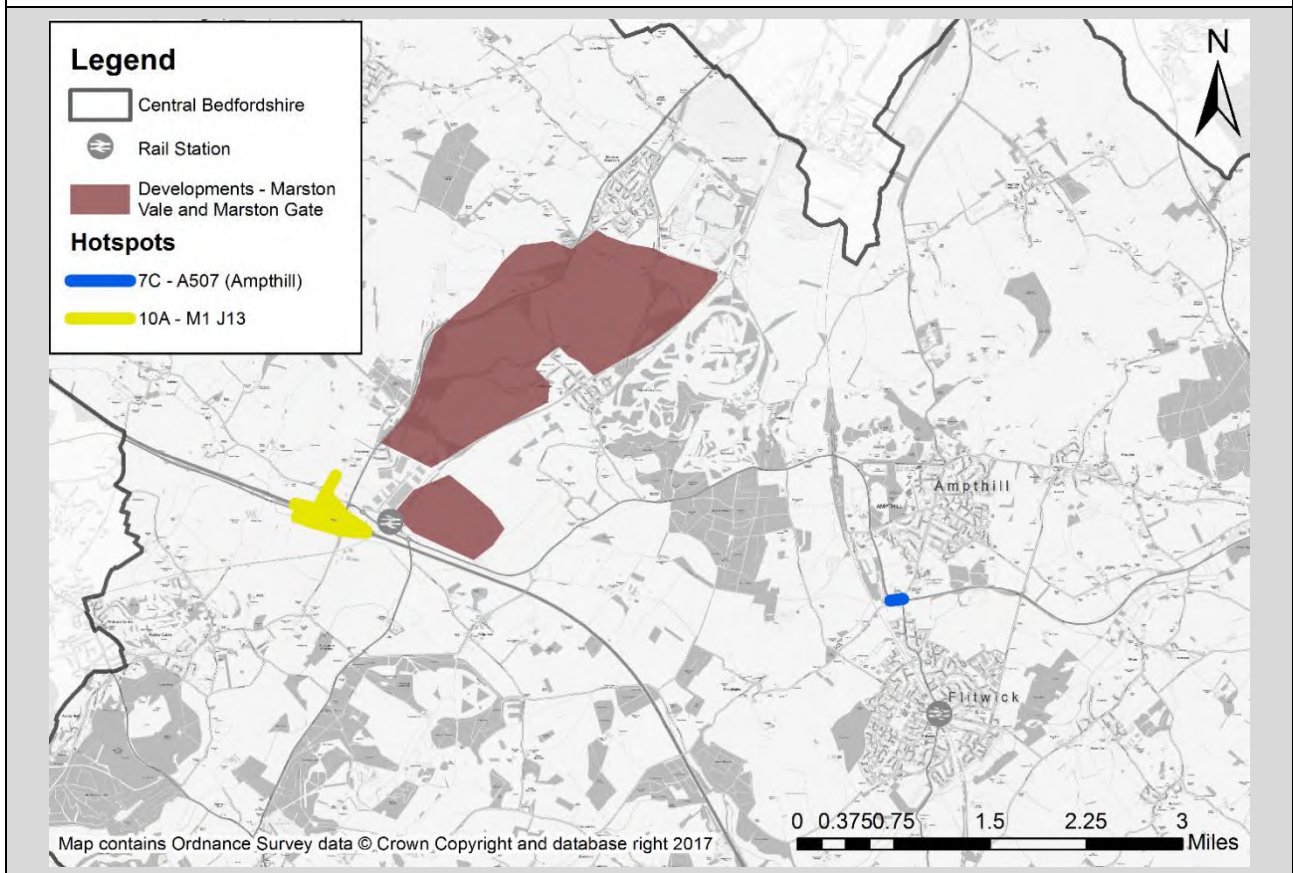
*The proposed route is indicative at this stage. The proposed route is anticipated to be reviewed and revised when more information on the internal transport infrastructure of developments become available, and be routed through the developments.

Stakeholders:		CBC		HE		Other		
Indicative Delivery Timescale:		2025			2035			
Relevant Strategic Development Sites								
East of Arlesey; RAF Henlow								
Assessment								
Congestion		Low	Growth		Low	Deliverability		Medium
Environment		Positive	Risks & Uncertainties		Medium			
Indicative Cost Range								
£0-£500k	£500k-£1m	£1m-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m		
Indicative Funding Sources								
[To be provided by CBC]								

PT – 7C / 10A

Amphill – Flitwick Sustainable Travel Corridor

Location Map



Description of Issues

Amphill and Flitwick lie to the north and south of the A507, between Bedford and Luton. The A507 / Flitwick Road / Amphill Road junction which connects the two towns has been identified as Hotspot 7C and currently comprises a small roundabout.

M1 Junction 13 which connects part of Central Bedfordshire to Milton Keynes has been identified as hotspot 10A.

While Flitwick has a national rail station in the centre of the town served by Thameslink services, Amphill is not served by rail. Trains from Flitwick serve London St Pancras, Luton, Bedford (approximately every 15 minutes) and Brighton (approximately every 30 minutes). Approximately 700 regular commuting trips are made by rail from Flitwick and Amphill (Census 2011 Flow Data - Commute).

Redborne Upper School and Community College is located immediately to the north of the A507. Trips are expected between Flitwick and Amphill to access education, shopping and health services.

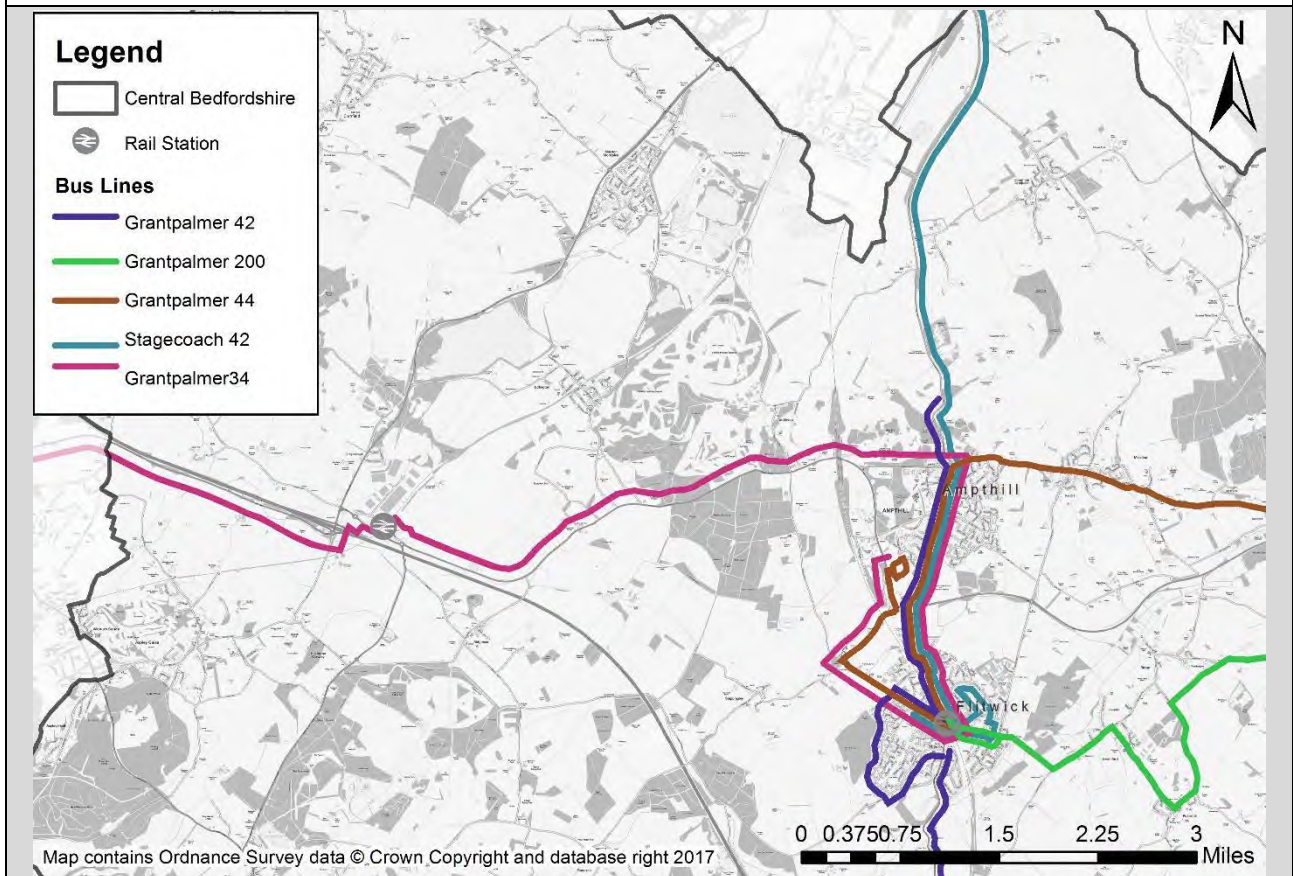
Bus services linking Amphill and Flitwick are relatively infrequent and restricted to limited periods of time, with a maximum service span of only 12 hours. Therefore, there is scope to improve sustainable transport access between these two adjacent towns. Increased sustainable travel between these towns has the potential to reduce congestion at the A507 roundabout, as well as bring public health benefits and improve access to services by sustainable modes for residents.

Development of Marston Vale and Marston Gate will provide up to 3,700 homes and 2,000 jobs within the Local Plan period, and would likely increase traffic movements through both of the hotspots identified (7C and 10A).

There is an opportunity to provide an improved bus service linking the towns of Flitwick and Amphill to the Marston Gate employment site and East-West rail at Ridgmont station.

Scheme Concept

Scheme Concept Sketch



Description of Scheme Concept

Please refer to Pro forma H – 7C for details of the proposed highway improvements at the A507 / Flitwick Rd / Ampthill Rd junction, including the potential for improved at-grade pedestrian and cycle crossings as part of the sustainable travel improvement between Flitwick and Ampthill. This pro forma presents the public transport improvements. The table below summarises the current bus services provided in this area. Note: these routes may change in future years as a result of changes in subsidy and/or commercial decisions by operators.

Route	Route No.	Average Weekday Headway	First Bus	Last Bus
Bedford – Dunstable	42 (Grant Palmer)	30 mins	09:26	16:42
Bedford – Flitwick	42 (Stagecoach)	40 mins to 2 hours	06:17	18:30
Bedford – Ampthill Heights	44 (Grant Palmer)	60 mins	07:18	14:39
Flitwick – Biggleswade	200 (Grant Palmer)	2 hours	07:24	17:36
Milton Keynes – Ampthill Heights	34 (Grant Palmer)	2 hours	09:10	16:39

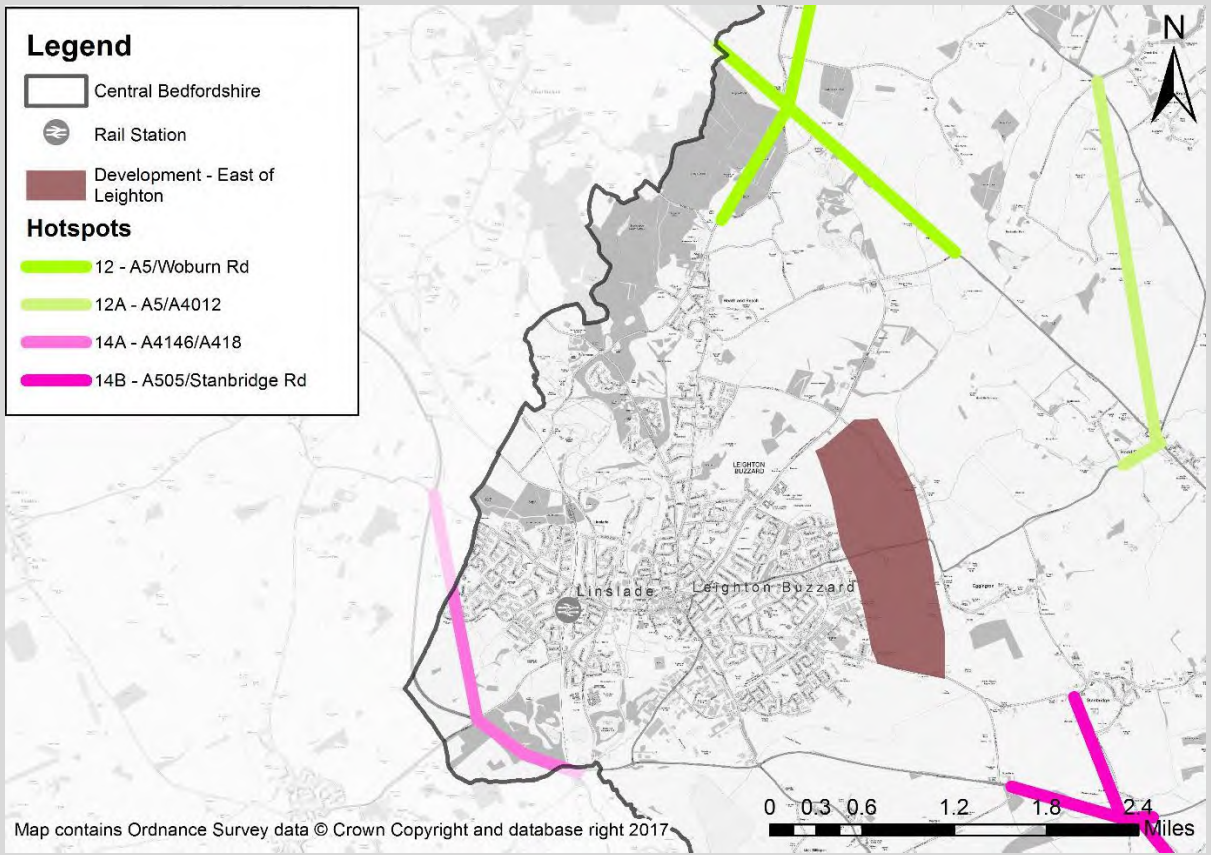
The scheme proposes a reduction in headway of the 34 Grant Palmer service from 2 hours to 15 minutes in order to increase the attractiveness of using this route for journeys between Ampthill and Flitwick, and improve connectivity between Ampthill, Flitwick, Marston Gate and East-West Rail stations. The 34 route connects Ampthill and Flitwick to Milton Keynes via Ridgmont station. This improved service would connect with the proposed new business park in Marston Vale to the north of Ridgmont station.

Indicative cost range is £2.5 m-£5 m. This represents the change in operating costs resulting from a reduction in headway from 2 hours to 15 minutes over a 12-hour span for two years, on the basis that this service would be fully self-funding after this time.

Stakeholders:	CBC		HE		Other	
Indicative Delivery Timescale:	2025			2035		
Relevant Strategic Development Sites						
Marston Gate						
Assessment						
Congestion	Low	Growth	Low	Deliverability	Medium	
Environment	Positive	Risks & Uncertainties	Medium			
Indicative Cost Range						
£0-£500k	£500k-£1m	£1m-£2.5m	£2.5m-£5m	£5m-£10m	£10m-£25m	Over £25m
Indicative Funding Sources						
[To be provided by CBC]						

PT – 12 / 14 Connecting Leighton Buzzard Urban Extensions

Location Map



Description of Issues

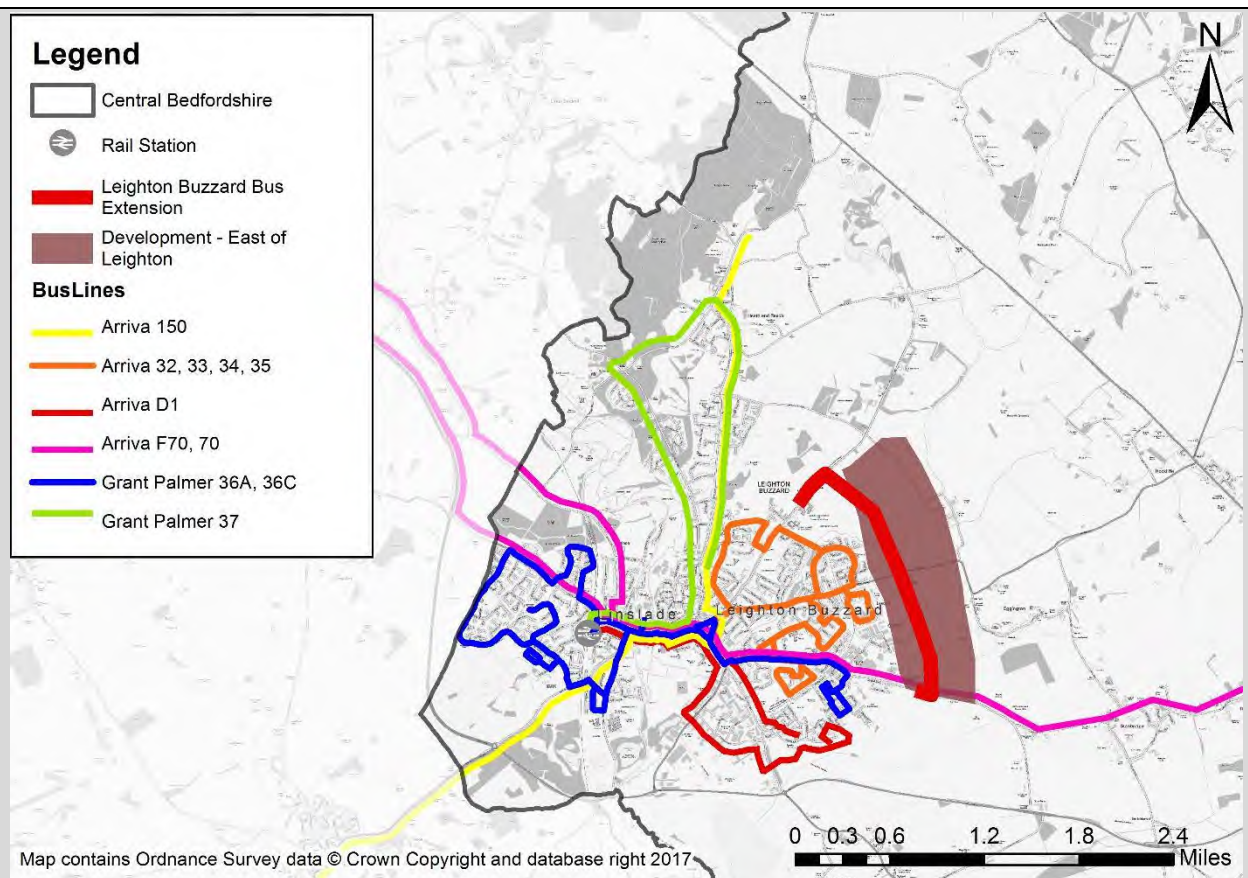
Leighton Buzzard is a town in the western part of Central Bedfordshire, near to the Chiltern Hills. It is located between Luton and Milton Keynes.

Leighton Buzzard has a national rail station to the west of the town served by London Midland / West Midlands Trains. The trains connect with London Euston (approximately every 10 minutes), Milton Keynes (approximately every 15 minutes) and Birmingham (approximately hourly). Approximately 950 regular commuting trips are made by rail from Leighton Buzzard (Census 2011 Flow Data - Commute).

Near certain and more than likely developments are being proposed north-east of Leighton Buzzard (up to 2,500 dwellings), which are likely to impact the A4012 and the A5.

Scheme Concept

Scheme Concept Sketch



Description of Scheme Concept

The table below summarises the current bus services provided in this area. Note: these routes may change in future years as a result of changes in subsidy and/or commercial decisions by operators.

Route	Route No	Average Weekday Headway	First Bus	Last Bus
Aylesbury to Milton Keynes	150 (Arriva)	Hourly	06:00	19:00
Leighton Buzzard (Linslade Circular)	36A/36C (Grant Palmer)	Every 30 mins	08:00	17:15
Leighton Buzzard (Plantation Rd)*	37 (Grant Palmer)	Every 30 mins	06:45–07:35	18:25–19:25
Leighton Buzzard (Linslade)	36C (Grant Palmer)	Hourly	09:15	16:15
Leighton Buzzard Town Service	32, 33, 34, 35 (Arriva)	Every 30 mins	07:50	17:50
Sandhills to Leighton Buzzard	D1 (Arriva)	Every 30 mins	06:17	20:25
Luton to Milton Keynes	70, F70 (Arriva)	Every 30 mins	05:03	20:30

*Peak hour service

The proposed scheme is to divert the bus service 70 and F70 which currently passes through western Leighton Buzzard, in order to serve the proposed urban expansions to the north east of Leighton Buzzard. Extension of current bus routes through Leighton Buzzard would connect the new development to the town centre and the train station, but also to Milton Keynes, Dunstable and Luton.

Indicative cost range for this scheme is £0-£500 k, assuming that there would be no increase in regular operating costs for the bus service operator, including those arising from an increase in journey lengths to such an extent that additional vehicles are required in order to maintain the service frequency and headway.

Stakeholders:	CBC	HE	Other
Indicative Delivery Timescale:	2025		2035
Relevant Strategic Development Sites			
N/A			
Assessment			
Congestion	Low	Growth	Low
Environment	Positive	Risks & Uncertainties	Medium
Indicative Cost Range			
£0-£500k	£500k-£1m	£1m-£2.5m	£2.5m-£5m
	£5m-£10m	£10m-£25m	Over £25m
Indicative Funding Sources			
[To be provided by CBC]			