



Travel Plan

**Proposed Residential Development
Land north of Hookhams Lane
Salph End
Bedford**

**Revision 0: August 2019
Report Reference: 248-TP-01-0**

Travel Plan

Land north of Hookhams Lane, Salph End



Report Originator(s)

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Revision Record

Revision	Date	Description	Written	Approved
0	29/08/19	Planning Issue	MJA	MJA

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1.0 Introduction

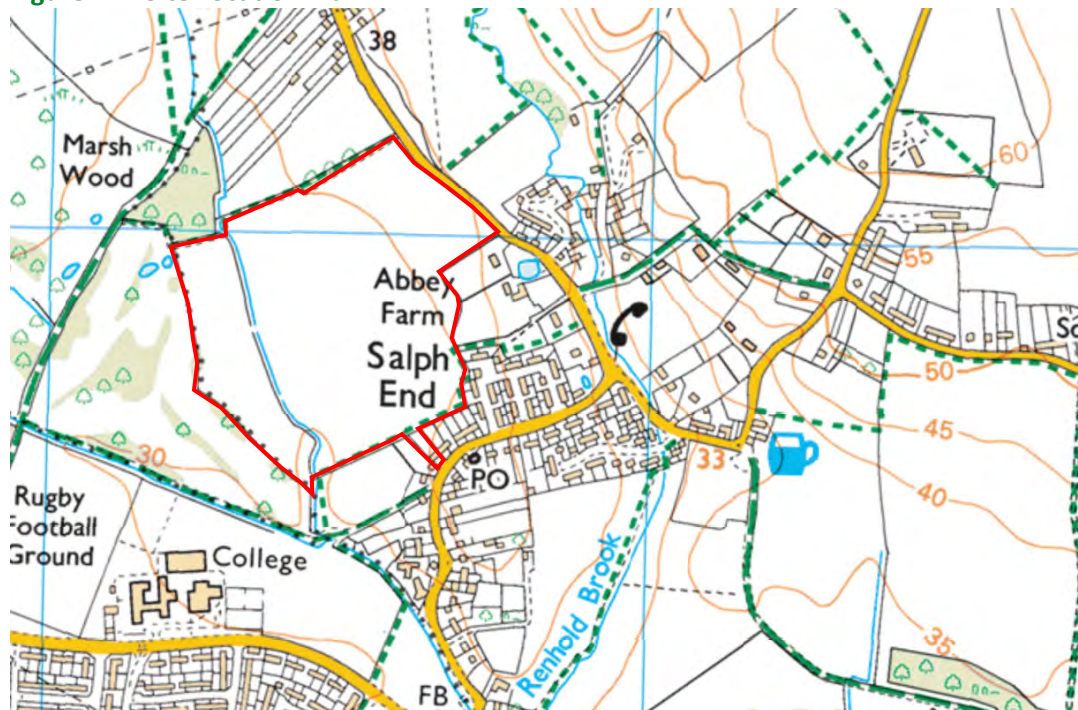
1.1 Instructions

- 1.1.1 This Travel Plan has been prepared from instructions received from Manor Oak Homes.
- 1.1.2 The report has been prepared to support the submission of an outline planning application.
- 1.1.3 The benefit of this report is to our instructing Client.

1.2 Site Location

- 1.2.1 The proposed residential development is located at land between Hookhams Lane and Ravensden Road, Salph End, as shown in Figure 1.1 below and enclosed in Appendix A. The approximate National Grid Reference for the site is E507519 N252820.

Figure 1.1: Site Location Plan



1.3 Current Use and Description

1.3.1 The site currently comprises agricultural land there has been no previous development on the site. The existing site is shown on the topographical survey enclosed in Appendix B.

1.4 Proposed Development

1.4.1 The proposed development will comprise up to 400 residential dwellings and a two-form entry primary school. The proposed development layout is shown on the plan enclosed in Appendix C.

2.0 Existing Conditions – Site Information

2.1 Site Location

2.1.1 The proposed residential development is located at land between Hookhams Lane and Ravensden Road, Salph End.

2.2 Permitted Use

2.2.1 There has been no previous development on the site. The site is currently an agricultural field. The existing site is shown on the topographical survey enclosed in Appendix B.

2.3 Neighbouring Land Uses

2.3.1 The neighbouring land uses are a children's nursery and area of woodland to the north, Ravensden Road and properties fronting this road to the east, properties on Home Close and Hookhams Lane to southeast, the Mark Rutherford secondary school to the south and Mowsbury Golf Course to the west.

2.3.2 We are aware of an undecided planning application on land to the south of the site which includes 27 Hookhams Lane for 14 dwellings, planning reference 18/02496/MAF.

2.4 Existing Access Arrangements

2.4.1 The existing site is accessed via a field access off Ravensden Road.

3.0 Existing Conditions – Baseline Transport Data

3.1 Walking and Cycling

3.1.1 Hookhams Lane is bound by footways on both sides of the carriageway which are approximately 1.5m wide. Home Close is bound by footways on both sides of the carriageway which are approximately 1.8m wide. Ravensden Road is bound by a single footway of approximately 1.2m wide on the western side of the carriageway. Footways on Hookhams Lane are separated from the carriageway by a grass verge.

3.1.2 The existing site has three Public Rights of Way (PROW) running through the site. The PROWs will be maintained through the site post development.

3.1.3 Footways within the vicinity of the site generally have dropped kerbs at the appropriate locations.

3.1.4 There are no dedicated cycling facilities within the vicinity of the site.

3.1.5 Walking and cycling distances to key local facilities is set out on the plan enclosed in Appendix D. The plan also shows the proximity of the site to key facilities including: schools, health services, shops etc. The suitability of the walking distance shown on the drawing is based on the guidance described in full below. Cycle journeys are generally considered acceptable if the distance is less than 5km.

3.1.6 In 2000 the Institution of Highways and Transportation published the document 'Providing for Journeys on Foot'. This document states that:

"80% of walk journeys and walk stages in urban areas are less than one mile. The average length of a walk journey is one kilometre (0.6 miles). This differs little by age or sex and has remained constant since 1975/76."

It goes on to define an average walking speed thus:

"An average walking speed of approximately 1.4 m/s can be assumed, which equates to approximately 400m in five minutes or three miles per hour."

3.1.7 Within the document:

"Table 3.2 contains suggested acceptable walking distances, for pedestrians without a mobility impairment for some common facilities. These may be used for planning and evaluation purposes."

Table 3.2 is replicated below as Table 3.1. Predicted journey times have been added to distances based on the 1.4m/s walking pace.

Table 3.1: Suggested Walking Distances - IHT 'Providing for Journeys on Foot'

	Town Centres		Commuting / School / Sight-seeing		Elsewhere	
	Distance	Time	Distance	Time	Distance	Time
Desirable	200m	2m 23s	500m	5m 57s	400m	4m 46s
Acceptable	400m	4m 46s	1000m	11m 54s	800m	9m 32s
Preferred	800m	9m 32s	2000m	23m 48s	1200m	14m 17s
Maximum						

3.2 Public Transport

Bus

- 3.2.1 The nearest bus stops are located on Hookhams Lane approximately 100m from the site's proposed access on Hookhams Lane. The bus stop is located within a 1-2 minute walk from the development site's access off Hookhams Lane. The bus stops serve the bus routes described in Table 3.2 below. Full timetables are enclosed in Appendix E.

Table 3.2: Bus Services and Frequencies

Route No.	Route	Typical Frequency		
		Mon - Fri	Sat	Sun
27	Bedford - Cople - Willington - Great Barford - Renhold - Bedford	~0800-1500 5 per day	~0800-1500 4 per day	No service
27	Bedford - Renhold - Great Barford - Willington - Cople - Bedford	~1000-1745 4 per day	~1000-1600 3 per day	No service

- 3.2.2 The number 27 bus service provides occasional services to Bedford and surrounding villages. This would allow residents of the development to commute to work in Bedford and connect with additional services in Bedford.

Rail

- 3.2.3 The nearest railway station is Bedford St Johns. The railway station is located on the Marston Vale line between Bletchley and Bedford. The station is served by hourly trains to Bedford and Bletchley.
- 3.2.4 Bedford St Johns railway station is located approximately 6.1km (3.8miles) from the northern site's access to Hookhams Lane.

3.3 Highway network

3.3.1 The proposed development is accessed off Hookhams Lane and Ravensden Road with the characteristics as set out in Table 3.1 below. The proximity of the site in relation to the wider highway network can be seen on the plan enclosed within Appendix D.

Table 3.3: Thenford characteristics

Characteristic	Hookhams Lane	Ravensden Road
Road classification	Unclassified	Unclassified
Carriageway Width	Approx. 5.5m wide	Approx. 5.5m wide
Footways:	Both sides approx. 1.5m wide	Approx. 1.2m wide western side only
Cycleways	None	None
Speed limit	30mph	30mph
Other features	Where footways exist street lit with tactile paving and dropped kerbs at appropriate locations	Where footways exist street lit with tactile paving and dropped kerbs at appropriate locations

3.4 Summary

3.4.1 The proposed development is shown to adequately served for pedestrian, cyclist and public transport infrastructure.

3.4.2 The footway provision between the development and the local facilities is adequate for purpose and would allow pedestrians of the development to access the local facilities. From our desktop review of the existing pedestrian facilities we are not aware of any deficiencies in the footway network which would prevent or significantly reduce the likelihood of residents walking to / from the development site.

4.0 Proposed Development

4.1 Type and Scale

4.1.1 The proposed development will comprise up to 400 residential dwellings and a two-form entry primary school. The proposed development layout is shown on the plan enclosed in Appendix C.

4.2 Access – all modes

4.2.1 The proposed development will be principally accessed off Hookhams Lane via a new access through 25 Hookhams Lane, this access is shown in Appendix F. A secondary access will be provided off Ravensden Road, as shown on the drawing enclosed in Appendix G.

4.2.2 A spine road, with a width of 6.0m, will connect both accesses making this a suitable route for use by buses. Other adoptable roads within the development site will be constructed inline with the current design standards but will typically comprise 5.5m wide carriageway with 2 no. 2m wide footways for non-shared surfaces.

4.2.3 In addition, the spine road will also provide a 3m wide shared footway / cycleway within the development site.

4.3 Parking

4.3.1 Parking within the development will be provided in line with current Bedfordshire Borough Council guidance at the time of a full or reserved matters planning application.

5.0 Objectives and Targets

5.1 Objectives

5.1.1 The objectives of this travel plan are to:

1. Reduce the number of single occupancy vehicle trips on the highway network;
2. To encourage the use of all forms of more sustainable transport;
3. To promote the health and environmental benefits of more sustainable transport; and
4. Provide information to allow users / residents of the site to make informed choices about the form of transport they use.

5.2 Targets

5.2.1 The proposed development will target a 10% reduction in single occupancy vehicle trips to work. The target is for a general reduction in single occupancy vehicle trips, no specific mode of more sustainable forms of transport will be targeted as the preferred alternative.

5.2.2 A 10% reduction in single occupancy vehicle trips to work will be measured against the latest 'Method of Travel to Work' census data. The target will be measured during the morning (0800-0900) and evening (1700-1800) peak periods. The 2011 Census 'Method of Travel to Work' data for Great Barford ward is shown in Table 5.1 below.

Table 5.1: Method of Travel to Work - 2011 Census – Great Barford ward

Mode	Number	Proportion
Driving a car or van	2,777	85.6%
Passenger in a car or van	146	4.5%
On foot	146	4.5%
Bus, minibus or coach	95	2.9%
Bicycle	57	1.8%
Motorcycle, scooter or moped	22	0.7%

5.2.3 It is intended that the target will be achieved within 5 years of first occupation. The target will be phased during this period to set interim goals. The proposed final target and interim goals is set out in below.

Table 5.2: Proposed Targets - Proportion Travelling by Mode

Mode of Travel	Year 1	Year 3	Year 5
Car	83%	80%	77%

6.0 Management Strategy

6.1 Travel Plan Co-ordination

6.1.1 A Travel Plan Co-ordinator (TPC) will be appointed by the development to implement the Travel Plan. The TPC will be appointed 6 months prior to first occupation and will be in position for a minimum of 5 years or until 12 months after final occupation, whichever occurs last. Contact details of the TPC will be provided to the local highway authority.

6.1.2 Travel Plan co-ordination is unlikely to be a full-time role for this development. The TPC role could be fulfilled by an existing member of the development team.

6.1.3 The key duties of the TPC prior to first occupation will included:

- Preparation of a detailed Travel Plan;
- Manage and implement the various measures identified within the framework / Travel Plan;
- Prepare marketing materials for residents prior to first occupation; and
- Informing the sales team about the travel plan.

6.1.4 Following initial occupation, the TPC should be encouraging the use of more sustainable forms of transport prior to residents forming habits. The general duties of the TPC are:

- Day to day operation of the TP;
 - Preparing and maintaining information/promotional material for the TP;
 - Managing TP social media;
- Identifying transport initiatives, including information and marketing;
 - Provision of travel information to new residents;
 - Maintaining all public transport and database records up to date;
 - Promotion of car sharing & ongoing promotion of the car share scheme;
 - Liaison with local public transport operators;
 - Promotion of bus travel;
 - Promotion of walking and cycling to work; and
 - Liaison with residents of the development.
- Arranging questionnaire Travel Surveys and statistical analysis of findings;
 - Monitoring usage of all forms of transport;
- Arranging other travel/monitoring surveys;
- Monitoring and review of TP; and
- Liaison with the local highway authority and other local TPCs.

6.2 Handover

6.2.1 Once the TPC's tenure comes to an end the Travel Plan is owner and controlled by the residents of the development. As the TPC's tenure comes to an end the Travel Plan will be based onto a suitable residents or community group to oversee and manage the Travel Plan.

7.0 Travel Plan Measures

7.1 Introduction

7.1.1 This framework Travel Plan will set out a range of measures which could be implemented by the Travel Plan Co-ordinator to encourage the use of more sustainable forms of transport. The exact measures to be implemented will be agreed with the housebuilder who may prefer to target specific modes of more sustainable transport.

7.2 Available Measures

7.2.1 A list of possible Travel Plan measures which could be implemented to encourage the use of more sustainable forms of transport is set out Table 7.1 below.

Table 7.1: Possible Travel Plan Measures

Strategy	Possible Measures
Site design	<ul style="list-style-type: none"> Permeability of site for pedestrians and cyclists, designed inline with the principles of Manual for Streets.
Reducing the need to travel	<ul style="list-style-type: none"> Broadband access and provision of home-office space in homes.
Walking and Cycling	<ul style="list-style-type: none"> Footway provision within the site. Cycle parking for residents and visitors. Cycle shower / changing facilities in site workplaces (if applicable). Free / discounted cycles and cycle equipment Cycling / walking maps of local area Cycle training offered to residents Bicycle User Group (BUG) / cycle buddy scheme
Bus and rail	<ul style="list-style-type: none"> New or enhanced bus services, e.g. shuttle links to stations, existing buses re-routed or re-scheduled to meet needs of residential area. Bus infrastructure – e.g. bus stops, shelters, bus gates and real time information. Free / discounted use of public transport for residents. Customised public transport information.
Other services to support sustainable travel	<ul style="list-style-type: none"> Car Sharing – national database
Parking management	<ul style="list-style-type: none"> Provision to be provided in line with local guidance
Promotion and communications	<ul style="list-style-type: none"> Travel plan training for sales / marketing staff Induction sessions for new households and follow up visits, with personal travel advice Travel welcome packs with package of incentives for sustainable travel Information about access to other services and facilities Community travel web site and notice-boards Community travel events and forum

8.0 Marketing

8.1.1 The marketing of the Travel Plan is crucial to ensuring that residents are aware of the Travel Plan. Informed residents can then be encouraged to change their form of transport to more sustainable modes.

8.1.2 The Travel Plan will be marketed to residents by the TPC with additional support provided by the developer and sales / marketing team. They will use a number of methods which could include:

- Travel Plan website and social media;
- Travel information pack including public transport information;
- Sales / marketing literature
- Site notice boards;
- Emails to residents;

9.0 Monitoring and Review

9.1 Introduction

9.1.1 The effectiveness of the Travel Plan will be monitored to understand:

- Progress towards targets;
- Effectiveness of measures implemented.

9.1.2 The Travel Plan should be considered a live document and be constantly updated to adapt to changes in internal and external influences such as change to bus routes and any observed travel patterns which may affect the effectiveness of the Travel Plan.

9.2 Monitoring

9.2.1 Monitoring on the Travel Plan will be undertaken by the TPC as followings:

- Within 3 months of first occupation – to establish baseline travel patterns; and
- On the first anniversary of the first survey until year 5 or 12 months after final occupation

9.2.2 Monitoring of the Travel Plan will be designed inline with currently guidance and agreed with the Local Highway Authority in advance. The monitoring could comprise:

- Residential questionnaire survey: recording travel mode choices and exploring factors that may influence residents to make more sustainable travel choices.
- Traffic count surveys: recording the morning (0800-0900) and evening (1700-1800) peak hour vehicle trip generation of the residential development,

9.3 Review

9.3.1 The results of the monitoring surveys will be reviewed and progress towards the targets measured. A review document will be prepared and disseminated to the local highway authority and residents of the development.

9.3.2 The TPC will advise on any changes which may be required to the Travel Plan in order to achieve the targets of the Travel Plan. Should the interim Travel Plan targets not be met the TPC will seek to identify any areas where the Travel Plan could be more effective and seek to implement new measures where possible.

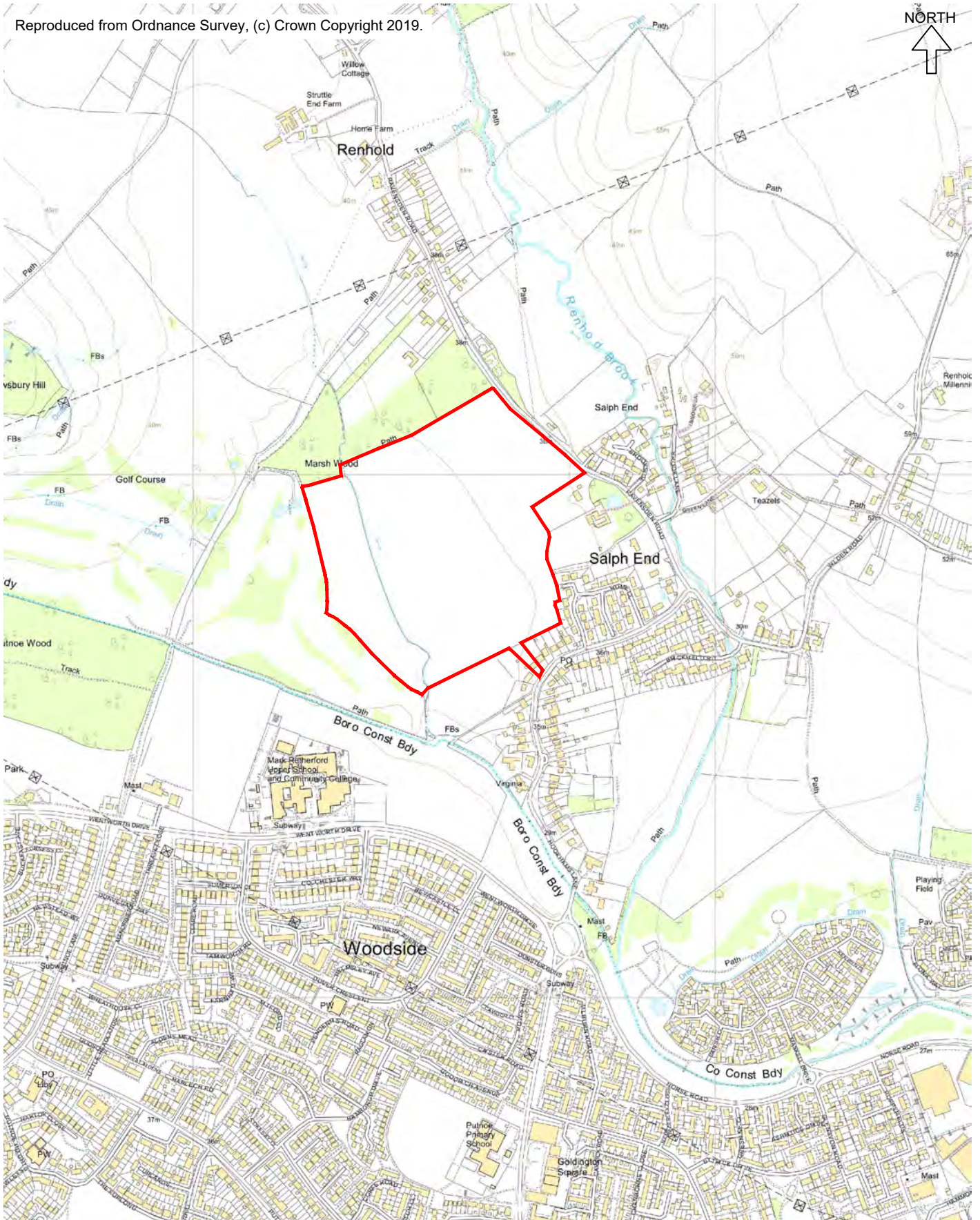


Appendix A

Location Plan
MAC drawing no.248-TA01

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NORTH



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 Martin Andrews Consulting Ltd

Client: Manor Oak Homes

Project: Land between Hookhams Ln
 and Ravensden Rd
 Salph End, Beds

Date: 28/08/19

Drw: MJA

Chk: MJA

Scale: 1:10,000

Size: A4

Title: Site Location Plan

Drawing No. 248-TA01

Revision A

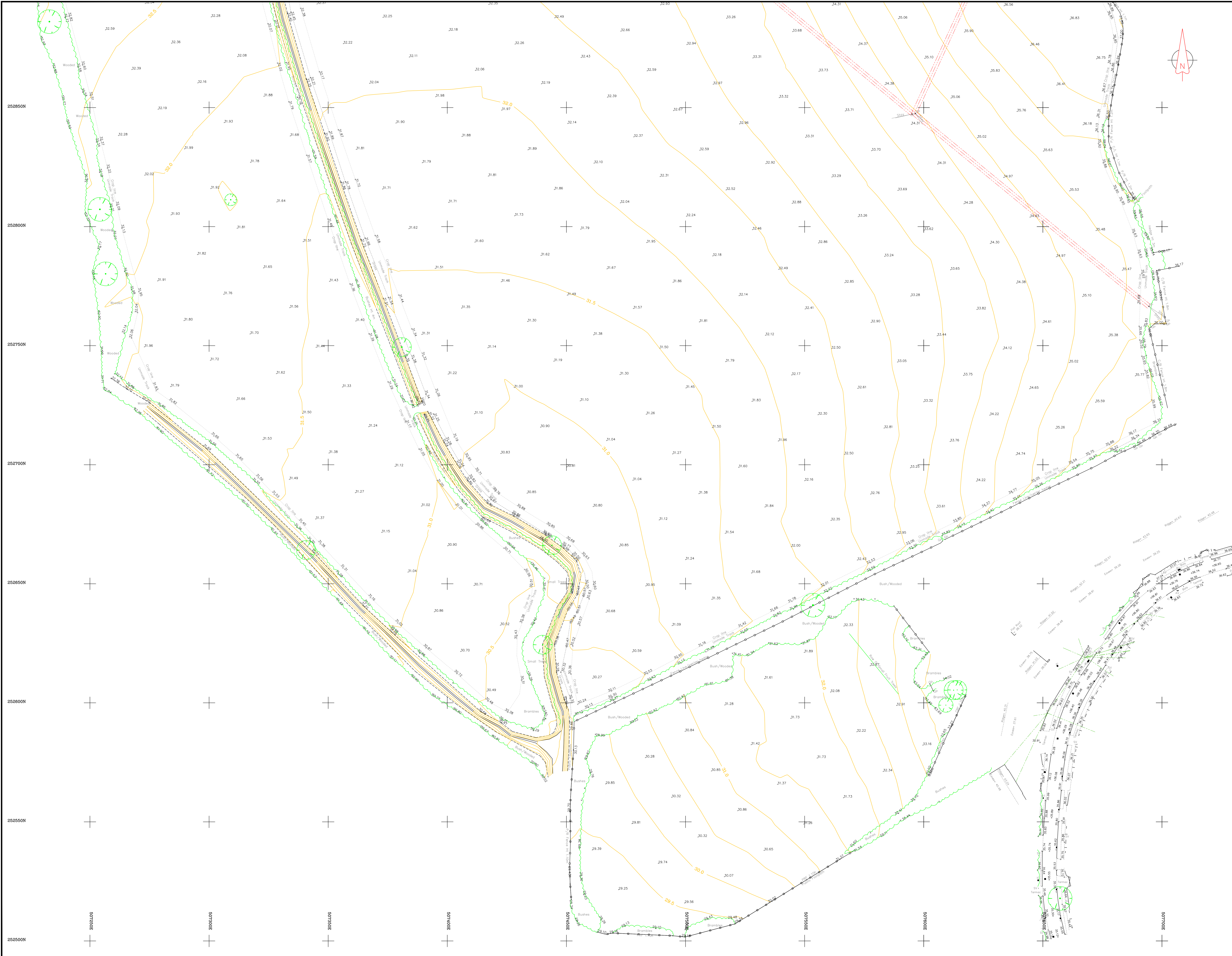
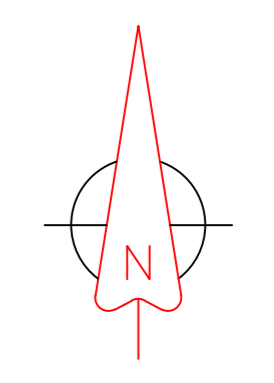
- Transport Assessments
- Flood Risk Assessments
- Highway Advice
- Drainage Strategies



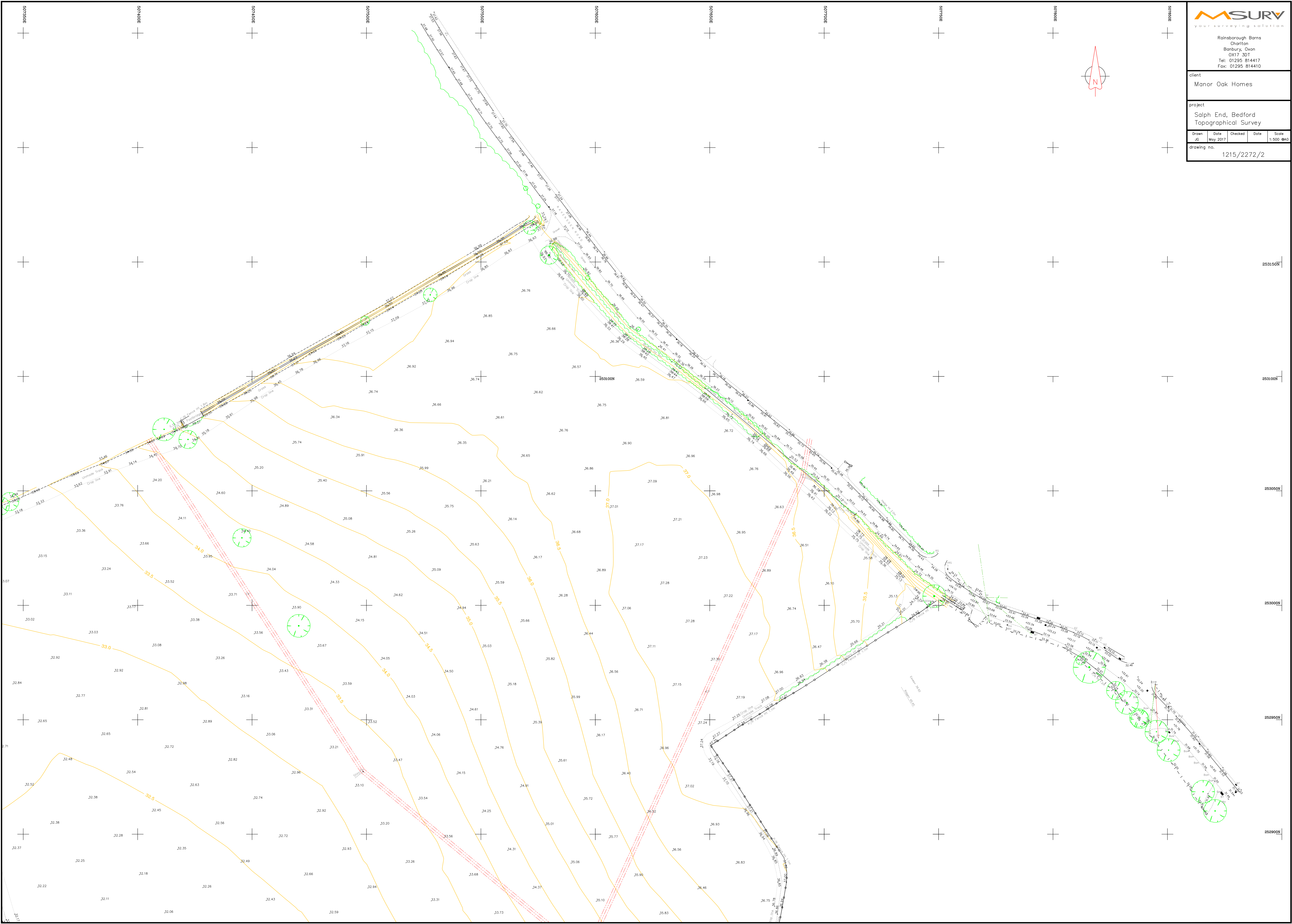
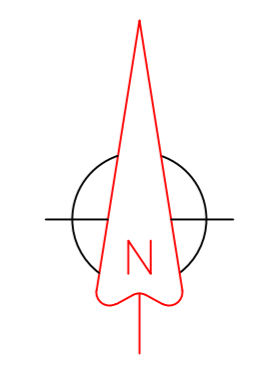
Appendix B

Topographical Survey
MSurv drawing no. 1215/2272/1, 2 and 3

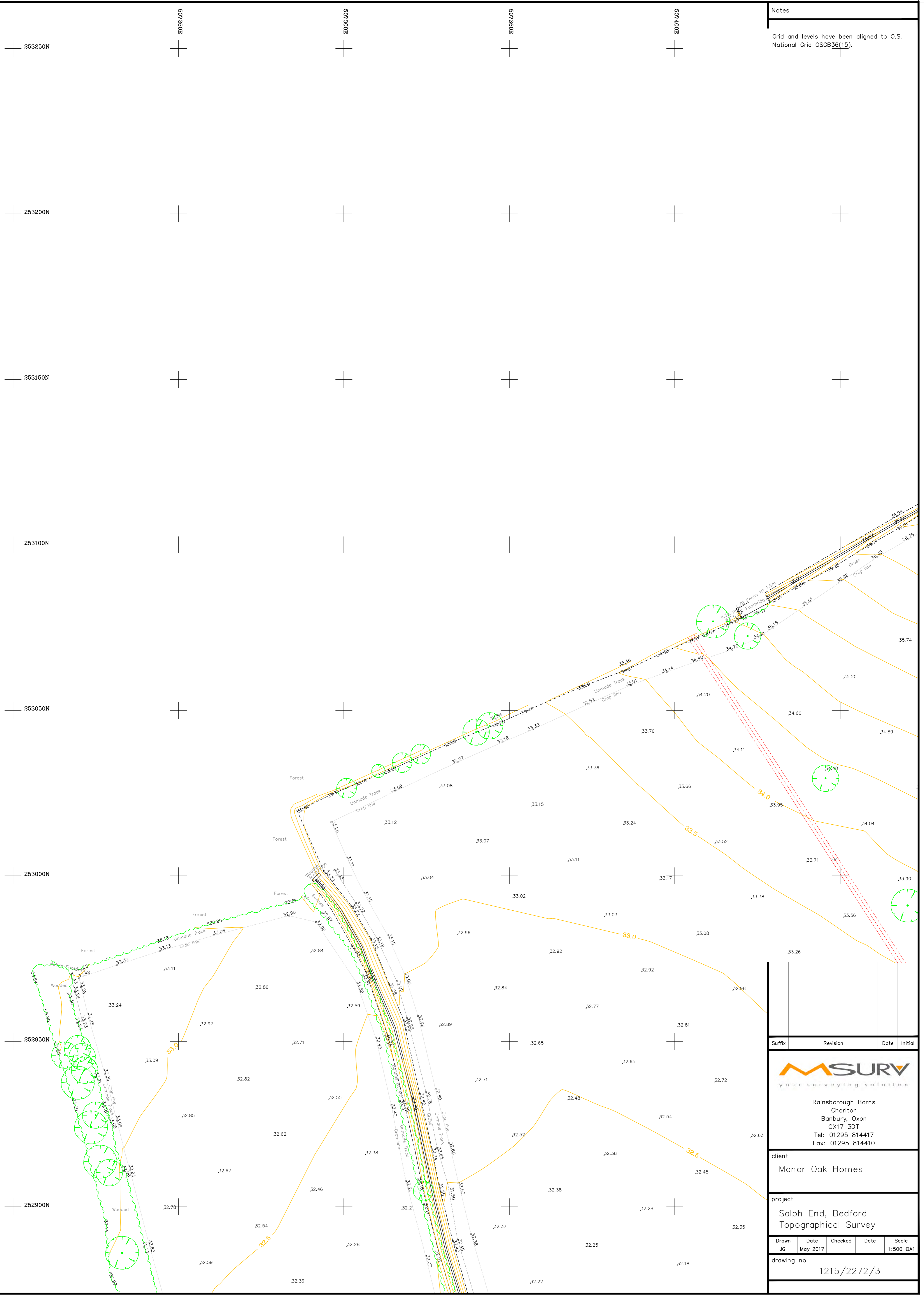
Notes
Grid and levels have been aligned to O.S.
National Grid OSGB36(15).



Suffix	Revision	Date	Initial
 your surveying solution			
Rainsborough Barns Charlton Banbury, Oxon OX17 3DT Tel: 01295 814417 Fax: 01295 814410			
client Manor Oak Homes			
project Salph End, Bedford Topographical Survey			
Drawn JG	Date May 2017	Checked 	Date
drawing no. 1215/2272/1			Scale 1:500 BAO



Notes
 Grid and levels have been aligned to O.S. National Grid OSGB36(15).



Suffix	Revision	Date	Initial

MSURV
 your surveying solution

Rainsborough Barns
 Charlton
 Banbury, Oxon
 OX17 3DT
 Tel: 01295 814417
 Fax: 01295 814410

client
 Manor Oak Homes

project
 Salph End, Bedford
 Topographical Survey

Drawn	Date	Checked	Date	Scale
JG	May 2017			1:500 @A1

drawing no.
 1215/2272/3





- Site area 19.57ha
- Open Space 3.17ha
- Developable area 10.75ha
Includes primary route
- School area 2.1ha
- Attenuation basins 0.59ha
Area excluded from open space calculation
- Flood zone 1.88ha
- Sports pitches 1.08ha
- Primary route
- Indicative vehicular access and parking for sports pitches.
- Easement

Revision: _____ Date: _____

A	Plan updated with revised distribution of POS and relocation of site access.	12.08.19	HW/DW
B	Developable, open space and attenuation areas updated.	20.08.19	HW/DW
C	Attenuation basin amended. Site area added to key.	22.08.19	HW/DW



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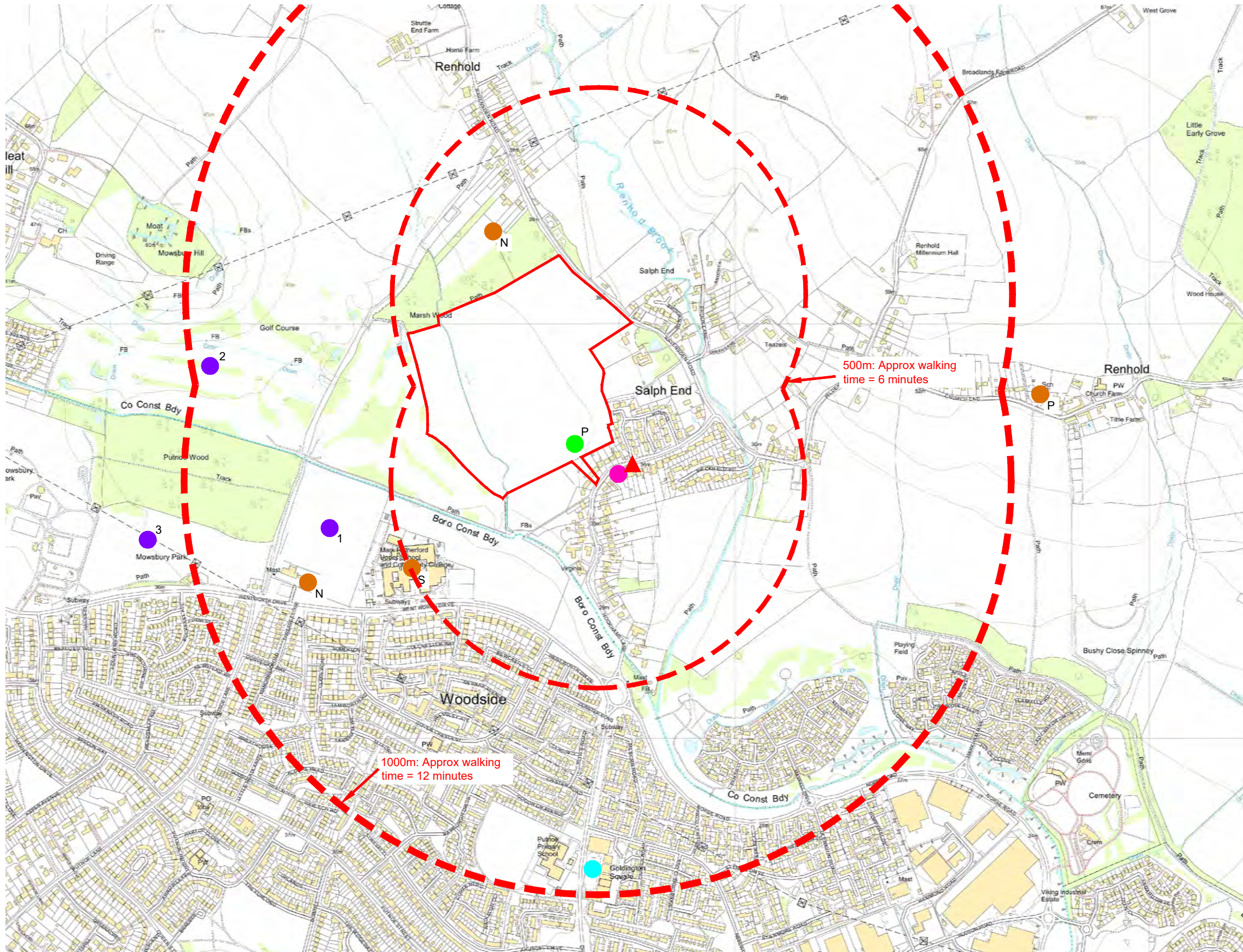
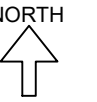
Project:	A development at Salph End, Bedford		
Client:	Manor Oak Homes		
Sheet title:	Parameters Plan		
Ref:	40986 013C		
Scale:	1:2500 @ A3		
Date:	25.07.19		
Drawn:	HW	Checked:	DW

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Appendix D

Facilities Plan including Walking Distances
MAC drawing no.248-TA02



Notes:

1. Walking distances based on a walking speed of 1.4 m/s from 'Providing For Journeys On Foot'.
2. Actual walking distances may vary from radial distances shown.
3. Nearest of each facility / service shown only.

Key

- - - Site Boundary
- Doctors Surgery / Dentist / Pharmacy / Supermarket
- Schools - Existing
Nursery (N) / Primary (P) / Secondary (S)
- Proposed Primary School
- Library
- Post Office / Convenience Store
- Shops 1 - Convenience Store / Petrol Station
2 - Supermarket
- Leisure Facilities**
- 1. Rugby club
- 2. Golf course
- 3. Recreation ground
- ▲ Bus Stops

Walking Times

- 0-420m - 0 to 5 minutes walking time
- 420-840m - 5 to 10minutes walking time
- 840-1260m - 10 to 15minutes walking time

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 <p>T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd</p>	<ul style="list-style-type: none"> • Transport Assessments • Flood Risk Assessments • Highway Advice • Access Design • Drainage Strategies • Vehicle tracking 	Client: Manor Oak Homes	Project: Land between Hookhams Lane and Ravensden Rd Salph End, Beds
		Title: Facilities Plan and Walking Distances	
		Revision: -	
		Drawing No: 248-TA02	Scale: 1:10,000
			Size: A3





Timetable valid from 01/01/2019 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	NSch	Sch	SchTu	Sch NTu	NSch	Sch	NSch
Notes				TUX			
Bedford, Bus Station (Stop Q)	—	—	0815	0815	0820	1045	1315 1425 1425
Fenlake, o/s Tesco Cardington	—	—	0823	0823	0828	1053	1323 1433 1433
Cardington, o/s The Kings Arms	—	0725	0827	0827	0832	1057	1327 1437 1437
Cople, o/s All Saints Church	—	0728	0830	0830	0835	1100	1330 1440 1440
Willington, adj The Crown	—	0735	0835	0835	0840	1105	1335 1445 1445
Great Barford, opp All Saints Church	—	0741	0841	0841	0846	1111	1341 1451 1451
Great Barford, o/s Alban Middle School	—	0743	0843	0843	0848	1113	1343 1453 1453
Renhold, opp The Green	0757	0754	0849	0849	0854	1119	1349 1459 1459
Salph End, o/s 34 Hookhams Lane	0804	0801	0856	0901	0901	1126	1356 — 1506
Brickhill, opp Mowsbury Park Pavillion		0808	0900				—
Goldington, opp Hudson Road	0808	0813	0905	0905	0905	1130	1400 — 1510
Goldington, opp Goldington Green	0812	0817	0909	0909	0909	1134	1404 — 1514
Bedford, Bus Station (Stop Q)	0821	0830	0918	0918	0918	1143	— 1523

Saturdays

Bedford, Bus Station (Stop Q)	0820	1045	1315	1425
Fenlake, o/s Tesco Cardington	0828	1053	1323	1433
Cardington, o/s The Kings Arms	0832	1057	1327	1437
Cople, o/s All Saints Church	0835	1100	1330	1440
Willington, adj The Crown	0840	1105	1335	1445
Great Barford, opp All Saints Church	0846	1111	1341	1451
Great Barford, o/s Alban Middle School	0848	1113	1343	1453
Renhold, opp The Green	0854	1119	1349	1459
Salph End, o/s 34 Hookhams Lane	0901	1126	1356	1506
Goldington, opp Hudson Road	0905	1130	1400	1510
Goldington, opp Goldington Green	0909	1134	1404	1514
Bedford, Bus Station (Stop Q)	0918	1143	1413	1523

Sundays

no service

Late Summer Bank Holiday (Monday 26th Aug)

no service

Service Restrictions: NSch - School holidays only: 11 Feb-15 Feb, 8 Apr-22 Apr, 27 May-3 Jun, 22 Jul-3 Sep
 NTu - Not Tuesdays
 Sch - School days only: 3 Jan-8 Feb, 18 Feb-5 Apr, 23 Apr-24 May, 4 Jun-19 Jul
 Tu - Tuesdays only

Notes: TUX - Not Tuesdays



Timetable valid from 01/01/2019 until further notice

Direction of stops: where shown (eg: W-bound) this is the compass direction towards which the bus is pointing when it stops

Mondays to Fridays

Service Restrictions	Sch		NSch	
	0940	1210	1545	1720
Bedford, Bus Station (Stop Q)	0948	1218	—	1553 1728
Goldington, adj Goldington Green	0952	1222	—	1557 1732
Goldington, adj Hudson Road			1515	
Brickhill, opp Mowsbury Park Pavillion	0956	1226	1518	1601 1736
Salph End, o/s 2 Hookhams Lane	1003	1233	1526	1608 1743
Renhold, adj The Green	1009	1239	1532	1614 1749
Great Barford, opp Alban Middle School	1011	1241	1534	1616 1751
Great Barford, o/s All Saints Church	1017	1247	1540	1622 1757
Willington, opp Willington Lower School	1021	1251	1544	1626 1801
Cople, opp All Saints Church	1023	1253	1546	1628 1803
Cardington, opp The Kings Arms	1028	1258	1551	1633 1808
Fenlake, opp Tesco Cardington	1037	1307	1600	1642 1815
Bedford, Bus Station (Stop Q)				

Saturdays

Bedford, Bus Station (Stop Q)	0940	1210	1545
Goldington, adj Goldington Green	0948	1218	1553
Goldington, adj Hudson Road	0952	1222	1557
Salph End, o/s 2 Hookhams Lane	0956	1226	1601
Renhold, adj The Green	1003	1233	1608
Great Barford, opp Alban Middle School	1009	1239	1614
Great Barford, o/s All Saints Church	1011	1241	1616
Willington, opp Willington Lower School	1017	1247	1622
Cople, opp All Saints Church	1021	1251	1626
Cardington, opp The Kings Arms	1023	1253	1628
Fenlake, opp Tesco Cardington	1028	1258	1633
Bedford, Bus Station (Stop Q)	1037	1307	1640

Sundays

no service

Late Summer Bank Holiday (Monday 26th Aug)

no service

Service Restrictions: NSch - School holidays only: 11 Feb-15 Feb, 8 Apr-22 Apr, 27 May-3 Jun, 22 Jul-3 Sep
 Sch - School days only: 3 Jan-8 Feb, 18 Feb-5 Apr, 23 Apr-24 May, 4 Jun-19 Jul



For times of the next departures from a particular stop you can use **traveline-txt** - by sending the SMS code to **84268**. Add the service number after the code if you just want a specific service - eg: **buctdgttd 60**. The return message from **traveline-txt** will show the next three departures, and it currently costs 25p plus any message sending charge. Departure times will be real-time predictions where available, or scheduled departure times if not.

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NOTE: SMS codes are different in each direction. Make sure you choose the right direction from these lists.

SMS Code	Stop Name	Street	ATCO Code
bfsdamwt	Bedford, Bus Station (Stop Q)		020035577
bfsajwlg	Bedford, St Paul's Square (Stop P2)	St Paul's Square	020035023
bfsapdpg	Bedford, St John's Street (S-bound)	St John's Street	020035770
bfsapdpd	Bedford, opp St Johns Centre	Rope Walk	020035763
bfsapmjp	Bedford, adj Duckmill Lane	Cardington Road	020035821
bfsapdmw	Bedford, o/s Bedford Girls School	Cardington Road	020035761
bfsapdmj	Fenlake, o/s Tesco Cardington	Cardington Road	020035758
bfsapdmg	Fenlake, opp Cardington Road	Cardington Road	020035757
bfsdapap	Fenlake, opp The Fenlake Anchor	Cardington Road	020035581
bfsajpwp	Cardington, o/s The Vicarage	Bedford Road	020033013
bfsajpwj	Cardington, adj St Marys Church	The Green	020033011
bfsajpwg	Cardington, o/s The Kings Arms	The Green	020033009
bfsajpwa	Cardington, o/s Cottage Farm Nursery	Cople Road	020033007
bfsajptp	Cardington, opp Chapel Lane	Cople Road	020033005
bfsajptj	Cople, o/s Grange Farm	Grange Lane	020033003
bfsajptg	Cople, o/s All Saints Church	Grange Lane	020033000
bfsajtag	Cople, adj Rye Crescent	Willington Road	020033021
bfsawtwm	Willington, opp Cople Turn	Bedford Road	020033023
bfsajtap	Willington, adj Churchill Place	Church Road	020033025
bfsdamdj	Willington, adj The Crown	Station Road	020033014
bfsajtat	Willington, Crossroads (S-bound)	Station Road	020033026
bfsajtdj	Great Barford, opp All Saints Church	High Street	020033090
bfsajtdm	Great Barford, opp College Farm	High Street	020033092
bfsdamdp	Great Barford, o/s Alban Middle School	Silver Street	020033018
bfsajtdw	Great Barford, adj The Cross	Bedford Road	020033100
bfsdajtg	Renhold, Green End (N-bound)	Green End	020035526
bfsdajtj	Renhold, opp The Green	Green End	020035527
bfsamtdp	Renhold, adj Becher Close	Green End	020035316
bfsamtdm	Renhold, opp Three Horseshoes	Top End	020035313
bfsamtdj	Renhold, opp Wood Lane	Top End	020035312
bfsadattj	Renhold, opp All Saints' Church	Church End	020035310
bfsadattd	Renhold, o/s 8 Church End	Church End	020035307
bfsadatta	Salph End, o/s 14 Hookhams Lane	Hookhams Lane	020035306
bfsdajwa	Salph End, adj Brookside	Ravensden Road	020035531
bfsdajwj	Salph End, Ravensden Road (N-bound)	Ravensden Road	020035534
bfsawpgw	Ravensden, adj Butler Street	Thurleigh Road	020032005
bfsawpgp	Ravensden, Wood End (N-bound)	Thurleigh Road	020032003
bfsajppj	Riseley, o/s The Old White Horse	High Street	020031041
bfsajppm	Riseley, opp The Five Bells	High Street	020031039
bfsawpdm	Riseley, opp Keysoe Road	High Street	020031068
bfsdajtp	Renhold, opp Village Hall	Wilden Road	020035529
bfsdajtw	Wilden, opp High Farm	Renhold Road	020035530
bfsawpmt	Wilden, Village Centre (N-bound)	High Street	020032019
bfsawpjm	Wilden, Village Hall (W-bound)	High Street	020032017
bfsawpmd	Ravensden, opp Redbrick Cottages	Ravensden Road	020032015
bfsawpwj	Ravensden, o/s Crow Hill Farm	Ravensden Road	020032013
bfsawppj	Ravensden, adj Vicarage Close	Church End	020032011
bfsawppg	Ravensden, o/s Horse and Jockey	Church End	020032009
bfsajpmj	Ravensden, adj Oldways Road	Bedford Road	020032006
bfsdamwj	Ravensden, o/s Wayside Farm Park	Bedford Road	020032090
bfsdamgj	Ravensden, Cleat Hill (S-bound)	Cleat Hill	020032053
bfsamdwd	Brickhill, opp Mowsbury Car Park	Kimbolton Road	020035143
bfsamdwj	Brickhill, adj Parkstone Close	Wentworth Drive	020035145
bfsdampg	Woodside, opp Hailes Close	Wentworth Drive	020035560
bfsamdwp	Brickhill, adj Mowsbury Park Pavillion	Wentworth Drive	020035147
bfsdajwg	Salph End, Ravensden Road (S-bound)	Ravensden Road	020035533
bfsamtda	Salph End, o/s 34 Hookhams Lane	Hookhams Lane	020035303
bfsaptpm	Brickhill, opp Mowsbury Park Pavillion	Wentworth Drive	020035488
bfsaptdw	Woodside, opp Hamsterley Close	Norse Road	020035337
bfsaptdp	Woodside, opp Poppyfields	Norse Road	020035335
bfsamjaj	Woodside, o/s Norse Road Cemetery	Norse Road	020035200
bfsaptdm	Goldington, opp Hudson Road	Norse Road	020035334
bfsampjd	Goldington, opp Caxton Road	Norse Road	020035269
bfsampgt	Goldington, opp Elms Farm Industrial Estate	Goldington Road	020035266
bfsampgm	Goldington, adj Waitrose	Goldington Road	020035264
bfsampga	Goldington, o/s The Wayfarer Hotel	Goldington Road	020035261
bfsampdp	Goldington, opp Goldington Green	Goldington Road	020035258
bfsamjmj	Goldington, opp Harvey Road	Goldington Road	020035222
bfsamjmw	Bedford, adj Dean Street	Goldington Green	020035225
bfsamjpd	Bedford, opp Fox and Hounds	Goldington Road	020035227
bfsamjpi	Bedford, opp Goldington Avenue	Goldington Road	020035229
bfsamadw	Bedford, St Peter's Street (W-bound)	St Peter's Street	020035057

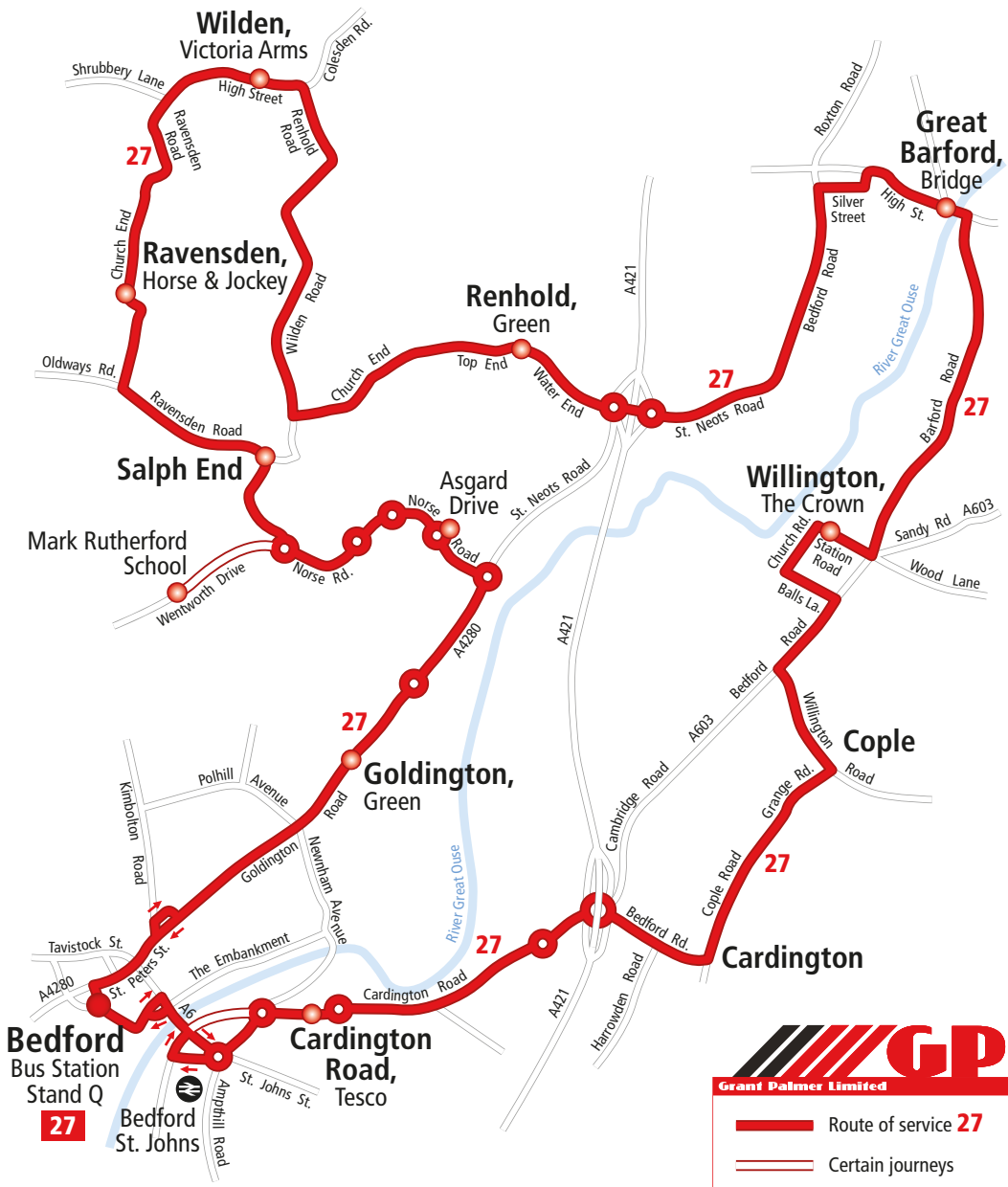


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SMS Code	Stop Name	Street	ATCO Code
bfsdamwt	Bedford, Bus Station (Stop Q)		020035577
bfsamaga	Bedford, St Peter's Street (E-bound)	St Peter's Street	020035058
bfsamjgg	Bedford, adj Goldington Avenue	Goldington Road	020035228
bfsamjpa	Bedford, o/s Fox and Hounds	Goldington Road	020035226
bfsamjmt	Bedford, opp Dean Street	Goldington Green	020035224
bfsamjmp	Goldington, adj Harvey Road	Goldington Green	020035223
bfsampdw	Goldington, adj Goldington Green	Goldington Road	020035260
bfsampgj	Goldington, opp Waitrose	Goldington Road	020035263
bfsamppg	Goldington, adj Elms Farm Industrial Estate	Goldington Road	020035265
bfsampja	Goldington, adj Caxton Road	Norse Road	020035268
bfsampgw	Goldington, adj Hudson Road	Norse Road	020035267
bfsaptdt	Woodside, adj Poppyfields	Norse Road	020035336
bfsaptpm	Brickhill, opp Mowsbury Park Pavillion	Wentworth Drive	020035488
bfsdadpt	Salph End, o/s 2 Hookhams Lane	Hookhams Lane	020035304
bfsdajwa	Salph End, adj Brookside	Ravensden Road	020035531
bfsdajwj	Salph End, Ravensden Road (N-bound)	Ravensden Road	020035534
bfsawpjd	Ravensden, opp Horse and Jockey	Church End	020032008
bfsawpm	Ravensden, opp Vicarage Close	Church End	020032010
bfsawpjt	Ravensden, opp Crow Hill Farm	Ravensden Road	020032012
bfsawpma	Ravensden, o/s Redbrick Cottages	Ravensden Road	020032014
bfsawpmg	Wilden, Village Hall (E-bound)	High Street	020032016
bfsawpmp	Wilden, Village Centre (S-bound)	High Street	020032018
bfsamtdg	Renhold, opp 8 Church End	Church End	020035308
bfsdadtg	Renhold, o/s All Saints' Church	Church End	020035309
bfsdadtm	Renhold, adj Wood Lane	Top End	020035311
bfsdadtp	Renhold, o/s Three Horseshoes	Top End	020035314
bfsdadtw	Renhold, opp Becher Close	Green End	020035315
bfsdajtm	Renhold, adj The Green	Green End Lane	020035528
bfsajtga	Great Barford, opp The Cross	Bedford Road	020033101
bfsdamdt	Great Barford, opp Alban Middle School	Silver Street	020033019
bfsajtdp	Great Barford, o/s College Farm	High Street	020033093
bfsawtwt	Great Barford, o/s All Saints Church	High Street	020033091
bfsawtwp	Willington, Crossroads (N-bound)	Station Road	020033027
bfsdamdm	Willington, opp Willington Lower School	Church Road	020033015
bfsajtam	Willington, opp Churchill Place	Church Road	020033024
bfsajtaj	Willington, adj Cople Turn	Bedford Road	020033022
bfsajtad	Cople, opp All Saints Road	Willington Road	020033020
bfsapwgm	Cople, opp All Saints Church	Grange Lane	020033900
bfsawtwd	Cople, opp Grange Farm	Grange Lane	020033002
bfsajptm	Cardington, adj Chapel Lane	Cople Road	020033004
bfsajptw	Cardington, opp Cottage Farm Nursery	Cople Road	020033006
bfsajpwd	Cardington, opp The Kings Arms	The Green	020033008
bfsawtwg	Cardington, opp St Marys Church	The Green	020033010
bfsajpwm	Cardington, opp The Vicarage	Bedford Road	020033012
bfsapdmd	Fenlake, o/s The Fenlake Anchor	Cardington Road	020035756
bfsapdmp	Fenlake, opp Tesco Cardington	Cardington Road	020035759
bfsapwgp	Bedford, o/s St Johns Centre	Rope Walk	020035493
bfsapmjt	Cauldwell, opp Kingsway Link	Kingsway	020035822
bfsapmjm	Cauldwell, o/s Bedford College	Cauldwell Street	020035817
bfsdaptj	Bedford, opp Bedford Girls School	Cardington Road	020035827
bfsapdpa	Bedford, opp Duckmill Lane	Cardington Road	020035762
bfsajwjp	Bedford, St Paul's Square (Arrivals)	St Paul's Square	020035025
bfsajwmd	Bedford, o/s Pilgrims House	Horne Lane	020035029



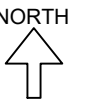
Grant Palmer Limited

- Route of service 27
- Certain journeys
- Route terminus
- Timing point
- Railway Station



Appendix F

Hookhams Lane Access
MAC drawing no.251-TA11




Notes

1. Based on MSurv 'Topographical Survey' drawing number 1215/2272/1.
2. Based on Ordnance Survey mapping.

Key

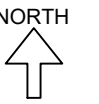
--- Visibility Splays - 2.4m x 43m

 <p>T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd</p>	<ul style="list-style-type: none"> • Transport Assessments • Flood Risk Assessments • Highway Advice • Access Design • Drainage Strategies • Vehicle tracking 	<p>Client: Manor Oak Homes</p>	<p>Project: Land North of Hookhams Lane, Salph End</p>
		<p>Title: No. 25 Hookhams Lane - Access Option 1</p>	<p>Date: 29/08/19</p> <p>Drw: MJA</p> <p>Chk: MJA</p>
<p>Drawing No: 248-TA11</p>	<p>Revision: A</p>	<p>Scale: 1:500</p> <p>Size: A3</p>	



Appendix G

Ravensden Road Access
MAC drawing no.251-TA12

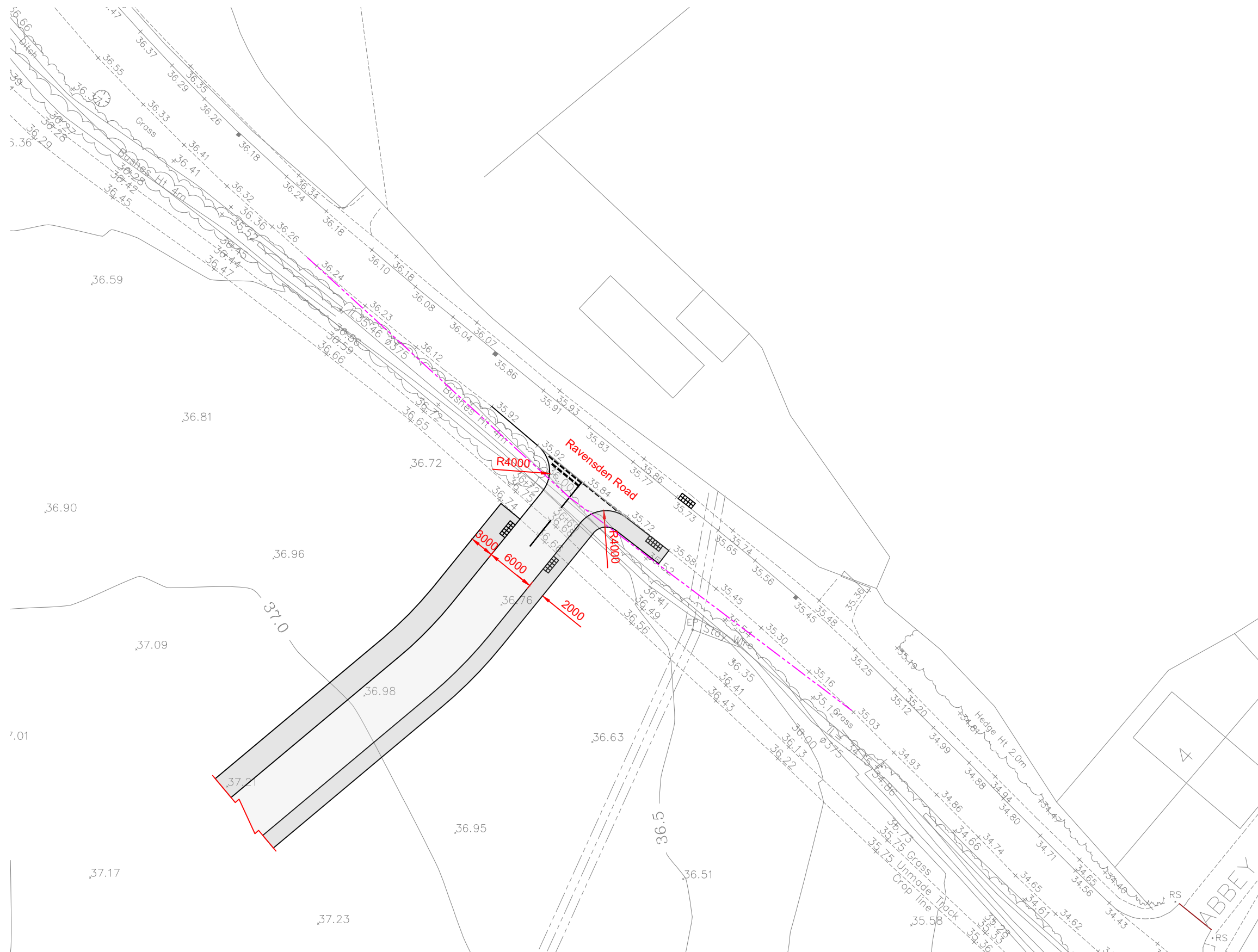



Notes

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2. Based on Ordnance Survey mapping.

Key

Visibility Splays - 2.4m x 43m



 <p>T: 01604 340544 Northampton Office E: info@mac-ltd.co.uk W: mac-ltd.co.uk Martin Andrews Consulting Ltd</p>	<ul style="list-style-type: none"> • Transport Assessments • Flood Risk Assessments • Highway Advice • Access Design • Drainage Strategies • Vehicle tracking 	<p>Client: Manor Oak Homes</p>	<p>Project: Land North of Hookhams Lane, Salph End</p>
		<p>Title: Ravensden Road Access</p>	<p>Date: 29/08/19</p>
		<p>Drawing No: 248-TA11</p>	<p>Revision: -</p>
		<p>Scale: 1:500</p>	<p>Size: A3</p>