

Central Bedfordshire Council

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Potton Green Wheel

Masterplan 2021



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This document has been prepared by Bedfordshire Rural Communities Charity (BedsRCC) in partnership with Central Bedfordshire Council, Potton Town Council and Sutton Parish Council.

The format of the plan is based on successful Green Wheel Masterplans for Biggleswade, Sandy and Etonbury (Arlesey, Stotfold and Fairfield). The concept, principles and standards are consistent with those in the already adopted Masterplans.



1 FOREWORD

Welcome to the Potton Green Wheel Masterplan.

This plan has been produced by Central Bedfordshire Council and Bedfordshire Rural Communities Charity, with support from Potton Town Council, Sutton Parish Council and the members of the Potton Green Wheel Development Group. Working together we have created a vision for a 'green wheel' around the community of Potton. Creating a wildlife rich setting through attractive landscape corridors, the green wheel will provide walking - and ultimately riding access opportunities –around the town.

This exciting initiative will greatly enhance public access and informal recreation opportunities within a range of attractive settings around the communities. We believe that the Green Wheel can benefit the whole community, improving health and wellbeing and increasing enjoyment of the local countryside, by people of all ages.

It is recognised that this is a long-term plan and that it may be many years before a complete Green Wheel for riders as well as walkers is established however a plan such as this is vital to provide a vision that all parties can work towards.

As part of the delivery of the plan, there will be opportunities for individuals to volunteer and gain a sense of involvement, generating pride and 'ownership' in local places by becoming involved in their creation, care and promotion. We hope that it will inspire you to get out and enjoy the network of paths and greenspaces in and around the Potton area.



Cllr Tracey Stock

CBC Executive Member –
Health, Wellbeing and Communities



2 ACKNOWLEDGEMENTS

The production of this Masterplan has been led by Bedfordshire Rural Communities Charity (BedsRCC) and Central Bedfordshire Council under the direction of the Potton Green Wheel Development Group.

The Potton Green Wheel Development Group is facilitated by BedsRCC and is comprised of representatives from:

- BedsRCC
- Central Bedfordshire Council (Countryside / Rights of Way / Highways)
- Potton Neighbourhood Plan Group
- Potton Town Council
- Sutton Parish Council
- Local residents

The funding for the development of this Masterplan has been provided by Central Bedfordshire Council and Potton Town Council.

3 INTRODUCTION & SCOPE

The production of this Potton Green Wheel Masterplan has been commissioned and funded by Central Bedfordshire Council (CBC) and Potton Town Council (PTC). Working in partnership with these and the wider PGW Development Group, BedsRCC have identified the issues to be addressed and actions to be undertaken to create a Green Wheel for Potton.

The Green Wheel and this Masterplan focus on the principal elements of public access and green space forming a circuit around Potton, to connect people and their environment.

The wider scope of the Green Wheel and this Masterplan includes the other green infrastructure themes of biodiversity, heritage and landscape.

The Potton Green Wheel is to be developed and delivered by a broad partnership of organisations and landowners. The partnership will seek funding from a range of sources and will explore opportunities for linking with other transport and development schemes.

When fully created, the Green Wheel will cater for walkers and cyclists, providing a continuous, off-road (where possible) circular route around the town. However, securing a number of path creations and upgrades to provide a complete circuit for cyclists will require landowner agreement and legal orders; both of which may take significant time. Where possible, routes will be created / upgraded to also cater for horse riders.

It is therefore intended to implement this Masterplan in 2 phases:

- 1 - the creation and launch of an interim Green Wheel route for walkers in the short term (2021/22)**
- 2 - the creation and launch of the complete Green Wheel, as and when possible.**

4 POTTON GREEN WHEEL CONCEPT

The Potton Green Wheel is a long-term vision for the linking of publicly accessible routes and green spaces around Potton to create a 'rim' which is supported by 'spokes' of linear paths and corridors leading from the settlement out to the 'rim' and the wider surrounding countryside. Fig 1 (page 10) shows the main routes forming the proposed Green Wheel.

The Wheel is considered 'green' due to both the natural and historic environment components forming it; and the promotion of recreational and commuter trips using healthy, non-motorised forms of sustainable 'transport'.

The Wheel will encircle the town, creating a continuous accessible corridor. Ultimately it should be freely available to walkers and cyclists, while also providing appropriate links to the wider bridleway network for horse riders. In the short term, some sections may only cater for walkers, but the long-term aim is to create a complete circuit available to cyclists, including the provision of links to the Sandy-Potton Cycleway and National Cycle Routes 12 and 51.

Green spaces and associated features forming the Green Wheel may both be trip destinations in their own right; or may be corridors to other attractions further afield.

The Green Wheel should also protect, manage, enhance, and promote other Green Infrastructure thematic assets, including biodiversity, landscape and heritage. Where possible, new habitats, landscape features and accessible green spaces should be created. Existing features which could contribute to such a Green Wheel include, the Henry Smith Playing Field, Pegnut Wood and Potton Quarry.

The creation of new green and publicly accessible spaces and landscapes will enhance the Green Wheel. The landscape quality and management of such new green spaces should be challenged where appropriate to ensure that it provides the best environment and opportunities for nature, users and local residents.

It is also intended that this document will inspire the thinking of landowners and managers in the area to improve the visual appearance and ecological quality of land and historic environment features in their management, seeking to widen the provision of a high quality and attractive landscape to live and invest in.



5 SUPPORT FOR THE POTTON GREEN WHEEL

The **National Planning Policy Framework** (updated February 2019) requires transport issues to be considered from the earliest stages of plan-making and development proposals so that walking, cycling and public transport are identified and pursued, and that planning policies should provide for high-quality walking and cycling networks (paras 102 & 104).

The **Central Bedfordshire Local Plan** (as submitted to the Secretary of State in 2018) also provides strong policy support for both Green Infrastructure (GI) and Green Wheels in particular:

- **Policy T1 – Mitigation of transport improvements on the network:** Seeking a modal shift towards sustainable forms of transport;
- **Policy EE1 – Green Infrastructure:** Linking GI assets. Development should take account of Green Wheel plans and parish GI plans;
- **Policy EE12 – Rights of Way:** Encourage development to protect, enhance and promote the rights of way network

The **Central Bedfordshire Urban Design Guide** includes a section on ‘**Movement and Streets**’ noting that “Off-Carriageway Cycle Tracks can create more direct and attractive links to local facilities such as schools. They should be clear, coherent, well integrated, open, overlooked by housing and lit. Shared cycle tracks/paths can be used as an alternative to sharing the carriageway on higher speed or heavily-trafficked routes” and that “The design of cycle tracks should ensure they are continuous, avoiding the need for cyclists to give way, stop or dismount. Where it is a shared use path, the track should be sufficiently wide to accommodate pedestrians and should generally be unbounded (open with grass on either side). Where cycle tracks border heavily-trafficked or higher speed roads they should be separated from the carriageway by a verge or hard shoulder”.

The **Central Bedfordshire Cycling Strategy**, which covers the period up to 2026, states that its main aim is to “Encourage more people to cycle, to cycle safely, and to cycle more often. Its headline objective focuses on increasing the number of people cycling, with others looking to improve the quality of the cycling environment and improve safety (and perceived safety). These will contribute to the vision of every town benefiting from a “network of continuous cycle routes with links extending to nearby conurbations to make cycling a realistic alternative to the car, particularly for journeys of less than 5 miles”.

The **Central Bedfordshire Walking Strategy** has a very similar vision to the Cycling Strategy and identifies walking as the priority mode of transport for all journeys of less than 2 miles. It includes policies relating to town centre permeability and encouraging walking to school, and identifies a Pedestrian Network Hierarchy, with Primary Pedestrian Routes being key links and gateways in urban areas, and including routes between town centres and the surrounding conurbations, transport interchanges and other trip generators – linking closely with the Green Wheel concept.

The **Central Bedfordshire Outdoor Access Improvement Plan (2013-31)** highlights deficiencies in the access networks, particularly regarding routes for cyclists and horse riders. It highlights the need to invest in infrastructure to encourage people to take up cycling as a realistic alternative to car journeys of less

than 10 miles. It describes the network of 'Connecting Spaces' as an important part of local life, facilitating access to a range of amenities and notes the importance of high quality, accessible greenspaces. Green Wheels are also used as a case study/example of partnership working to establish a common vision and jointly agreed action plan for delivery.

The **Central Bedfordshire Health and Wellbeing Strategy** includes a priority to 'ensure that growth delivers improvements in health and wellbeing for current and future residents' through infrastructure to support walking, cycling and design to link new homes into existing communities.' This will assist in reducing the prevalence of excess weight and physical inactivity.

The **Central Bedfordshire Physical Activity Strategy** further supports opportunities to promote active travel, recreational walking and cycling as part of an active lifestyle which the Potton Green Wheel will support.

The **Central Bedfordshire Leisure Strategy (Recreation and Open Space Strategy)** provides additional support for the use of open spaces for recreational purposes which the Potton Green Wheel will promote and enable.

The **Potton Neighbourhood Plan (2016-2035)** supports the creation of a Potton Green Wheel. Policy EV-4 (Green Wheel) states that 'Proposals shall support the establishment of a Potton Green Wheel and contribute to facilitating public knowledge and understanding of the local natural environment'. Other policies within the Neighbourhood Plan also support the creation of a Green Wheel – CI-3 (Foot, cycle and bridle paths), T-1 (Foot, cycle and bridle paths), EV-1 (Green Infrastructure) and EV-3 (Local Green Space).

The **Potton Green Infrastructure Plan (2010, revised 2018)** mapped community aspirations for enhancing the local GI network, several of which can be linked together to give the basis of the Potton Green Wheel. This was backed-up by support expressed through community consultation.

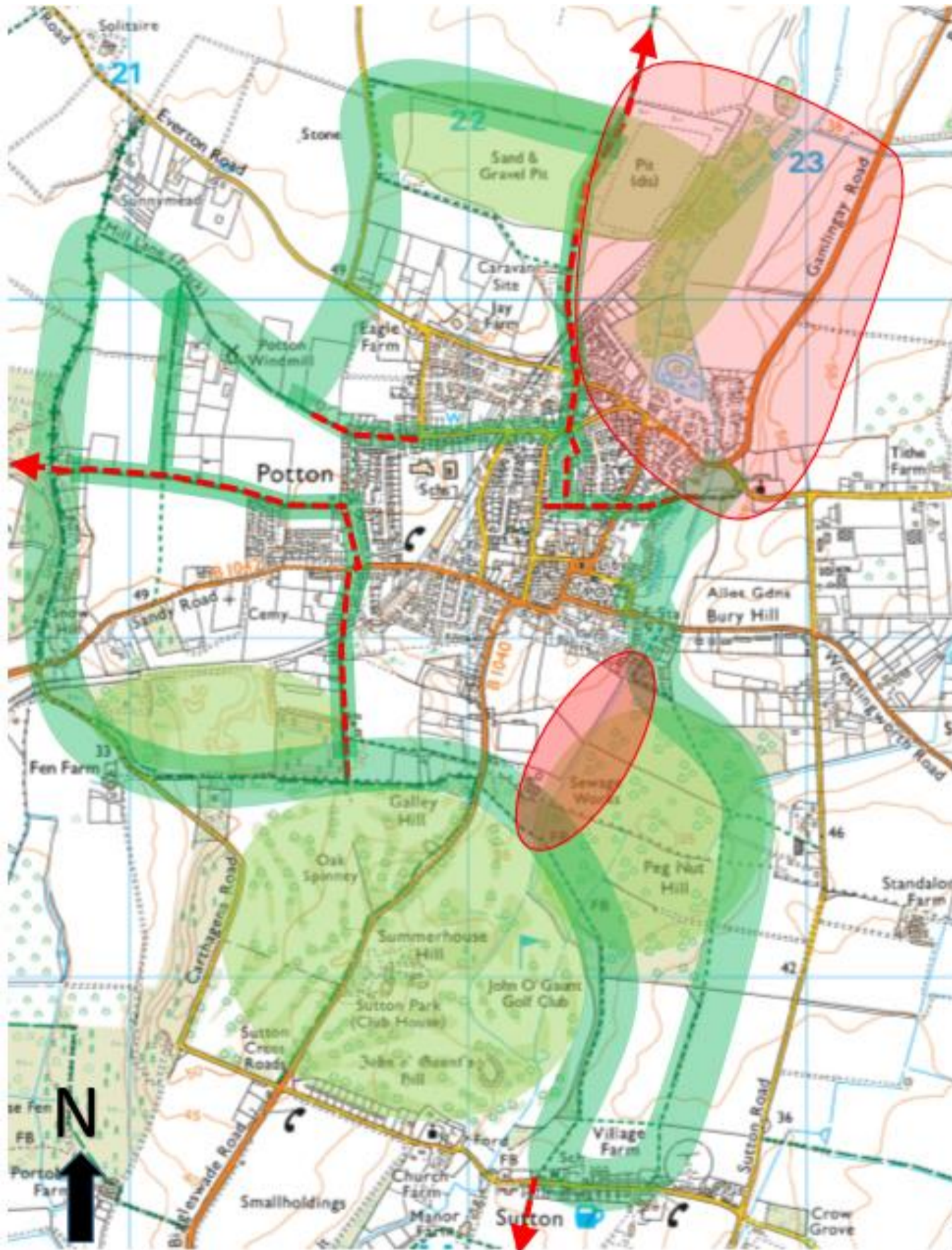
A supporting document for the Potton Neighbourhood Plan and Green Infrastructure Plan is **A vision of ecological networks and potential for Potton**. This document builds on the outcomes of the GI Plan and looks in detail at the potential ecological opportunities within the Parish and how they relate to wider landscape and priority habitats.

The Potton Green Wheel is also within the **Greensand Ridge Nature Improvement Area (NIA)** designated by the Local Nature Partnership and Central Bedfordshire Council. The NIA has been established in order to create joined up and resilient ecological networks at a landscape level which the Potton Green Wheel will support.








6 MAIN ROUTES MAP

Fig 1. Proposed Potton Green Wheel



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

7 BASIC PRINCIPLES FOR THE CREATION OF THE POTTON GREEN WHEEL

Where possible, linear routes should:

- Be traffic free
- Be safe and inspire confidence in visitors
- Offer 'easy access' i.e. be reasonably easy to use for users with a wide range of mobility levels, including pushchairs and walking aids
- Have the potential for future upgrading to use by cyclists (where not already possible)
- Have designated, safe crossing points over motorised routes
- Provide connections between where people live and where they want to travel (for recreational or employment purposes)
- Be clearly signed and easy to follow
- Be well maintained
- Provide enhanced user enjoyment through the provision of information boards and benches in attractive locations
- Where appropriate, provide access for horses, particularly links to existing bridleways
- Be protected from future development. Where future development does occur, replacement provision must be provided to mitigate any impact. Any existing sections of the Green Wheel should remain as inner route options and new outer sections will be created
- Cause no damage to archaeological sites and their setting
- Provide safe passing places on those paths with shared vehicular use
- Have appropriate management of vegetation to the sides

Accessible green spaces should:

- Be safe spaces that inspire confidence in visitors
- Cater for a wide range of user-types (dog walkers, playing children, joggers, family groups, older people)
- Provide attractive landscapes
- Provide opportunities for wildlife, heritage conservation and interpretation
- Provide informal recreation opportunities (including playing, bird watching, etc.)
- Provide interactive interpretation through information boards, play structures/ natural play environments and art features to encourage more people and a wider audience into the countryside
- Be well maintained to enhance and improve the existing environment through collaboration with partners and communities.

The wider landscape should:

- Protect, enhance and create aesthetically pleasing views
- Have well maintained hedges, benefitting landscape and wildlife and allowing ease of use of access routes
- Enable interconnectivity of habitats
- Protect, manage and enhance the historic environment



8 STANDARDS

To support the creation of the route within the above basic principles, a series of standards based on national guidance are proposed below.

8.1 Widths

For an un-segregated, shared use path, guidance generally points towards a preferred minimum width of 3m (metres), although a minimum width of 2m may be acceptable where usage is low, provided there are no side constraints (i.e., there should be space to the side of the path to use to allow passing). A greater width will provide an improved level of service.

	Standard	Minimum	Where width is physically restricted*
Shared use path	3m	2.5m	2m
Footpath links	2.5m	2m	1.5m

*Restricted access will usually be where all or part of the route is using a pre-existing alley way or where there are other significant structures which physically prevent the allocation of a greater width. Paths should conform to the general policy in as far as possible. Where there are localised intrusions and/or short lengths over which the path would be less than 2m wide this may be acceptable depending on the circumstances.

In keeping with the Green Wheel principles, where possible the route should be set within a landscape and wildlife corridor; and not be limited to the width of a path.

8.2 Surfacing standards for new paths

It is anticipated that the Green Wheel routes will have a range of surfacing types. This range of surfacing will form a hierarchy of standards based on the level of expected use, landscape sensitivity and other factors. The optimum level of surface should always be sought for the expected level of use:

Level 1: Bound surface – e.g. Bit Mac Tar/Mac

Level 2: Unbound surface – e.g. road planings and granite dust blinding

Level 3: a) Reinforced grass

b) Well maintained farm track

Level 4: Rolled/consolidated grass or compacted suitable ground

Most Green Wheel routes will be Level 2. Routes which are more urban in setting and expected to have high levels of use should be Level 1 (Level 2 minimum).

Routes which are more rural in setting and expected to have lower levels of use could be Levels 3 and 4.

8.3 Structures

Structures will be required at many locations for a range of purposes including, stock control, crossing watercourses / highways / rail networks, limiting unauthorised/ vehicular access and safety (to reduce speed at junctions with roads).

With the exceptions of highway safety, barriers, including motorcycle/ staggered/ kissing gates, should only be a last resort. They should only be used to address actual problems, not to alleviate fears of future potential problems. They should only be installed when other methods have been considered or trialled and been discounted or have proven to be ineffective. Even when a barrier is installed, it should ideally only be in place for a limited period until the problem has stopped or considerably reduced.

Design solutions should minimise the obstacle to legitimate users as barriers which stop motorcyclists are likely to also exclude wheelchair / mobility scooter users, parents with prams and pushchairs, some users with mobility impairments (for example, sticks and crutches) and some visually impaired people.

8.4 Gradients

Green Wheel routes should be designed to achieve a maximum gradient of 3% with the absolute maximum 5% for lengths up to 100m. On the approach to priority junctions this should not exceed 3%. Where steeper slopes are unavoidable the limiting gradient is 7% for lengths up to 30m.

8.5 Junctions and road crossings

Appropriate facilities should be provided where Green Wheel routes meet or cross the public highway. These facilities will require designing under the direction of a Highways Officer and in the case of controlled crossings, will be subject to a road safety audit.

8.6 Signage, way marking and mapping

Signage for the Potton Green Wheel should be clear, informative and consistent. A Potton Green Wheel symbol/ logo and colour scheme will be utilised.

Signposts should be used at all junctions and access points to the 'rim' of the Green Wheel. Destinations and distances, both into town along key 'spokes' and around the 'rim' will be identified.

Waymarking should be used to supplement the main signage and should provide directional information. Waymarking should be undertaken in accordance with CBC's Countryside Access Waymarking Policy.

Additional information about the Green Wheel, including a map of the entire Wheel, will be provided at key access points.

8.7 Fencing and hedges

The route of the Green Wheel should be aesthetically pleasing, wherever possible maintaining a 'green' setting through appropriate planting and landscaping.

Planting and landscaping requirements will vary greatly around the Green Wheel, influenced primarily by available space and degree of rural/ urban setting.



All planting along the 'rim' and the more rural 'spokes' should be of native, locally distinctive species. Planting within more urban settings should be decided with robustness and maintenance as key factors.

Wherever possible, Green Wheel routes should not be 'fenced-in', with users having a feeling of being contained or funnelled. However, at certain access points and other areas, such as where stock is grazing or for safety, fencing will be required (although the route and adjacent land should provide a corridor feel).

Fencing specifications should be robust and in keeping with their immediate setting. In general, rural settings should have timber fencing which should be of a similar design to any adjacent existing fencing. Where no existing fencing is present, posts should measure a minimum 125mm x 75mm and rails 100 x 50mm.

Fencing specifications in more urban settings will be determined by primary function (safety, security, etc), but in all cases should be as attractive as possible and in-keeping with surrounding structures.

8.8 Green space standards

Green spaces forming the Green Wheel will range from linear paths and corridors, through amenity greenspaces to natural and semi-natural open spaces in the wider countryside. All components of the Green Wheel should deliver multiple green infrastructure benefits – linking and maximising the quality and value of access, landscape, biodiversity and heritage. Green space owners will be supported to work towards the following standards, whereby sites:

- will be clearly signposted to and from the Green Wheel and the wider network
- will be welcoming and clean and safe
- may incorporate public realm features (e.g. sculptures)
- will provide seating, in both sunny and shaded areas
- will have a naturalistic appearance
- will have attractive views out of or across the site
- make good use of topography, space and planting
- protect, manage and provide opportunities for interpreting the historic environment
- provide informal and engaging activities for people of all ages
- seek to maximise ecological value and opportunities

8.9 Wider landscape

As part of this project we are seeking to increase the quality of the surrounding environment. It is critical that this masterplan acts as a challenge to all land managers to seek to maintain and develop the quality of the land they manage through the restoration and creation of interconnecting habitats, including hedges, woodland, acid grassland and riparian corridors. Derelict and urban fringe sites should be explored for enhancement opportunities.

8.10 Maintenance

To guarantee maximum value, use and longevity of the Green Wheel once it is developed, it will need to be maintained to a good condition to keep the width and to encourage people to use it. Ongoing maintenance work will have to include verge cutting and surface spraying for which revenue funding will be required.

Careful consideration should be given, when any planting or landscaping is proposed, to ensure that it will not become a problem in the future. Where appropriate, a sealed surface should be considered at the development stage to reduce maintenance liabilities in the future.

It should be noted that responsibility for the maintenance of some Green Wheel assets, both existing and to be created as per the Action Plan above, will be with Central Bedfordshire Council. Maintenance of other assets will need to be agreed with landowners and other partners

8.11 Impacts and Constraints

It is acknowledged that the implementation of any of these above standards have the potential to have a negative impact upon features of ecological, heritage or landscape value. Such features may be both assets and constraints on an individual site basis and the application of standards for the creation and maintenance of the Green Wheel infrastructure may need to be amended accordingly.

Other sources of information on standards that have been used to develop the above can be found on the Sustrans website: www.sustrans.org.uk and the Accessible Countryside for Everyone ACE website: www.accessiblecountryside.org.uk.

9 LEGAL PROCESSES

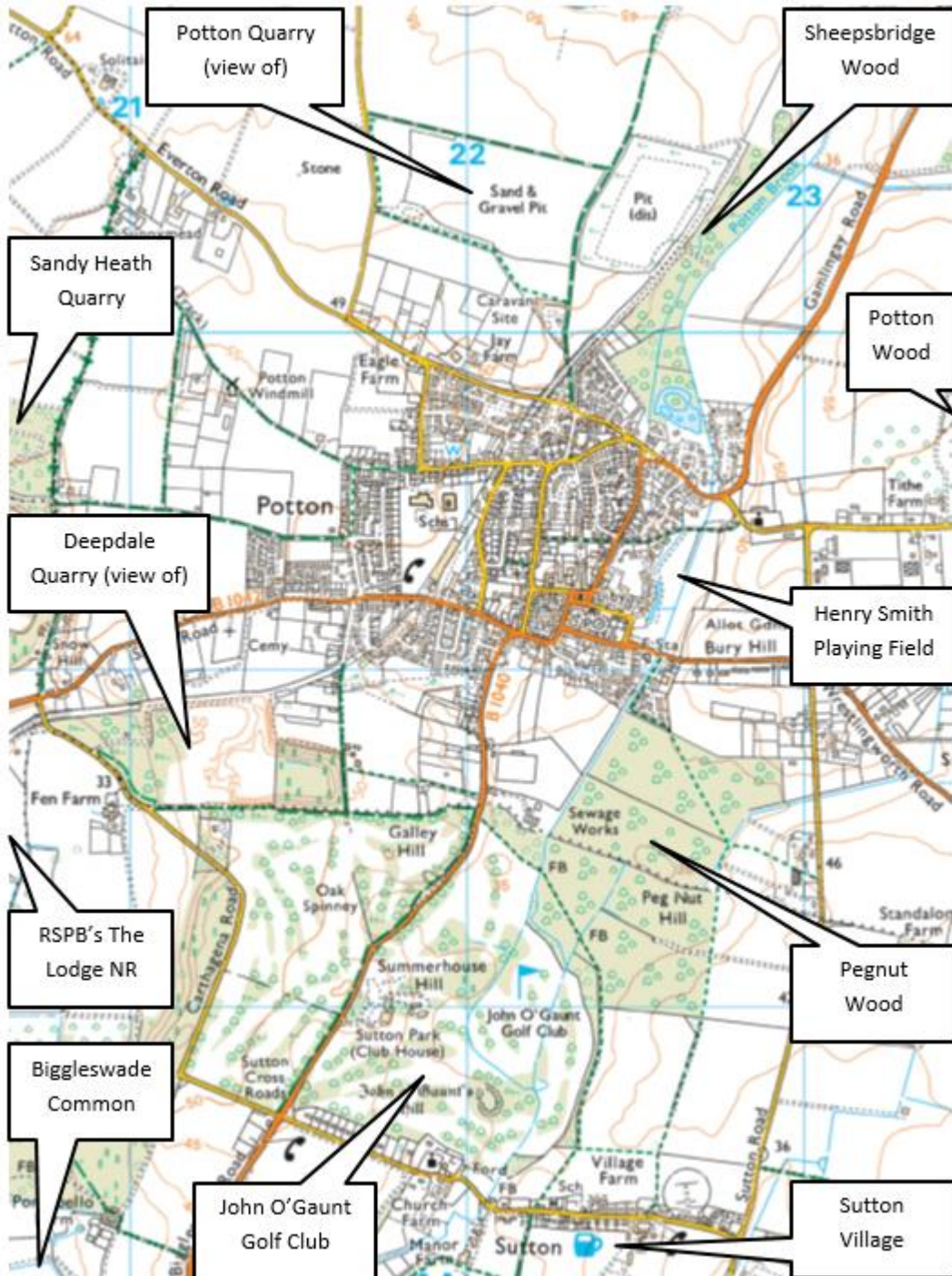
A number of the routes that have been identified for the Green Wheel do not currently have the appropriate legal status for the type of use envisaged. Where the proposed route uses a Public Footpath but is identified for future use by cyclists, the consent of the landowner for a permissive route or a legal order to change the status of the path will be required. In other locations, new routes may be identified which will require the creation of a footpath, bridleway or cycletrack, as appropriate. The principle Potton Green Wheel Development Group members (CBC, BedsRCC and Potton Town Council), will seek to ensure that the appropriate legal process associated with physical construction works are undertaken.



10 CONTEXT MAPS

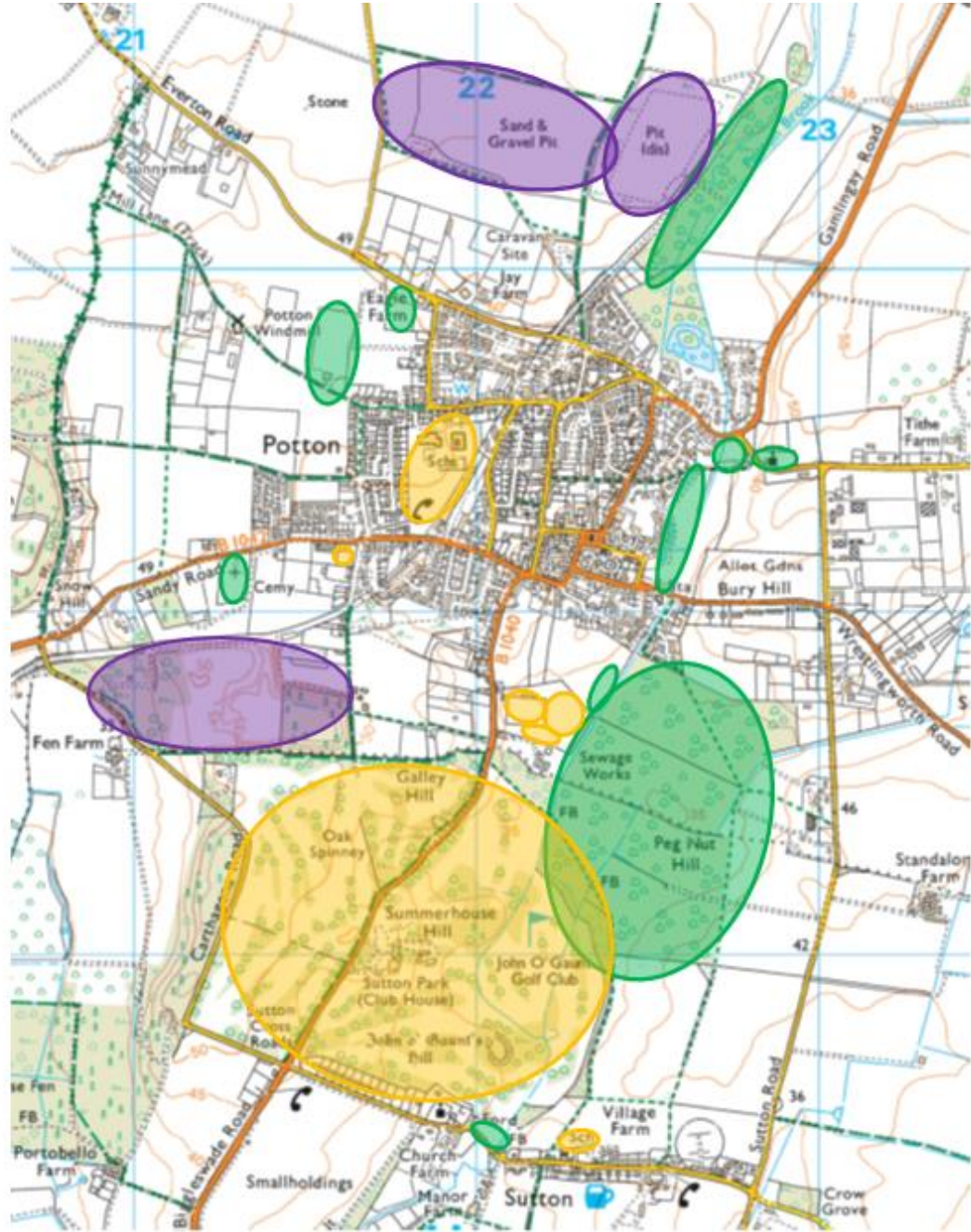
The following series of maps show a range of services, facilities and attractions in and around Potton. Many of these destinations are on, or very close to, one or more of the Green Wheel routes, or can be accessed from the Green Wheel via links in the wider Public Rights of Way network.

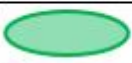


Fig 2: Visitor 'hubs' and 'attractions' in and around Potton



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Fig 3: Existing and Potential Green Space Provision

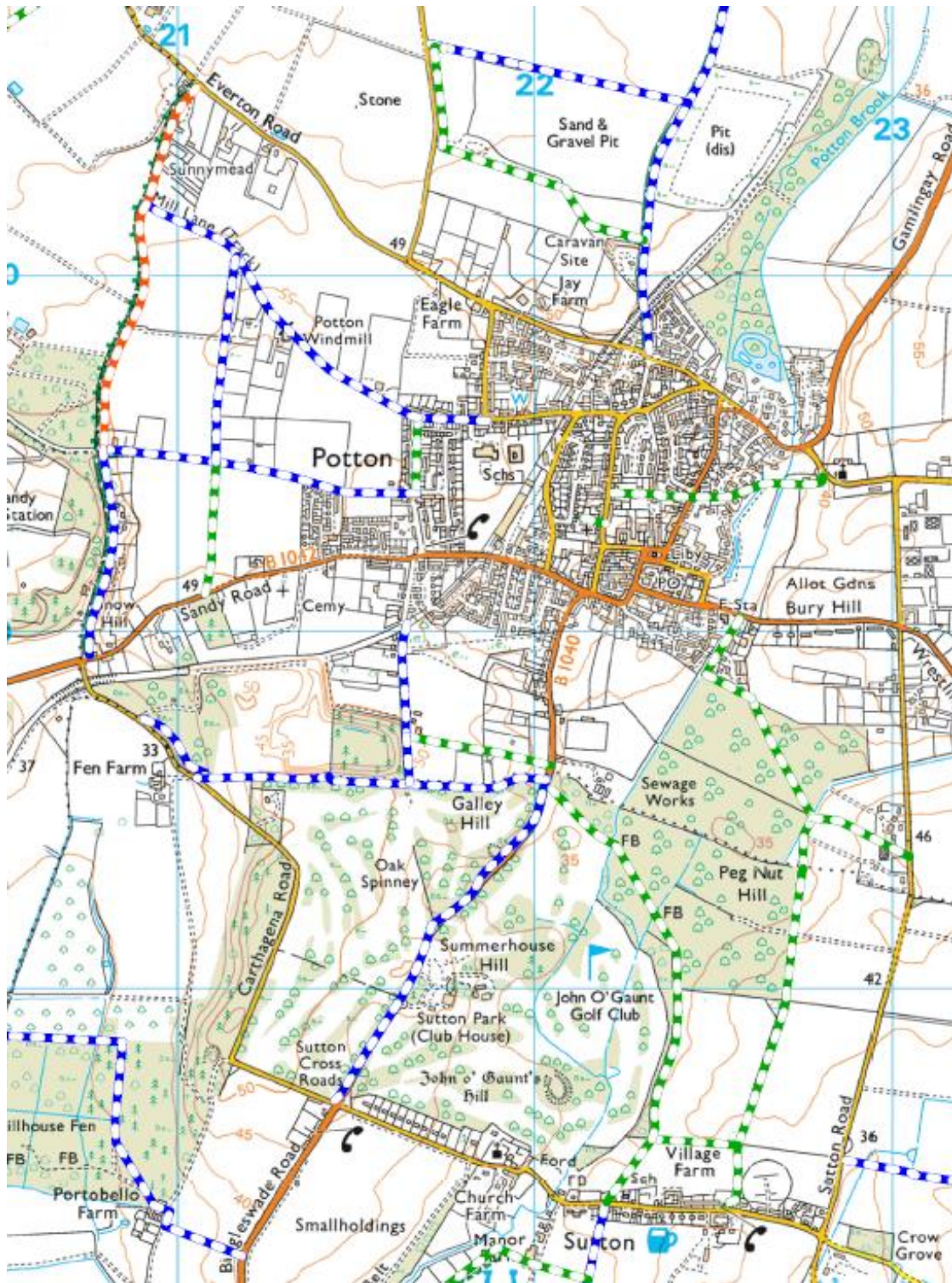


Existing accessible public green spaces	
Other green spaces (school grounds, sports clubs, etc)	
Future / potential green spaces	

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Fig 4: Existing Rights of Way Network



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Green dashed = Public Footpath (FP).
Blue dashed = Public Bridleway (BW).
Orange dashed = Byway Open to all Traffic (BOAT)

11 KEY COMPONENTS OF THE GREEN WHEEL

It is anticipated that the Potton Green Wheel will be approximately 11km (7 miles) in length; with the exact length to be determined once existing missing links in the 'areas of search' have been identified.

For the purposes of developing and delivering a clear and coherent plan, the Potton Green Wheel has been divided into sections.

Each of these sections are summarised below, giving overviews of the work required to create the Potton Green Wheel.

Green Wheel 'Rim':

- North East: The Heath – Church Causeway
- South East: Church Causeway – Biggleswade Road
- West: Biggleswade Road – The Heath

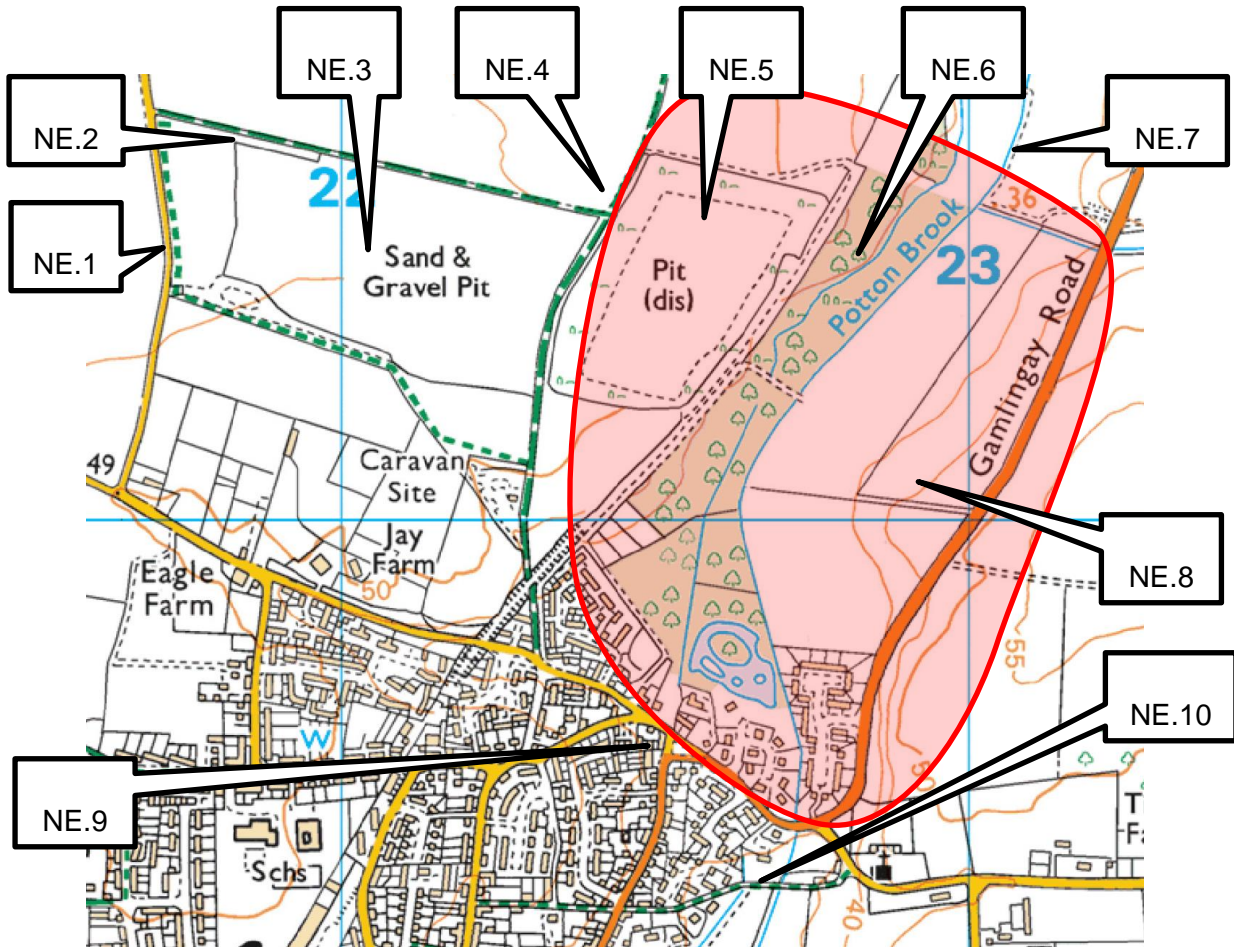
Green Wheel 'Spokes'

Detailed descriptions of these works are in the following chapters of this Masterplan.




12 NORTH EAST (The Heath – Church Causeway)

Fig 5. PGW NE Section



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NE.1	Potton Quarry western boundary	NE.8	NE Area of search for GW route
NE.2	Potton Quarry northern boundary – BW13	NE.9	Urban roads/ paths to be used until outer route is available
NE.3	Potton Quarry	NE.10	Church Causeway/ Public Footpath 16
NE.4	Public Bridleway 11		
NE.5	Disused Quarry		
NE.6	Sheepsbridge Wood / Lammas Meadow		Area of search for GW route
NE.7	Potton Brook		

The above features are detailed in the following pages, with comments and proposals as appropriate.

12.1 Primary Access Routes forming the Proposed PGW North East section

NE.1 Potton Quarry western boundary

A bund running parallel to The Heath forms the western boundary of Potton Quarry. Public Footpath 12 is due to be diverted onto this bund from its former alignment through the quarry site. The raised bund gives good views eastwards into and beyond the quarry.

Proposals:

- Once FP12 has been formally diverted, upgrade path status to permit cycling (Public Bridleway of Public Footpath with rights to cycle)
- Surface to GW specification
- Create ramped access at northern end to link with BW13
- Create safe access point/ structures at southern end
- Install appropriate signage/ waymarking
- Create viewpoint into quarry, with benches and information board

NE.2 Potton Quarry northern boundary

Public BW13 runs along the northern boundary of Potton Quarry, linking The Heath to BW11. It is bordered by fencing to arable land and a scrubby bund along the quarry edge. The corridor between these features provides a good setting for the GW.

Proposals:

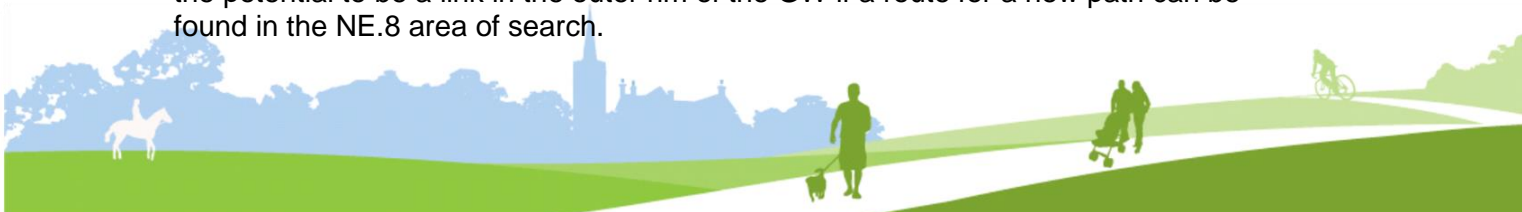
- Surface to GW specification (much of the route has a reasonable existing surface and will require less work to upgrade than other sections)
- Install appropriate signage/ waymarking
- Clear some scrub to widen accessible corridor.
- Create steps on the bund to provide viewpoints into quarry, with benches and information board

NE.4 Public Bridleway 11

Public BW11 runs to the north and south from the junction with BW13. When complete the outer route of the GW will follow either the southern or northern section of BW11.

The southern section has the potential to be an attractive route but takes the wheel into the built edge of Potton rather than around it. It may serve better as a spoke, rather than the main rim of the GW. The tree/ scrub-lined corridor leads to Myers Road via Common Road, passing the eastern boundary of Potton Quarry and a Travellers' site. The path has the potential to create a significant and well-used link within the GW but will need ongoing management to make it a desirable route for users.

To the north of the junction with BW13, the BW passes between an arable field and the landscaped tree planting of the disused former quarry. Part of this section has the potential to be a link in the outer rim of the GW if a route for a new path can be found in the NE.8 area of search.



Proposals:

- Clear scrub to create accessible corridor
- Install appropriate signage/ waymarking
- Monitor levels of use and if route becomes sufficiently popular, surface to GW specification.

NE.8 NE area of search for GW route

There are no existing Public Rights of Way to the immediate north east of Potton. To create a continuous, off-road, GW, which passes around the outside of the settlement, new routes will need to be created within the identified area of search.

Proposals:

- Explore opportunities with landowners to create a new multi-user GW route to link BW11 to Church Causeway
- Create, surface and sign as appropriate

NE.10 Church Causeway/ Public Footpath 16 (also SE.1)

Whichever route to the north becomes the main GW rim (see NE.8 and NE.9), part of Church Causeway will be required as the GW rim. The route is currently a tarmac-surfaced Public Footpath with modest variations in width along its length.

Proposals:

- Explore potential for permitting cycling along required section of path
- Install appropriate signage/ waymarking

12.2 Secondary Access Routes forming the Proposed PGW North East section

NE.9 Urban roads/ paths to be used until outer route is available

Until a new outer-rim route for the GW can be found to the north-east of Potton (see NE.8), roads and paths within the settlement will need to be used.

Fig 6. PGW NE in-town route options



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Fig 6 above identifies the main options should an ‘in-town’ route need to be used while an outer rim route to the north east is sought. One of these options utilises the majority of Church Causeway / Public Footpath 16; and this would require the same proposals as NE.10 above.

Proposals:

- Explore potential for permitting cycling along required section of path
- Install appropriate (potentially temporary) signage/ waymarking

12.3 Other Features forming the Proposed PGW North East section

NE.3 Potton Quarry

Potton Quarry is an active quarry, although a restoration plan for the site is already being implemented in the eastern part of the site. At approximately 20 hectares the site is of significance for biodiversity and has the potential to benefit the local community.

“The restoration strategy is to create an environment suitable for nature conservation; encouraging habitats and species that contribute to the habitat network in the Greensand Ridge, being of value both at a local and County-wide level and supporting species of national importance.” February 2019, Restoration Strategy.

The approved restoration scheme also includes a Public Footpath which will take a route through the base of the quarry from the existing Public Footpath 12.



Proposals:

- Ensure restoration plan and aftercare scheme are fully implemented.
- Explore opportunities for showcasing geological profiles as an educational and information resource with Greensand Country (www.greensandcountry.com)
- Explore opportunities for the long-term ownership/ management of the site as an accessible nature reserve/ community asset

NE.5 Disused Quarry

This attractive former quarry site is over 11 hectares in area and consists of a flat area of open grassland at the base of steep, tree-covered banks. The site is privately owned and has no formal public access rights. Off-road motorcyclists regularly use the site, including for occasional organised events. The site is also used by some local residents and dog walkers.

Proposals:

- Explore opportunities for formalising public access (subject to landowner consent)
- Explore opportunities for maximising the wildlife value of the site (subject to landowner consent)

NE.6 Sheepsbridge Wood/ Lammas Meadow

This 9 hectare site lies between the disused railway line and Potton Brook. It is principally a poplar plantation, with areas of great tree species diversity alongside Potton Brook and to the north. The site has permissive access rights for pedestrians.

Proposals:

- Explore opportunities for formalising and retaining public access rights.
- Explore opportunities for maximising the wildlife value of the site.
- Explore opportunities for enhancing visitor experience (subject to landowner consent) through the provision of benches and an information board, including adjacent to Potton Brook.

NE.7 Potton Brook

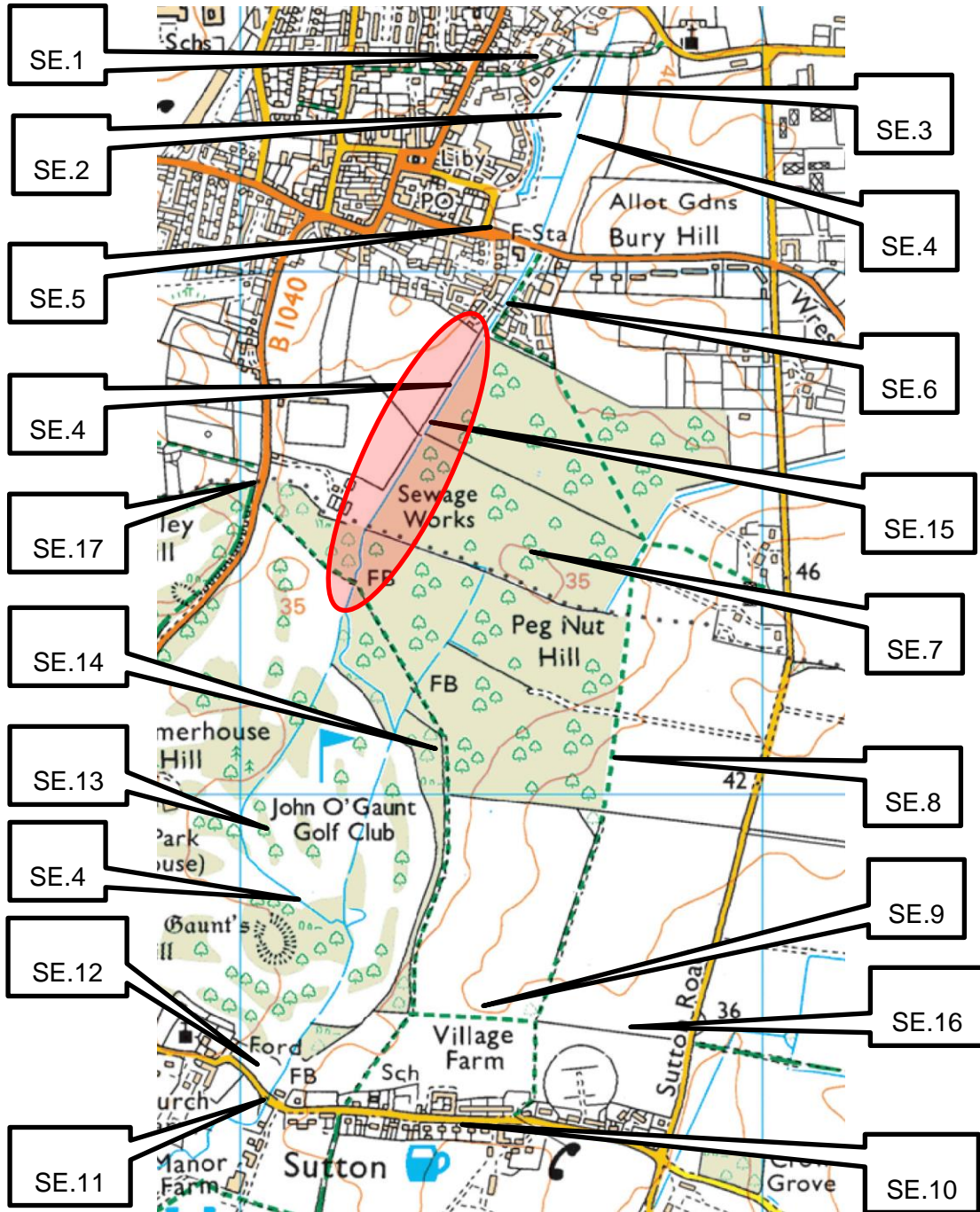
Potton Brook is a tributary of the River Ivel, rising north east of Gamlingay and joining the River Ivel at Biggleswade Common. While only a small watercourse it supports significant species of wildlife including otter, water vole and kingfishers.

Proposals:

- In conjunction with work on upstream reaches of the brook, seek to remove invasive species which have a negative impact on biodiversity
- Explore opportunities for creating viewpoints of the brook from accessible locations.
- Explore opportunities for in-channel enhancements to maximise diversity of channel form and habitats especially for water voles; and to contribute to slowing the flow and reducing downstream flood risk.


13 SOUTH EAST (Church Causeway – Biggleswade Rd)

Fig.7. PGW SE Section



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SE.1	Church Causeway, Public Footpath 16	SE.9	FP11 – Sutton Public Footpath 11
SE.2	Henry Smith Playing Field	SE.10	Sutton High Street
SE.3	Millennium Path	SE.11	Sutton Medieval Packhorse Bridge
SE.4	Potton Brook	SE.12	Church Field
SE.5	Brook End Car Park/ Brook End/ Bury Hill	SE.13	John O’Gaunt Golf Club
SE.6	FP1 – Potton Public Footpath 1	SE.14	FP1 – Sutton Public Footpath 1
SE.7	Pegnut Wood	SE.15	Potton Brook Link
SE.8	FP2 – Sutton Public Footpath 2	SE.16	Sutton FP11/2 to Sutton BW6 link
	Area of search for Green Wheel route	SE.17	Biggleswade Road

13.1 Primary Access Routes forming the Proposed PGW South East section

SE.1 Church Causeway, Public Footpath 16 (also NE.10)

Whichever route to the north becomes the main GW rim (see NE.8 and NE.9), part of Church Causeway will be required as the GW rim. The route is currently a tarmac-surfaced Public Footpath with modest variations in width along its length.

Proposals:

- Explore potential for permitting cycling along required section of path
- Install appropriate signage/ waymarking

SE.3 Millennium Path

Millennium Walk is a surfaced path along much of the western boundary of the Henry Smith Playing Field. While not a Public Right of Way, the site is openly accessible to the public.

Proposals:

- Permit cycling on the path
- Consider widening the path to increase ease of multi-use; including signage and marking to provide pedestrian and cycle lanes.
- Explore opportunities for extending the path to link directly with Bury Hill (passing through/ beside play area/ skate park)

SE.5 Brook End Car Park/ Brook End/ Bury Hill

Without a new link within the southern end of the Henry Smith Playing Field (see proposal in SE.3), the PGW will need to pass through the Brook End car park and utilise the pavement (and road for cyclists) alongside Brook End and Bury Hill.

Proposals:

- Provide additional safety signage, including white lining, for route through car park.
- Explore opportunities for widening Brook End and Bury Hill pavements to create shared pedestrian/ cycle route.
- Install appropriate signage/ waymarking.

SE.6 FP1 – Potton Public Footpath 1

Potton Public Footpath 1 leads south from Bury Hill, along the western and southern edges of Sheepwalk Close and into Pegnut Wood. The path passes alongside Potton Brook and then passes south eastwards through Pegnut Wood.

Proposal:

- Seek to upgrade permitted use of Public Footpath to allow cycling (subject to landowner consent).

SE.8 FP2 – Sutton Public Footpath 2

Sutton Public Footpath 2 leads south from the eastern boundary of Pegnut Wood, into the village of Sutton. Along with Sutton Public Footpath 1 that links Sutton to the Biggleswade – Potton road, these are the only Public Rights of Way between Sutton Road in the East and Biggleswade Road in the west.

Proposals:

- Seek to upgrade permitted uses of Public Footpath to allow cycling (subject to landowner consent).
- Subject to change in permitted uses, seek to surface to Green Wheel specification

SE.10 Sutton High Street

Sutton is a small, linear village lying to the south of Potton and Pegnut Wood. It has an attractive High Street with many interesting buildings. While FP11 (see SE.9) could form the outer rim of the PGW it is believed that many users would wish to visit Sutton to enjoy the public house, the medieval packhorse bridge (see SE.11), church and Church Field (see SE.12). There is a pavement along the High Street for pedestrians and while there is no off-road cycle route, the road is relatively quiet with good sight lines. FP11 – SE.9 could provide an alternative off-road cycling option.

Proposal:

- Install appropriate signage/ waymarking

SE.14 FP1 – Sutton Public Footpath 1

Sutton Public Footpath 1 leads north from the village of Sutton to Biggleswade Road within the western boundary of Pegnut Wood. Along with Sutton Public Footpath 2 that links Sutton to the eastern side of Pegnut Wood, these are the only Public Rights of Way between Sutton Road in the East and Biggleswade Road in the west.

Proposals:

- Seek to upgrade permitted use of Public Footpath to allow cycling (subject to landowner consent).
- Subject to change in permitted uses, seek to surface to Green Wheel specification



SE.17 Biggleswade Road

The proposed Green Wheel route will utilise a 30m section of pavement along the eastern side of Biggleswade Road. A crossing point of this busy road is required to link the pavement to Sutton Bridleway 8.

Proposals:

- Maximise width of pavement through hedge trimming and surfacing, as appropriate
- Insert appropriate road crossing signage for both Green Wheel users and motorists

13.2 Secondary Access Routes forming the Proposed PGW South East section

SE.9 FP11 – Sutton Public Footpath 11

Sutton Public Footpath 11 runs parallel to and north of Sutton High Street. It acts as a link between Sutton Public Footpaths 1 and 2. Upgrading this link to permit cycling would provide two options for users of this southern section of the Green Wheel – the village route of Sutton High Street or this traffic-free route to the north.

Proposals:

- Seek to upgrade permitted use of Public Footpath to allow cycling.
- Subject to change in permitted uses, seek to surface to Green Wheel specification

SE.15 Potton Brook Link

The use of SE.8 and SE.14 will create an outer rim of the Green Wheel which would provide a long countryside route and connect to Sutton. However, a shorter rim option, closer to Potton could potentially be provided by creating a new route alongside Potton Brook (on either the western or eastern banks, or part of each). The route would link Potton FP1 (see SE.6) to the north western end of Sutton FP1 (see SE.14). Due to the habitat sensitivity of Potton Brook any bank side paths and bridges will need to be appropriately located and constructed.

Proposals:

- Explore opportunities for creating new Green Wheel link along the bank(s) of Potton Brook

SE.16 Sutton FP11/2 to Sutton BW6 link

There is currently a short missing link between these two Rights of Way. Old maps suggest this field boundary was previously a Public Right of Way. Creating / reinstating a Public Bridleway along this boundary would complete an off-road link (outer 'spoke') from the Green Wheel, and Sutton, to Wrestlingworth.

Proposals:

- Explore opportunity for creating Public Bridleway to fill missing link in the network.

13.3 Other Features forming the Proposed PGW South East section

SE.2 Henry Smith Playing Field

The Henry Smith Playing Field is an attractive formal recreation area close to the town centre. It has an extensive and well-equipped recreation area and skate park plus a large area of open space. Millennium Walk is a surfaced path along much of the site's western boundary, with benches alongside. It is bordered to the east by Potton Brook and a line of mature trees.

Henry Smith Playing Field – and the land to east on the opposite side of Potton Brook have been designated as Local Green Spaces (LGS-1 and LGS-6 respectively), in the Potton Neighbourhood Plan 2016-2035. As such these sites are identified as having local significance and value and are protected against inappropriate development.

Proposals:

- Install a PGW information board
- See SE.3 Millennium Walk proposals.

SE.4 Potton Brook

Potton Brook is a tributary of the River Ivel, rising north east of Gamlingay and joining the River Ivel at Biggleswade Common. While only a small watercourse it supports significant species of wildlife including otter, water vole and kingfishers.

Proposals:

- In conjunction with work on upstream reaches of the brook, seek to remove invasive species which have a negative impact on biodiversity
- Explore opportunities for in-channel enhancements (in both the Henry Smith Playing Field and Pegnut Wood) to maximise diversity of channel form and habitats; and to contribute to slowing the flow and reducing downstream flood risk.

SE.7 Pegnut Wood

Pegnut Wood is a large privately owned woodland, dominated by stands of commercially grown poplars, but with areas of broadleaved trees and naturally regenerating woodland. The site has previously been managed for public access with an extensive network of paths and rides; although the only formal access currently are the Public Footpaths. The site is a very important habitat within the local landscape for many species of birds, mammals and invertebrates.

The site is approximately 40 hectares in area and stands either side of the parish boundary between Potton and Sutton.

The northern half of the site is within the parish of Potton and has been designated as Local Green Space (LGS-2), in the Potton Neighbourhood Plan 2016-2035. The site is also identified as Aspiration 19 in the revised Potton Green Infrastructure Plan 2018: 'Increase wildlife value of Pegnut Wood through appropriate habitat management.'



The southern half of the site is within the parish of Sutton and has been designated as Local Green Space (LGS1) in the Sutton Neighbourhood Plan (2020-2035).

Proposals:

- Seek to work with the landowner to enhance the habitat value of the woodland.
- Seek to work with the landowner to enhance the amenity value of the woodland, through the reinstatement of some paths and rides and the installation of benches and information boards.

SE.11 Sutton Medieval Packhorse Bridge

The Packhorse bridge in the centre of Sutton village is believed to be 13th century double arched bridge over Potton Brook, a tributary of the River Ivel. With its associated ford and attractive surroundings, it is an iconic 'beauty spot' of east Bedfordshire. To the immediate north west of the bridge is Church Field (see SE.12).

SE.12 Church Field

This site is located within the centre of the village, bordered by Potton Brook, the medieval packhorse bridge and near All Saints Parish Church. The field was part of a gift to the Diocese of St Albans by the Burgoynes, on or about the time the village was enclosed (in the early 18th century), in "perpetual lieu of tithes.' An attractive site due to the trees, shrubs and brook forming its boundaries, it is open to the public as a recreational greenspace and is used for children's play, informal recreation and occasional community events.

The site has been designated as a Local Green Space (LGS3) within the Sutton Neighbourhood Plan (2020-2035).

While the site is 150m away from the proposed PGW route, being adjacent to the ford and packhorse bridge, it makes an obvious and attractive stopping point for a rest or a picnic.

SE.13 John O'Gaunt Golf Club

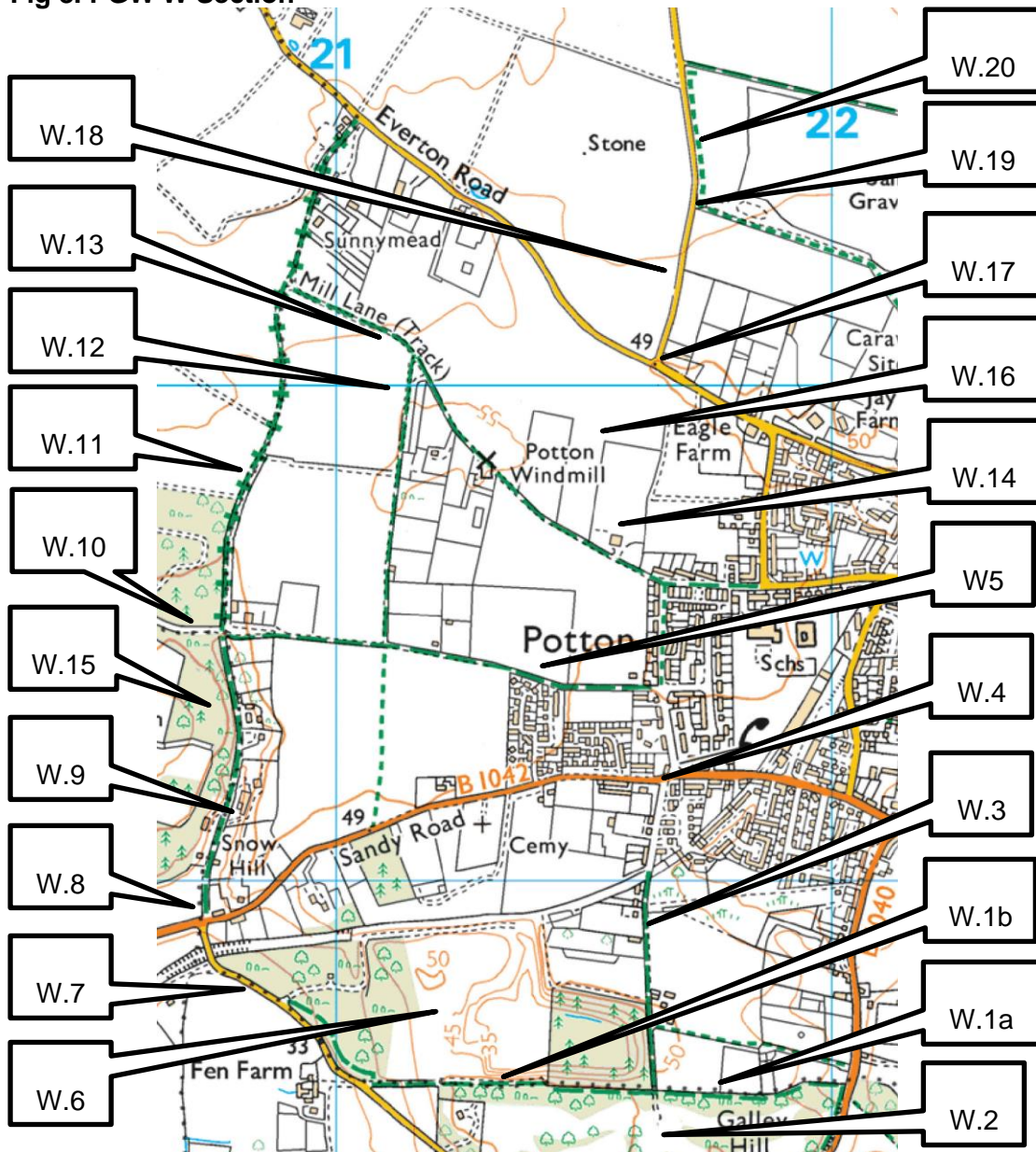
The John O'Gaunt Golf Club is a prestigious golf club boasting two attractive 18-hole courses, with the 'John O'Gaunt' course occupying the former Sutton Park within the PGW south east section. Sutton Public Footpath 1 (see SE.14) passes along the eastern boundary of the course. The clubhouse is in the former Burgoyne manor house of Sutton Park. The golf club maintain the beautiful parkland grounds of Sutton Park and manage the land in a positive, wildlife friendly way.

Proposal:

- Explore opportunities with the golf club to create some viewpoints onto the attractive parkland/ course, from Sutton Public Footpath 1 (see SE.14).

14 WEST (Biggleswade Rd – The Heath)

Fig 8. PGW W Section



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W.1a	BW8 – Sutton Public Bridleway 8;	W.11	BOAT7 – Potton Byway Open to All Traffic 7
W.1b	BW5/19 – Potton Public Bridleways 5 & 19	W.12	BW10 – Potton Public Bridleway 10
W.2	Galley Hill / The Belt / Carthagera Golf Course	W.13	BW6 – Potton Public Bridleway 6
W.3	BW17/5 – Potton Public Bridleways 17 & 5	W.14	Mill Lane Recreation Ground & Potton Pavilion
W.4	Sutton Mill Road & Newtown	W.15	Sandy Heath Quarry
W.5	Old Bedford Road / BW9 – Potton Public Bridleway 9	W.16	Mill Lane – Everton Road link
W.6	Deepdale Quarry	W.17	Everton Road/ The Heath junction
W.7	Carthagera Road	W.18	Everton Road – Potton Quarry link
W.8	Deepdale Crossroads	W.19	The Heath road crossing
W.9	Deepdale / BW7 – Potton Public Bridleway 7	W.20	Potton Quarry western boundary
W.10	Link to Long Riding/ RSPB/ Sandy		

14.1 Primary Access Routes forming the Proposed PGW West Section

W.1a BW8 – Sutton Public Bridleway 8

This Public Bridleway runs westwards from Biggleswade Road, linking with BW5/19 – Potton Public Bridleways 5 & 19 (see W.1b) and BW17/5 – Potton Public Bridleways 17 & 5 (see W.3). This corridor of land between Biggleswade Road and Carthagera Road is a County Wildlife Site. To the south lie Galley Hill, The Belt and the Carthagera Course of the John O’Gaunt Golf Club (see W.2). The setting of this Bridleway makes it a very attractive PGW route.

Proposals:

- Surface to GW specification
- Install appropriate signage/ waymarking
- Explore opportunities with the golf club to create some viewpoints onto the attractive course

Ultimately it is desired for the PGW to continue further west, to Carthagera Rd, and then northwards through Deepdale, to provide a longer, countryside-setting for the route. However, it is acknowledged that this requires a number of large-scale long-term enhancements to local Highways at Carthagera Road (see W.7) and Deepdale Crossroads (see W.8).

Consequently, an alternative route is proposed for the ‘outer rim’ – using Sutton Mill Road & Newtown (see W.4) and Old Bedford Road / BW9 – Potton Public Bridleway 9 (see W.5).

For the purposes of this Masterplan, both route options are included.

W.3 BW17/5 – Potton Public Bridleways 17 & 5

These Bridleways lead northwards into the south west corner of Potton, via Sutton Mill Road, passing Deepdale Quarry (see W.6) to the west and new housing to the east.

Proposals:

- Surface to GW specification
- Install appropriate signage/ waymarking
- Explore opportunities to install seating to create a viewpoint into the attractive Deepdale Quarry (W.6) (subject to landowner consent)

W.4 Sutton Mill Road & Newtown

Sutton Mill Road is a quiet, no-through route residential road. The road is lined with pavements and while there is no off-road cycle route, the road is relatively quiet with good sight lines.

Sutton Mill Road leads on to Newtown via a staggered crossing of Sandy Road. Newtown has pavements but no off-road cycle option and so user care will be required

Proposals:

- Enhance safety of road junction for pedestrians and cyclists.
- Install appropriate signage/ waymarking

W.5 Old Bedford Road / BW9 – Potton Public Bridleway 9

This bridleway is the principal off-road route linking Potton to Deepdale; and in the short term at least is likely to form part of the PGW outer route/ rim. Depending on what can be achieved elsewhere in creating the PGW outer route/ rim (W.1b, W.7, W.8 & W.9) this bridleway, may in time become a major spoke inside the PGW. The bridleway has a tarmac surface and is bordered by paddocks/ grazing land and arable fields.

Proposals:

- Explore opportunities for planting specimen trees alongside the path
- Consider installation of additional dog/ litter bins
- Install appropriate signage/ waymarking
- Install a PGW information Board at the junction of Newtown and Old Bedford Road.

W.1b BW5/19 – Potton Public Bridleways 5 & 19

This continuation of this Bridleway from W.1a completes the east-west link from Biggleswade Road to Carthage Road. This corridor of land between Biggleswade Road and Carthage Road is a County Wildlife Site. To the south lies the Carthage Course of the John O'Gaunt Golf Club (see W.2); and to the north lies Deepdale Quarry (See W.6). The setting of this Bridleway makes it a very attractive PGW route.



Proposals:

- Surface to GW specification
- Install appropriate signage/ waymarking
- Install a PGW information Board with views into Deepdale Quarry
- Explore opportunities with the golf club to create some viewpoints onto the attractive course

W.7 Carthagen Road

This road links the Potton – Biggleswade and Potton – Sandy roads. The section of the road between the entrance to the old Deepdale Quarry site/ Bridleway 19 (see W1.b) and Deepdale crossroads (see W.8) is narrow, with bends reducing sight lines. It also has a pinch point at the location of the dismantled bridge on the disused Bedford – Cambridge railway line.

Proposals:

- Explore potential of increasing the safety of this route option by
 - extending Bridleway 19 northwards alongside Carthagen Road within the old Deepdale Quarry site; or
 - widening Carthagen Road and creating a road verge cycleway; or
 - creating a new route within the field-edges along the south west/ west edge of Carthagen Road
- create grade-separated path at pinch point of railway bridge abutments, as part of a long-term plan to remove the abutments and re-profile the embankments.
- Surface any new path sections to at least GW specification
- Install appropriate signage/ waymarking

W.8 Deepdale Crossroads

This is a busy junction with Carthagen Road and Deepdale meeting at Potton Road (B1042). Sight line to the west are good but are restricted to the east by a bend in the road.

Proposal:

- Explore scope of creating a safe crossing point of the B1042 to the west of the crossroads, using the wider road verges and longer sight lines to the east.

Note: W.7 Carthagen Road and W.8 Deepdale Crossing, form part of the long-term proposed outer rim of the Green Wheel. In the short-medium term – until the road safety proposals identified above have been implemented – an alternative rim route using Potton Public Bridleways 17 & 5 (see W.3) and Old Bedford Road / BW9 – Potton Public Bridleway 9 (see W.5) will be used.

W.9 Deepdale / BW7 – Potton Public Bridleway 7

Deepdale is a no-through road, the tarmac surface of which also carries Potton Bridleway 7. It is a quiet road which serves a small number of residential properties and small businesses. With mature woodland bordering Sandy Heath Quarry to the west, it is an attractive setting for the PGW.

Proposal:

- Install appropriate signage/ waymarking

W.11 BOAT7 – Potton Byway Open to All Traffic 7

Potton Byway Open to All Traffic 7 links northwards from Deepdale to the Potton – Everton road. The southern section passes through the edge of mature deciduous woodland, becoming a gravelled, field-edge farm track further north. The southern section is very attractive but can become very muddy and rutted during the winter months and wet weather. As the route can legally be used by off-road vehicles, surfacing to standard Green Wheel specification would not be appropriate.

Proposals:

- Explore feasibility of surfacing a Green Wheel path parallel to the route used by motorised vehicle, within the overall width of the Byway
- Install appropriate signage/ waymarking
- Install PGW information board and bench
- Show on route map as a seasonal alternative to W.12

W.12 BW10 – Potton Public Bridleway 10

Potton Public Bridleway 10 is a north-south route linking Bridleways 9 and 6 (see W.5 and W.13). It is a compacted earth/ sand track towards the southern end, become a gravelled road at the northern end. This route passes between paddocks/ grazed land and arable fields. It will either be a spoke or the outer rim of the PGW, depending on whether BOAT7 (see W.11) is used as the main PGW rim.

Proposals:

- Surface to GW specification
- Install appropriate signage/ waymarking
- Explore opportunities for planting specimen hedgerow trees
- Show on route map as a seasonal alternative to W.11

W.13 BW6 – Potton Public Bridleway 6

Potton Public Bridleway 6 provides a link between the northern end of BW10 (see W.12) and the potential outer rim of the PGW on BOAT7 (see W.11). It is an attractive track running between grazed land and an arable field. To the east of the junction with BW10 (see W.12), BW6 follows Mill Lane eastwards towards Potton. Mill Lane is a tarmac-surfaced road with areas of poorer quality surfacing toward its western end. It passes the remains of Potton Windmill, now part of a residential property.

Proposals:

- Surface section west of the end of Mill Lane to GW specification
- Repair potholes towards western end of Mill Lane
- Install appropriate signage/ waymarking
- Explore opportunities for planting hedgerows and specimen trees



W.16 Mill Lane – Everton Road link

There are currently no off-road route options linking from the vicinity of the Mill Lane Recreation Ground/ Pavilion to the Everton Road/ The Heath junction (see W.17). A potential field-edge route has been identified, passing around the outside of the western and northern boundaries of the Recreation Ground, and linking north to Everton Road.

Proposals:

- Create new Public Bridleway to link Mill Lane to Everton Road
- Surface to Green Wheel specification
- Install appropriate access structure where path meets public highway (at W.17)
- Install appropriate signage/ waymarking
- Explore opportunity to provide roadside link from junction into Potton, passing allotments

W.17 Everton Road/ The Heath junction

This road junction, while not especially busy, is used by large vehicles accessing Potton Quarry. Other vehicles passing between Potton and Everton can be travelling at speed. Without enhancements, this junction is a barrier to many users.

Proposal:

- Work with CBC Highways to install a safe crossing of Everton Road, to the west of the junction. To include dropped kerbs and signage. Explore extending the current speed limit of Everton Road from Potton, to west of the junction.

W.18 Everton Road – Potton Quarry link

There is currently no off-road route northwards from the Everton Road / The Heath junction (see W.17) towards Potton Quarry. A potential field-edge route has been identified, running parallel to, and west of, The Heath.

Proposals:

- Create new Public Bridleway to link Mill Lane to Everton Road
- Surface to Green Wheel specification
- Install appropriate access structures where path meets public highways (at W.17 and W.19)
- Install appropriate signage/ waymarking

W.19 The Heath road crossing

The Heath, while not especially busy, does see vehicles travelling at speed. Creating a crossing point to the north of the entrance to Potton Quarry (with the majority of quarry vehicles travelling south) will enhance user safety and enjoyment of the Green Wheel.

Proposal:

- Work with CBC Highways to install a safe crossing of The Heath. To include dropped kerbs and signage.

W.20 Potton Quarry western boundary

Potton Public Footpath 12 is due to be re-instated along the bund forming the western boundary of Potton Quarry. Upgrading this reinstated Public Right of Way to permit cycling will create a link between the proposed new Public Bridleways to the south (see W.18 and W.16) and Potton Bridleway 13 to the north.

Proposals:

- Reinststate and upgrade status of path along bund
- Install appropriate access structure where path meets public highway (at W.19)
- Surface to Green Wheel specification
- Install appropriate signage/ waymarking

14.2 Secondary Access Routes forming the Proposed PGW West section

W.10 Link to Long Riding/ RSPB/ Sandy

This route is a continuation westward from Old Bedford Road / BW9 – Potton Public Bridleway 9 (see W.5) at Deepdale; and as such is a spoke extending beyond the rim of the PGW. See Spokes SP.4 for additional details

14.3 Other Features forming the Proposed PGW West section

W.2 Galley Hill / The Belt / Carthagera Golf Course

The John O'Gaunt Golf Club is a prestigious golf club boasting two attractive 18-hole courses, with the 'Carthagera Course' in the PGW West section; created on former farmland to the north of Sutton Park and to the west of the 'John O'Gaunt Course'. Sutton Public Bridleway 8 and Potton Public Bridleway 5 (see W.1) pass along the northern boundary of the Carthagera Course. Both are set within/ beside the mature and attractive deciduous woodland of Galley Hill and The Belt. The golf club maintain the beautiful course and manage the land in a positive, wildlife friendly way.

Proposals:

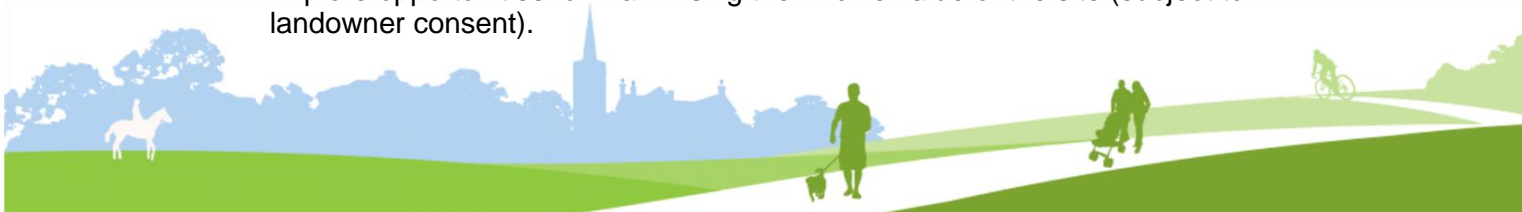
- Explore opportunities with the golf club to create some viewpoints onto the attractive golf course, from Sutton Public Bridleway 8 and Potton Public Bridleway 5 (see W.1).
- Install benches alongside PGW route

W.6 Deepdale Quarry

Deepdale Quarry lies to the south of the disused Bedford – Cambridge railway and is surrounded on its other three sides by potential PGW routes. The eastern portion of the 18 hectare site is fully restored and well landscaped/ managed. The quarry is designated as a Local Geological Site.

Proposals:

- Explore opportunities for maximising the wildlife value of the site (subject to landowner consent).



- Explore extending Bridleway 19 northwards alongside Carthagen Road within the old Deepdale Quarry site (see W.7) (subject to landowner consent).

The western portion of the site was used for landfill after extraction ceased. This area has potential to become an attractive landscape feature, once the trees planted over the landfill have fully established. While the site currently has no public access/recreation provision; some of it is used privately for off-roading / scrambling activities.

W.14 Mill Lane Recreation Ground

Mill Lane Recreation Ground consists of sports pitches and a children's play area. It is due to also have tennis courts constructed in its south west corner. The pitches are used both for formal matches and are open for informal use by the general public. The pavilion offers changing room facilities for organised sports matches.

W.15 Sandy Heath Quarry

Sandy Heath Quarry is an 85 hectare site to the west of Deepdale. Owned by Tarmac and managed in partnership with the RSPB the site is being restored to the former acid grassland and heathland habitats of the greensand ridge. While not directly viewed from the PGW, the link westwards from Deepdale (see W.10) passes along its northern boundary. When fully restored, the quarry will provide some public access.

Proposal:

- Seek to inform restoration plans to maximise public access to the restored quarry while maintaining its significant biodiversity value.

15 SPOKES

Fig 9. PGW Spokes



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Sp.1	Common Road Spoke	Sp.4	Old Bedford Road Spoke
Sp.2	Church Causeway Spoke	Sp.5	Mill Lane Spoke
Sp.3	Sutton Mill Road Spoke		

Sp1. Common Road Spoke

This spoke leads from the centre of town northwards utilising Sheffield Close, West End Lane, Common Road and Bridleway 11 (see NE.4). These routes are a mix of quiet residential roads with pavements and lanes which are no-through routes to vehicular traffic. While not completely off-road, these routes are quiet and provide the quietest and most direct route northwards from the centre of Potton to the PGW rim and beyond.



It is likely that at least the northern part of this spoke (see NE.4) will form part of the PGW rim in the short term, but will become a spoke should a preferred rim route to the north east be secured (see NE.8)

Proposal:

- Install appropriate signage/ waymarking

Sp.2 Church Causeway Spoke

This spoke leads from the centre of town eastwards towards St Mary's Church. The status of the path (Public Footpath 16) currently permits pedestrian use only. (see NE.10 and SE.1)

Proposals:

- Explore potential for permitting cycling along Church Causeway / Footpath 16.
- Install appropriate signage/ waymarking

Sp.3 Sutton Mill Road Spoke

Sutton Mill Road leads from the south west corner of the town, southwards. It is likely to form part of the PGW rim in the short term, but will become a spoke should the preferred rim route further west be achieved (see W.4 plus W.1b, W7, W.8 and W.9)

Proposals:

- Enhance safety of road junction for pedestrians and cyclists.
- Install appropriate signage/ waymarking

Sp.4 Old Bedford Road Spoke

Old Bedford Road leads from the western side of the town westwards. It is likely to form part of the PGW rim in the short term, but will become a spoke should the preferred rim route further west be achieved (see W.5 plus W.1b, W7, W.8 and W.9)

Proposals:

- Enhance safety of road junction for pedestrians and cyclists.
- Install appropriate signage/ waymarking

Sp.5 Mill Lane Spoke

Mill Lane leads from the north western corner of the town north-westwards. The western-most section of Mill Lane and Bridleway 6 (see W.13 and W.15) will form part of the PGW rim; with the eastern end of Mill Lane providing a short spoke into the residential area of Newtown/ Everton Road.

Proposals:

- Surface section west of the end of Mill Lane to GW specification
- Repair potholes/ surface unsurfaced section of Mill Lane
- Install appropriate signage/ waymarking
- Explore opportunities for planting hedgerows and specimen trees

16 CYCLE ROUTES TO NEIGHBOURING COMMUNITIES

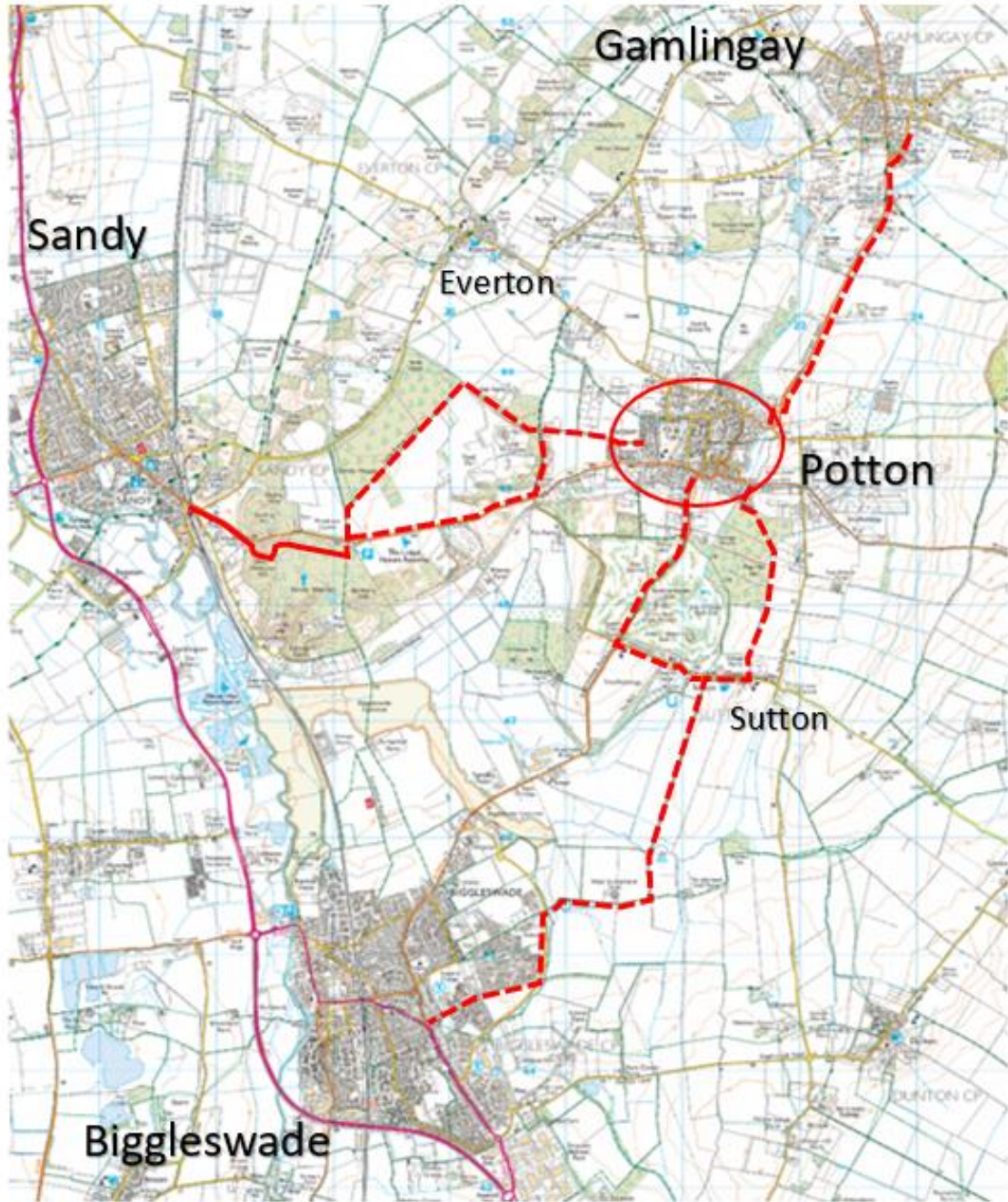
The centre of Potton lies 4.75km (3 miles) from Sandy railway station, 5.75km (3.5 miles) from Biggleswade railway station and 3.25km (2 miles) from the centre of Gamlingay (all distances are straight line).

Despite these short distances, no safe, off-road routes for pedestrians and cyclists exist between Potton and these communities. The development of Green Wheels for Biggleswade and Sandy – and the proposed PGW go some way to making these communities more accessible, but further work is required to enhance the network and complete these links.

While these proposed inter-town links extend beyond the rim of the PGW, they are of sufficient significance to be promoted as part of this masterplan. Each cycleway will require its own detailed planning document, but summaries are given below.



Fig 10. Potential Cycle routes linking Potton to Neighbouring Communities



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16.1 CW.PS Potton – Sandy Cycleway

The Potton – Sandy cycleway can easily be divided into two sections: east and west from the entrance to the RSPB's Lodge Nature Reserve on the B1040.

West of the entrance to the RSPB a cycleway to Sandy has been created, partly within the RSPB's nature reserves and partly alongside the B1040.

East of entrance to the RSPB there are two route options for a cycleway to Potton: A more direct route alongside the B1040 to Deepdale crossroads, then using Deepdale and Old Bedford Road (see W.8, W.9 and W.5) into the western side of Potton.

A more scenic route following Bridleway 28 northwards, to link with Bridleway 29 (Long Riding) and a link westwards along the northern boundary of Sandy Heath Quarry (see W.10).

The aspiration for enhanced cycling links between Potton & Sandy is also documented in the Potton Neighbourhood Plan 2016-2035 as policies T-2 and EV-4.

16.2 CW.PB Potton – Biggleswade Cycleway

At present there are no off-road cycling routes linking these two communities. The B1040 Potton – Biggleswade road is a fast road and unattractive to most cyclists. A route can be used, following the relatively quiet Church Road in Sutton to link Bridleway 8 alongside the B1040 from Potton to Bridleways 3, 31 and 28 to Biggleswade.

Should either or both proposals to upgrade the Public Footpaths to create cycle links from Potton to Sutton (see SE.6, SE.8 and SE.14) be achieved, a more direct, attractive and fully off-road link would replace the need to use Church Road.

A fully off-road route from Potton to Biggleswade via Sutton as above would measure approximately 7.5km to Biggleswade town centre/ railway station.

A very slightly shorter route could be achieved through the creation of a cycleway alongside the B1040 from Sutton crossroads to Biggleswade; to link with the Biggleswade Green Wheel at the Baden Powell Way cycleway. This would require 2.3km of new roadside cycleway to be created.

The aspiration for enhanced cycling links between Potton & Biggleswade is also documented in the Potton Neighbourhood Plan 2016-2035 as policies T-2 and EV-4.

Off-road cycle links between Sutton and Biggleswade, and between Sutton and Potton, are also aspirations within the Sutton Green Infrastructure Plan, aspirations 2, 9, 10 and 11.

16.3 CW.PG Potton – Gamlingay Cycleway

At present there are no off-road cycling routes linking these two communities. The B1040 Potton – Gamlingay road is a fast road and unattractive to most cyclists.



In 2019, Sustrans produced the 'Gamlingay Cycleway Improvement Plan – Gamlingay to Potton Feasibility study'. The study assessed 3 potential routes:

1. a 'Rights of Way' option using existing Rights of Way linking Heath Road, Gamlingay to Myers Road in Potton.
2. an 'Old Railway line' option using the route of the disused / dismantled Bedford – Cambridge railway.
3. a 'Parallel to the B1040' option, to be constructed on the road verge/ field edges.

The study recommended 'Parallel to the B1040' as the preferred option and details the works required to implement this route.

The aspiration for enhanced cycling links between Potton & Gamlingay is also documented in the Potton Neighbourhood Plan 2016-2035 as policy EV-4.

17 ACTION PLAN AND FUNDING STATEMENT

Many of the deliverables within the action plan require additional resourcing, in terms of staff time or funding, beyond the resources allocated through the core revenue budgets.

Additional resourcing will be sought from a range of sources:

- Developer contributions from new developments in and around Potton
- External funding sources (e.g. Landfill Tax, Lottery, Charitable Trusts)
- CBC's Capital Programme
- Potton Town Council
- Local fundraising (e.g. Tesco 'Bags of Help')
- Use of volunteers to reduce management costs

It should be noted that responsibility for the maintenance of Green Wheel assets, both existing and to be created as per the Action Plan above, will be shared between Central Bedfordshire Council, landowners and other partners.

The actions in the Action Plan below have been taken from the proposals within this Masterplan. The action plan is a live document and will be periodically updated to show progress - and highlight any issues – facing the delivery of the PGW.

Responsibility for the implementation of this Masterplan lies with the Potton Green Wheel Development Group and its principle constituent partners – Central Bedfordshire Council, Bedfordshire Rural Communities Charity and Potton Town Council. Individual actions will be led by the most appropriate partner. Funding will be sought by all partners and held by the most appropriate partner for that funder/ project.

Where actions have been assigned to BedsRCC as the lead organisation it should be noted that these will only be deliverable if funding can be secured, both for BedsRCC time and the delivery items. It will be the responsibility of all the Potton Green Wheel Development Group partners to seek and secure the necessary funding for these and all of the other Action Plan items.

Potton Green Wheel - Action Plan

Action Plan Timescales	Short	Medium	Long Term
	2022/23	2024/25	2026+
Action Plan Resource Levels	Level 1 - £	Projects can be delivered within existing resources; including staff time & budgets held / grants secured	
	Level 2 - ££	Projects requiring small levels of increased resourcing (staff time, finances, increased partner inputs)	
	Level 3 - £££	Projects which can only be delivered through securing significant new resources	

1. Legal Issues & Associated Physical Works

No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
1.1	NE.1 & W.20	Potton Quarry western boundary	<ul style="list-style-type: none"> Once FP12 has been formally diverted, upgrade path status to permit cycling (Public Bridleway of Public Footpath with rights to cycle) Surface to GW specification Create ramped access at northern end to link with BW13 Create safe access point/ structures at southern end Install appropriate signage/ waymarking 	£££	Medium		BedsRCC/ CBC RoW
1.2	NE.3	Potton Quarry	<ul style="list-style-type: none"> Explore opportunities for the long-term ownership/ management of the site as an accessible nature reserve/ community asset 	£ - £££	Long		Potton TC/ CBC/ BedsRCC
1.3	NE.6	Sheepsbridge Wood/ Lammas Meadow	<ul style="list-style-type: none"> Explore opportunities for formalising and retaining public access rights. 	££	Medium		CBC RoW
1.4	NE.8	NE area of search for GW route	<ul style="list-style-type: none"> Explore opportunities with landowners to create a new multi-user GW route to link BW11 to Church Causeway Create, surface and sign as appropriate 	£££	Long		BedsRCC/ CBC RoW
1.5	NE.10 & SE.1	Church Causeway/ Public Footpath 16	<ul style="list-style-type: none"> Explore potential for permitting cycling along required section of path Install appropriate signage/ waymarking 	££	Short - Medium		Beds RCC/ CBC RoW

No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
1.6	SE.3	Millennium Path	<ul style="list-style-type: none"> Permit cycling on the path Consider widening the path to increase ease of multi-use; including signage and marking to provide pedestrian and cycle lanes. Explore opportunities for extending the path to link directly with Bury Hill (passing through/ beside play area/ skate park) 	££	Short		CBC RoW/ Potton TC
1.7	SE.6	Potton Public Footpath 1	<ul style="list-style-type: none"> Seek to upgrade permitted use of Public Footpath to allow cycling (subject to landowner consent). 	£	Short - Medium		CBC RoW
1.8	SE.8	Sutton Public Footpath 2	<ul style="list-style-type: none"> Seek to upgrade permitted uses of Public Footpath to allow cycling (subject to landowner consent). Subject to change in permitted uses, seek to surface to Green Wheel specification 	£££	Medium - Long		CBC RoW
1.9	SE.9	Sutton Public Footpath 11	<ul style="list-style-type: none"> Seek to upgrade permitted uses of Public Footpath to allow cycling (subject to landowner consent). Subject to change in permitted uses, seek to surface to Green Wheel specification 	£££	Medium - Long		CBC RoW
1.10	SE.14	Sutton Public Footpath 1	<ul style="list-style-type: none"> Seek to upgrade permitted uses of Public Footpath to allow cycling (subject to landowner consent). Subject to change in permitted uses, seek to surface to Green Wheel specification 	£££	Medium - Long		CBC RoW
1.11	SE.15	Potton Brook Link	<ul style="list-style-type: none"> Explore opportunities for creating new Green Wheel link along the bank(s) of Potton Brook 	£££	Medium - Long		Beds RCC/ CBC RoW
1.12	SE.16	Sutton FP11/2 to Sutton BW6 link	<ul style="list-style-type: none"> Explore opportunity for creating Public Bridleway to fill missing link in the network. 	££	Medium		Beds RCC/ CBC RoW
1.13	W.6	Deepdale Quarry	<ul style="list-style-type: none"> Explore extending Bridleway 19 northwards alongside Carthagena Road within the old Deepdale Quarry site (subject to landowner consent). 	££	Medium		Beds RCC/ CBC RoW

No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
1.14	W.7	Carthagen Road	<ul style="list-style-type: none"> Explore potential of increasing the safety of this route option by <ul style="list-style-type: none"> extending Bridleway 19 northwards alongside Carthagen Road within the old Deepdale Quarry site; or widening Carthagen Road and creating a road verge cycleway; or creating a new route within the field-edges along the south west/ west edge of Carthagen Road create grade-separated path at pinch point of railway bridge abutments, as part of a long-term plan to remove the abutments and re-profile the embankments. Surface any new path sections to at least GW specification Install appropriate signage/ waymarking 	£££	Long		CBC Highways/ BedsRCC/ CBC RoW
1.15	W.8	Deepdale Crossroads	<ul style="list-style-type: none"> Explore scope of creating a safe crossing point of the B1042 to the west of the crossroads, using the wider road verges and longer sight lines to the east 	£££	Long		CBC Highways
1.16	W.16	Mill Lane – Everton Road link	<ul style="list-style-type: none"> Create new Public Bridleway to link Mill Lane to Everton Road Surface to Green Wheel specification Install appropriate access structure where path meets public highway (at W.17) Install appropriate signage/ waymarking Explore opportunity to provide roadside link from junction into Potton, passing allotments 	£££	Short - Medium		CBC RoW/ BedsRCC
1.17	W.17	Everton Road/ The Heath junction	<ul style="list-style-type: none"> Work with CBC Highways to install a safe crossing of Everton Road, to the west of the junction. To include dropped kerbs and signage. Explore extending the current speed limit of Everton Road from Potton, to west of the junction. 	££	Medium		CBC Highways
1.19	W.18	Everton Road – Potton Quarry link	<ul style="list-style-type: none"> Create new Public Bridleway to link Mill Lane to Everton Road Surface to Green Wheel specification Install appropriate access structures where path meets public highways (at W.17 and W.19) Install appropriate signage/ waymarking 	£££	Short-Medium		CBC RoW/ BedsRCC

No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
1.20	W.19	The Heath road crossing	<ul style="list-style-type: none"> Work with CBC Highways to install a safe crossing of The Heath. To include dropped kerbs and signage 	££	Medium		CBC Highways

2. Access Improvements (not requiring legal consents)							
No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
2.1	NE.2	Potton Quarry northern boundary	<ul style="list-style-type: none"> Surface to GW specification (much of the route has a reasonable existing surface and will require less work to upgrade than other sections) Install appropriate signage/ waymarking Clear some scrub to widen accessible corridor Create steps on the bund to provide viewpoints into quarry, with benches and information board 	££	Short-Medium		BedsRCC/ CBC RoW
2.2	NE.4	Public Bridleway 11	<ul style="list-style-type: none"> Clear scrub to create accessible corridor Install appropriate signage/ waymarking Monitor levels of use and if route becomes sufficiently popular, surface to GW specification. 	£ - ££	Short-Medium		BedsRCC/ CBC RoW
2.3	NE.5	Disused Quarry	<ul style="list-style-type: none"> Explore opportunities for formalising public access (subject to landowner consent) 	£ - ££	Medium		Potton TC/ BedsRCC
2.4	SE.5	Brook End Car Park/ Brook End/ Bury Hill	<ul style="list-style-type: none"> Provide additional safety signage, including white lining, for route through car park. Explore opportunities for widening Brook End and Bury Hill pavements to create shared pedestrian/ cycle route. Install appropriate signage/ waymarking. 	£ - £££	Short - Medium		Potton TC/ BedsRCC
2.5	SE.7	Pegnut Wood	<ul style="list-style-type: none"> Seek to work with the landowner to enhance the amenity value of the woodland, through the reinstatement of some paths and rides and the installation of benches and information boards 	££	Medium		BedsRCC/ Potton TC
2.6	SE.10	Sutton High Street	<ul style="list-style-type: none"> Install appropriate signage/ waymarking 	££	Short		BedsRCC/ Sutton PC
2.7	SE.17	Biggleswade Road	<ul style="list-style-type: none"> Maximise width of pavement through hedge trimming and surfacing, as appropriate Insert appropriate road crossing signage for both Green Wheel users and motorists 	£££	Medium		CBC Highways

No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
2.8	W.1a	BW8 – Sutton Public Bridleway 8	<ul style="list-style-type: none"> Surface to GW specification Install appropriate signage/ waymarking 	£££	Medium		BedsRCC/ CBC RoW
2.9	W.2	Galley Hill / The Belt / Carthagea Golf Course	<ul style="list-style-type: none"> Install benches alongside PGW route 	££	Short		BedsRCC
2.10	W.3	BW17/5 – Potton Public Bridleways 17 & 5	<ul style="list-style-type: none"> Surface to GW specification Install appropriate signage/ waymarking 	£££	Medium - Long		BedsRCC/ CBC RoW
2.11	W.4	Sutton Mill Road & Newtown	<ul style="list-style-type: none"> Enhance safety of road junction for pedestrians and cyclists. Install appropriate signage/ waymarking 	£££	Medium		CBC Highways/ BedsRCC
2.12	W.5	Old Bedford Road / BW9 – Potton Public Bridleway 9	<ul style="list-style-type: none"> Install appropriate signage/ waymarking 	££	Short		BedsRCC
2.13	W.1b	BW5/19 – Potton Public Bridleways 5 & 19	<ul style="list-style-type: none"> Surface to GW specification Install appropriate signage/ waymarking 	£££	Medium		BedsRCC/ CBC RoW
2.14	W.9	Deepdale / BW7 – Potton Public Bridleway 7	<ul style="list-style-type: none"> Install appropriate signage/ waymarking 	££	Short		BedsRCC
2.15	W.11	BOAT7 – Potton Byway Open to All Traffic 7	<ul style="list-style-type: none"> Explore feasibility of surfacing a Green Wheel path parallel to the route used by motorised vehicle, within the overall width of the Byway Install appropriate signage/ waymarking Install PGW information board and bench 	£££	Medium		BedsRCC/ CBC RoW
2.16	W.12	BW10 – Potton Public Bridleway 10	<ul style="list-style-type: none"> Surface to GW specification Install appropriate signage/ waymarking 	£££	Medium		BedsRCC/ CBC RoW
2.17	W.13	BW6 – Potton Public Bridleway 6	<ul style="list-style-type: none"> Surface section west of the end of Mill Lane to GW specification Repair potholes towards western end of Mill Lane Install appropriate signage/ waymarking 	£££	Medium		CBC RoW/ BedsRCC

3. Identity & Promotion							
No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
3.1	NE.1	Potton Quarry western boundary	<ul style="list-style-type: none"> Create viewpoint into quarry, with benches and information board 	££	Short		BedsRCC
3.2	NE.2	Potton Quarry northern boundary	<ul style="list-style-type: none"> Create steps on the bund to provide viewpoints into quarry, with benches and information board 	££	Short		BedsRCC
3.3	NE.6	Sheepsbridge Wood/ Lammas Meadow	<ul style="list-style-type: none"> Explore opportunities for enhancing visitor experience (subject to landowner consent) through the provision of benches and an information board, including adjacent to Potton Brook. 	££	Medium		Potton TC/ BedsRCC
3.4	SE.2	Henry Smith Playing Field	<ul style="list-style-type: none"> Install a PGW information board 	££	Short		BedsRCC
3.5	W.5	Old Bedford Road / BW9 – Potton Public Bridleway 9	<ul style="list-style-type: none"> Install a PGW information Board at the junction of Newtown and Old Bedford Road. 	££	Short		BedsRCC
3.6	W.1b	BW5/19 – Potton Public Bridleways 5 & 19	<ul style="list-style-type: none"> Install a PGW information Board with views into Deepdale Quarry 	££	Short		BedsRCC
3.7	W.11	BOAT7 – Potton Byway Open to All Traffic 7	<ul style="list-style-type: none"> Show on route map as a seasonal alternative to W.12 	£	Short		BedsRCC
3.8	W.12	BW10 – Potton Public Bridleway 10	<ul style="list-style-type: none"> Show on route map as a seasonal alternative to W.11 	£	Short		BedsRCC
3.9	W.15	Sandy Heath Quarry	<ul style="list-style-type: none"> Seek to inform restoration plans to maximise public access to the restored quarry while maintaining its significant biodiversity value 	£	Short - Long		All

4. Landscape Improvements							
No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
4.1	NE.3	Potton Quarry	<ul style="list-style-type: none"> Ensure restoration plan and aftercare scheme are fully implemented. Explore opportunities for showcasing geological profiles as an educational and information resource with Greensand Country (www.greensandcountry.com) Explore opportunities for the long-term ownership/ management of the site as an accessible nature reserve/ community asset 	££	Long		BedsRCC/ Potton TC
4.2	NE.5	Disused Quarry	<ul style="list-style-type: none"> Explore opportunities for maximising the wildlife value of the site (subject to landowner consent) 	£ - ££	Short		BedsRCC/ Potton TC
4.3	NE.6	Sheepsbridge Wood/ Lammas Meadow	<ul style="list-style-type: none"> Explore opportunities for maximising the wildlife value of the site (subject to landowner consent) 	£ - ££	Short		BedsRCC/ Potton TC
4.4	NE.7 & SE.4	Potton Brook	<ul style="list-style-type: none"> In conjunction with work on upstream reaches of the brook, seek to remove invasive species which have a negative impact on biodiversity Explore opportunities for creating viewpoints of the brook from accessible locations. Explore opportunities for in-channel enhancements to maximise diversity of channel form and habitats especially for water voles; and to contribute to slowing the flow and reducing downstream flood risk. 	£ - ££	Short - Medium		BedsRCC
4.5	SE.7	Pegnut Wood	<ul style="list-style-type: none"> Seek to work with the landowner to enhance the habitat value of the woodland. 	£ - ££	Short - Medium		BedsRCC/ Potton TC
4.6	SE.13	John O'Gaunt Golf Club	<ul style="list-style-type: none"> Explore opportunities with the golf club to create some viewpoints onto the attractive parkland/ course, from Sutton Public Footpath 1 (see SE.14). 	£ - ££	Short		BedsRCC
4.7	W.1a	BW8 – Sutton Public Bridleway 8	<ul style="list-style-type: none"> Explore opportunities with the golf club to create some viewpoints onto the attractive course 	£ - ££	Short		BedsRCC
4.8	W.2	Galley Hill / The Belt / Carthage Golf Course	<ul style="list-style-type: none"> Explore opportunities with the golf club to create some viewpoints onto the attractive golf course, from Sutton Public Bridleway 8 and Potton Public Bridleway 5 (see W.1). 	£ - ££	Short		BedsRCC

No.	Ref	Location	Action / Proposal	Resources	Timescale	Commentary / Update (blank = no activity to report)	Lead
4.9	W.3	BW17/5 – Potton Public Bridleways 17 & 5	<ul style="list-style-type: none"> Explore opportunities to install seating to create a viewpoint into the attractive Deepdale Quarry (subject to landowner consent) 	££	Short		BedsRCC
4.10	W.5	Old Bedford Road / BW9 – Potton Public Bridleway 9	<ul style="list-style-type: none"> Explore opportunities for planting specimen trees alongside the path Consider installation of additional dog/ litter bins 	££	Short		BedsRCC
4.11	W.6	Deepdale Quarry	<ul style="list-style-type: none"> Explore opportunities for maximising the wildlife value of the site (subject to landowner consent) 	£ - ££	Short		BedsRCC
4.12	W.1b	BW5/19 – Potton Public Bridleways 5 & 19	<ul style="list-style-type: none"> Explore opportunities with the golf club to create some viewpoints onto the attractive course 	£ - ££	Short		BedsRCC
4.13	W.12	BW10 – Potton Public Bridleway 10	<ul style="list-style-type: none"> Explore opportunities for planting specimen hedgerow trees 	£ - ££	Short		BedsRCC
4.14	W.13	BW6 – Potton Public Bridleway 6	<ul style="list-style-type: none"> Explore opportunities for planting hedgerows and specimen trees 	£ - ££	Short		BedsRCC

Action Plan Glossary:

BedsRCC – Bedfordshire Rural Communities Charity

CBC – Central Bedfordshire Council

RoW – Rights of Way

Potton TC – Potton Town Council

Sutton PC – Sutton Parish Council

18 STATEMENT OF CONSULTATION

The Potton Green Wheel (PGW) Masterplan was subject to Stakeholder consultation in February and March 2021. Stakeholders included Central Bedfordshire Council (CBC) Officers in Planning, Highways, Assets, Landscape, Countryside, Public Health and Rights of Way plus CBC Councillors for the Potton Ward. Members of the PGW Development Group also provided their comments. The responses received from all the Stakeholders were used to update the Masterplan. This updated Masterplan was then approved for issue for public consultation by Central Bedfordshire Council, Potton Town Council and Sutton Parish Council.

The Potton Green Wheel (PGW) Masterplan was subject to public consultation from 24th May to 5th July 2021.

The consultation was promoted through a wide range of media and communications. In addition to an online questionnaire, three drop-in sessions with CBC and BedsRCC Officers plus Potton Town Council Councillors available to answer questions were held (in line with Covid-19 restrictions) at Potton Seasonal Market, Potton Market Square and Mill Lane Pavilion. 44 people came and spoke to staff at these drop-in events.

46 responses were received to the consultation (via online and paper submissions). Of these 35 (76%) strongly agreed with the long-term vision of the PGW, 8 (17%) agreed, 1 (2%) neither agreed or disagreed and 2 (4%) strongly disagreed. This gives a net agreement of 93% to the long-term vision for the PGW.

More consultation on the individual sections of the PGW showed a net agreement level of between 84% and 89% for the proposed access elements of the PGW and between 84% and 91% for the proposed landscape, heritage and biodiversity enhancements.

Key issues/common themes from the consultation can be summarised as:

- Concerns about litter, fly tipping and anti-social behaviour in the Common Road area of the PGW
- PGW routes need to be ones that people will feel safe using
- Paths need to be wide enough to accommodate both walkers and cyclists with separated pedestrian/cycle lanes requested on busier paths
- Clear signage required
- Potential additional links/routes/spokes suggested including a link to the allotments and links to the surrounding villages

The responses to the consultation questionnaire have been considered in detail and where appropriate this Masterplan has been amended.





A great place to live and work

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