

4.0 THE CONCEPT FOR THE MARSTON VALE NEW VILLAGES

This section of the Development Brief sets out the high level concept for the MVNV, translating the Core Components and Key Principles into a spatial framework and Concept Plan, which will in turn govern and shape the location and extent of land uses across the site.

It provides guidance for structuring the new development, infrastructure and facilities to be provided, and sets out the key features which any future outline planning application(s) should reflect in fixing the parameters of development.

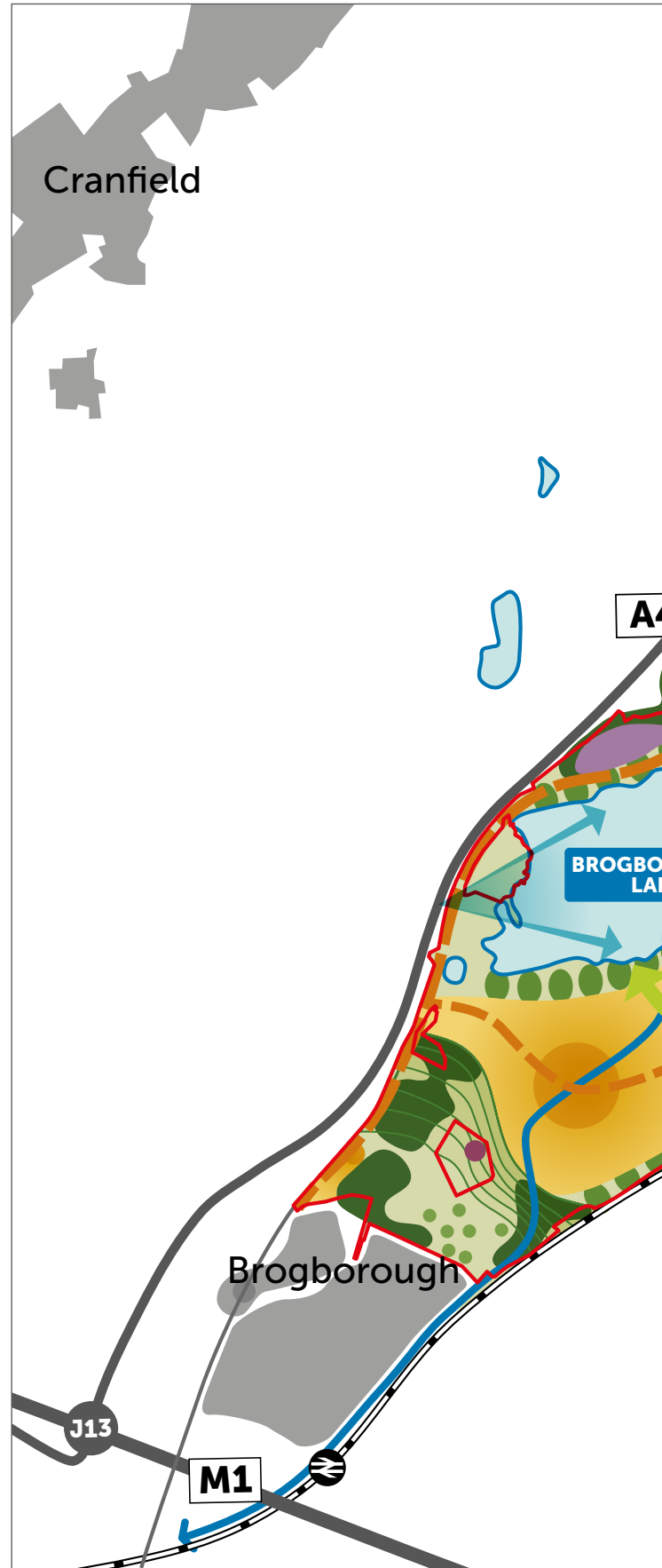


FIGURE 4.1: THE CONCEPT

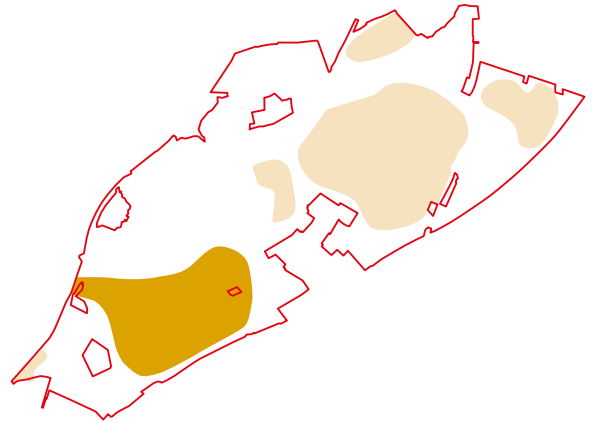


THE NEW VILLAGES

Built development across the site will be arranged as a series of 'new villages'. Each village will vary in size and character, depending on its relationship with its surroundings and the scale of new community and local facilities it supports. Some villages are designed as sympathetic extensions to existing settlements; others have a more self-contained character:

The site lends itself to the following arrangement of villages (please note that the following text makes reference to a range of new parkland landscape which are described later in this section of the Development Brief).

1. A new village at the gateway to MVNV



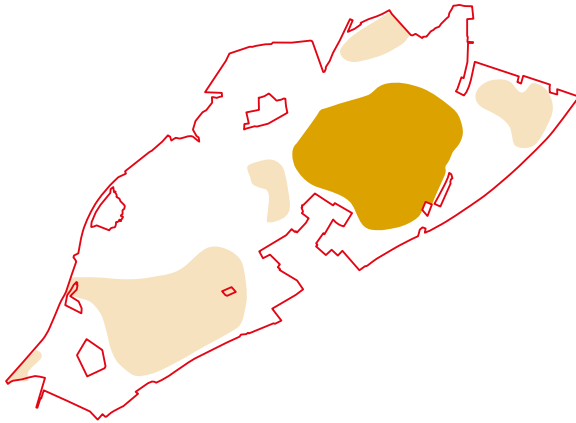
Creating a western gateway from the C94, the architectural quality of this village – one of the larger villages in the series – will play an important role in defining the character and quality of the wider MVNV.

Key considerations are:

- **The eastern extent of the village should respect the setting for the western edge of Lidlington.** The new Lidlington Park should provide the necessary physical separation and a meaningful buffer between the villages alongside its functional role as part of the green infrastructure network.
- **The western extent of the village should respect the setting of the Ringwork at the Brogborough Roundhouse Scheduled Monument.** The Brogborough Hill Park should provide a necessary landscape buffer between the village and the Scheduled Monument.
- **Access** will be from a new primary street which forms a new safe junction with the C94. A new primary street will enable the realignment and downgrading of Sheeptick End to enable enhanced safe public access to the southern edge of Brogborough Lake, and the primary street will extend through the village as part of the wider primary road network serving the MVNV.

- **Public transport** services will extend along the primary street corridor which will connect the village to the C94 and to the other villages. There should be a focused access to services at the community hub. As part of the wider public transport strategy, public transport services from the community hub should offer connectivity to Ridgmont Station and Lidlington Station as the two closest railway stations.
- **Pedestrian and cycle connections** should provide good walking and cycle connectivity to the community hub from all parts of the village. These connections should be well integrated with the wider strategic pedestrian and cycle network of the MVNV to ensure that there is direct connectivity to the strategic landscape and the other villages. There should be a particular focus upon ensuring pedestrian and cycle connectivity to the expansion of Brogborough to provide those communities with access to the new facilities within the village including the primary school.
- **Density and scale** – the village is expected to accommodate in the order of 1,750 dwellings. Because of its scale, this village will include a full range of densities with a full mix of housing types and sizes. Higher densities are expected to be located around the community hub and along primary streets, with lower densities towards the edges and closer to existing properties/settlements.
- **A careful design will be required for the edge of Brogborough Lake** to provide safe access to and around the western edge of the lake whilst also respecting the ecological importance of this side of the lake.
- **The Greensand Ridge** forms a southern backdrop to the village. A sensitive design response will be necessary through the design for building heights and lower density development which will create a visually-permeable south western edge to this village to allow sensitive views to and from the site towards the Greensand Ridge.
- **Central to the village**, a community hub will be required, incorporating a primary school and a good range of local and community facilities to meet the immediate needs of the village which could include community uses, leisure, nursery / early years provision and a public house.
- **The alignment of the Bedford and Milton Keynes Waterway** presents an opportunity to create a focal point at the community hub making the most of the waterway as a feature at the heart of the village and to create an interface with the community hub. The Waterway will make a valuable placemaking contribution to the character of the village and its public realm. It can also act as a key movement corridor connecting the village to Brogborough Lake and the wider strategic landscape.
- **The setting and integration of existing buildings at Office Cottages and Common Farm** should be given careful consideration in the design of the village. The existing buildings at Common Farm are some of the very few existing buildings within the MVNV allocation site and as well as being an important reference for establishing character, could accommodate beneficial future uses/functions.
- **A multifunctional green corridor** to facilitate sustainable movement and recreation and to connect ecological habitats should extend north–south through the village to connect Brogborough Lake with the new Lidlington Park, the landscape to the south of the village and existing public rights of way crossing the Marston Vale Railway line.

2. A new village at the heart of the MVNV area

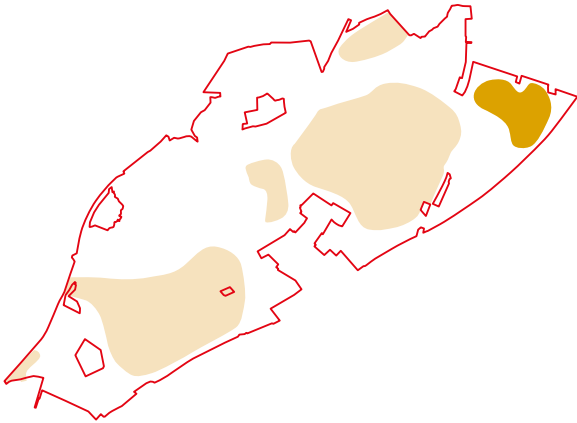


A centrally-located village positioned between Lidlington and Marston Moreteyne, this will be the largest village in the series. With the main civic uses and secondary school serving MVNV as its focal point, the wider design of the village should facilitate excellent public transport, walking and cycling connectivity with the other new villages and existing communities in the surrounding area via direct, accessible and attractive routes to this centre.

Key considerations are:

- The definition of the southern extent of the village** should be given very careful consideration to ensure that appropriate separation is provided to protect the setting of Lidlington. The same consideration is required to ensure that proper consideration is given to the setting of the Thrupp End Scheduled Monument.
- A low density and a sensitive edge treatment** is required at the southern interface of the village and the Lidlington Park landscape. Similarly, the northern edge of the village should have a low density and permeable edge treatment to create an appropriate response to the central parkland and B&MK Waterway landscape.
- Access** to the village will be via the primary street network connecting to the C94. The village will also contain a key node for the primary street network – the connection between the main east west primary route through the MVNV and the primary street connecting Station Lane/Station Road to the C94.
- Public transport** – as it will provide the main community, civic and the secondary education uses within the MVNV, the community hub for this village should be a key public transport hub for the MVNV. It should offer public transport connectivity to other villages of the MVNV and the wider communities of Brogborough, Lidlington and Marston Moreteyne. Alongside public transport services to key employment and services centres as part of the wider public transport strategy for the development, the public transport offer for the village provides public transport connections to Lidlington and Ridgmont Station for residents of the village.
- Pedestrian and cycle connections** – should provide excellent pedestrian and cycle access to the community hub from every part of the village including the primary and secondary schools. Comprehensive pedestrian and cycle networks should be provided to connect the wider MVNV and existing villages to the community hub. The existing Marston Vale Trail / Timberland Trail should be realigned and incorporated so that they are co-ordinated with the design of the landscape framework for the village. This should also be a key pedestrian and cycle connection between the village and Lidlington station.
- Density and scale** – this village has a capacity for around 2,100 dwellings. Accommodating a full range of densities and housing types, densities will be higher at the centre of the village reflecting the proximity to the facilities and services making up the community hub and the civic heart of the MVNV, as well as being one of the most accessible parts of the village for public transport. The public transport accessibility and range of facilities offered by the community hub may make this an appropriate location for older persons' accommodation. Densities will be lower towards at the edges of the village.
- Opportunities to introduce water within the village** – including as part of the surface water drainage system, should be explored so that water can enrich the landscape within the village, contribute to character and extend the landscape of the new central parkland into the village. This would also facilitate more opportunities to provide residential parcels with an attractive waterside park aspect.

3. A new village east of Lidlington Pit

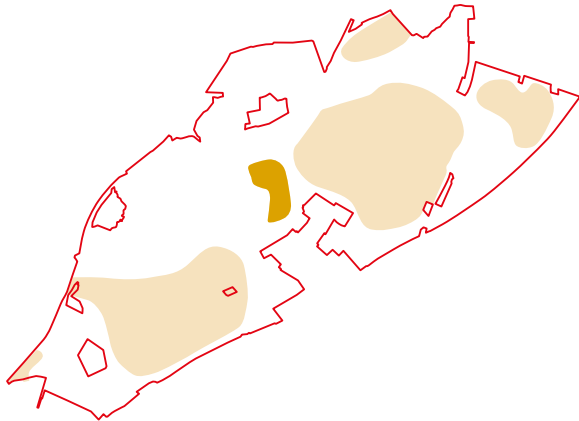


Located at the eastern edge of the MVNV area and abutting the edge of the Millennium Country Park, this village will have a more naturalistic character, where nature and people co-exist in a more tranquil environment.

Key considerations are:

- **Development will be designed to positively respond to the setting of the Lidlington Pit and site of the former brickworks**, the County Wildlife Site, its lakes, existing woodland and vegetation.
- **The naturalistic landscape** created for the Lidlington Pit, parkland to the south of Lidlington Pit should be reflected in the design character of the village through its density, use of materials, planting and use of landscaping within the public realm.
- **Access** – a primary street will pass through the village, providing the principal point of access to facilities and services, whilst also connecting Station Lane/Station Road with the rest of the MVNV.
- **Public transport** – the village will be very well located to the existing Millbrook Station. Its primary street should be part of the bus network serving the development and a public transport hub should be provided at the community hub.
- **Pedestrian and cycle connections** – the village will form a key interface between the MVNV and the accessible landscape at the Millennium Country Park. Routes within the village and the surrounding strategic landscape should support access between the Millennium Country Park and the MVNV. Strong pedestrian and cycle links should be created to connect the village to Millbrook Station.
- **Density and scale** – this village is expected to accommodate around 500 dwellings. Densities may vary through the village depending on bespoke design responses. Generally, the village will have a low density compared to other parts of MVNV, graduating towards the edges of the village and the interfaces with the Millennium Country Park, Lidlington Pit and the new park to the south of Lidlington Pit.
- **Waterside living** – should be explored along the north eastern shore of Lidlington Pit with the potential to provide unique direct access to the lake for individual properties.
- **The character of the Millennium Country Park** – should be a particular driving influence for the design of the northern edge of the village and an appropriate interface should be created overlooking the edge of the Millennium Country Park.
- **The ecology and tranquillity of the north western corner of Lidlington Pit** should be protected – with less public access and a sensitive interface with any development.
- **A smaller community hub** – as a focal point for the village, located along the primary route.
- **A role should be identified for the existing Marston Club** – an existing facility which could be incorporated into the design of the village and its community uses. For example, new formal sports and play facilities could be co-located with the Marston Club to create useable and active open space between the existing properties fronting Station Road and the remainder of the new village.
- **New woodland planting and landscaping** – should be provided as a buffer between the rear of existing properties fronting Station Lane/Station Road and the northern edge of the new village.
- **The layout of the village and its landscape framework** – should facilitate direct, attractive and accessible walking and cycling connectivity to Millbrook Station and the Millennium Country Park for the wider MVNV and Marston Vale communities.

4. Residential aspects of the mixture of uses at the head of Brogborough Lake

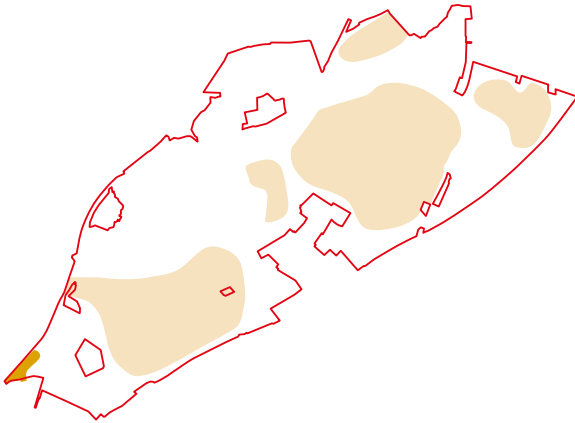


Designed to sit alongside and add to the vitality of leisure facilities to be provided at this community hub, small-scale residential development in this location will benefit from a lakeside aspect and views across Brogborough Lake.

Key considerations are:

- **Reflecting the waterside setting** – with buildings of outstanding, contemporary architectural quality.
- **Including residential elements as a coordinated element of the public realm and non-residential uses along the lake edge** – ensuring residential development extends to the edge of the lake facilitating a close relationship with the water.
- **At its southern extent** – development should be defined by new woodland planting and the extent of the new Lidlington Park. This should be designed to respect the setting of the Thrupp End Scheduled Monument and the existing village of Lidlington.
- **Access** – will be from the primary route which will link the development to the wider MVNV and the strategic road network via the C94.
- **Public transport** – the primary route serving the development will be a public transport corridor and a public transport hub should be provided as part of the community hub. Given its location, this public transport hub should be at a key node within the east–west / north–south network. Its location also presents the opportunity to provide public transport connections to Lidlington Station.
- **Pedestrian and cycle connections** – the leisure focus for the community hub will ensure that it will become a key destination within the MVNV serving the development and the wider community. The community hub will be at an important node within the strategic pedestrian and cycle network and act as a gateway to the strategic landscape. It should therefore benefit from excellent pedestrian and cycle connectivity.
- **Density and scale** – residential development will be small in scale as part of the mixture of uses in this location. Around 150 dwellings could be accommodated, likely to be in higher density built form around the community hub with residential uses on upper floors of mixed use blocks in order to maximise views and reflect the expansive waterside environment. Lower density development could be provided at the edges of this area as part of the mix of dwelling types.

5. An integrated extension to Brogborough

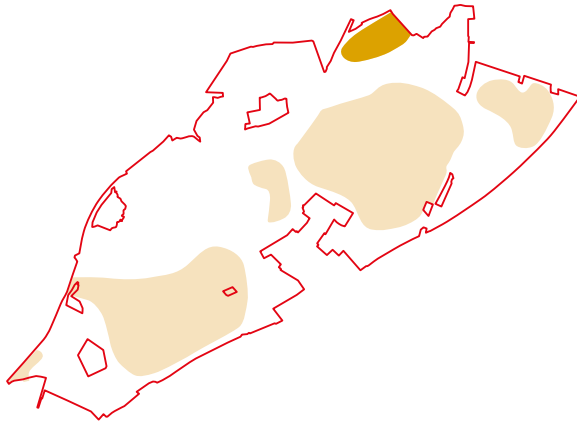


Designed as a small-scale village extension to the eastern edge of Brogborough, development here can bring new uses into the existing settlement and help create a more positive relationship and better accessibility between existing homes and the broader MV landscape.

Key considerations are:

- **The setting for this village** – is created by existing woodland which provides an important buffer to the C94. The design of the expansion of Brogborough should retain and supplement the existing vegetation with new woodland planting.
- **Access** – there will be a new access to this extension of Brogborough via the C94. There should be pedestrian and cycle connectivity between the new development and Brogborough but no general vehicular connections.
- **Public Transport** – bus provision should serve the expanded Brogborough via new bus stops at the gateway with the C94. Bus services should provide public transport connectivity to Ridgmont Station as a priority but public transport connectivity between Brogborough and the facilities of the MVNV including the educational offer is a key consideration.
- **Pedestrian and cycle connections** – should be integrated with existing provision in Brogborough including established existing routes to Marston Gate and Ridgmont Railway Station. They should also support easy access to the green infrastructure network to be created at Brogborough Hill and new facilities and services within the wider MVNV. The design of the extension of Brogborough, surrounding landscape and access should incorporate the John Bunyan Trail and provide an improved at grade signalised crossing of the C94 as part of the gateway design.
- **Density and scale** – expected to accommodate around 100 dwellings, the village will have a density reflective of the character of the wider Brogborough village, with the potential for smaller dwellings to broaden the mix of existing homes available locally.
- **The existing Badgers Meadow** public open space – should be enhanced as a key interface with the MVNV.
- **A small-scale retail, café or leisure use** – should create a small community hub providing new facilities of an appropriate scale for Brogborough, well located to take advantage of the Brogborough Hill landscape setting.

6. A new southern edge for Marston Moreteyne



Designed to form a sensitive extension of the settlement of Marston Moreteyne, new residential development in this location should enable the 'rounding off' of the existing settlement envelope to create a new permanent edge and positive interface with the MVNV and the new central parkland landscape.

Key considerations are:

- **The northern edge of the village extension** – should be designed to create an attractive frontage to Woburn Road.
- **Access** to new development – will be via a new junction with Woburn Road. A new junction between Woburn Road and the C94 should also be provided to allow a two-way flow so that principal access to the new development from the wider road network is via the C94 and not through the centre of the village. Creating a new southern gateway to Marston Moreteyne, development should be accompanied by enhancements to Woburn Road which should be properly incorporated into the design of new development.
- **Public transport** – as this village extension will not be served by a new primary route, careful consideration is required to ensure that the extension of Marston Moreteyne is accessible to the bus network serving the development and the existing village and is served by excellent pedestrian links to enhanced bus provision.

- **Pedestrian and cycle connections** – should ensure that there is direct access to the strategic landscape of the MVNV to the south of Marston Moreteyne and that there is direct safe pedestrian access to the community hub, primary school and secondary school to be located within the central village.
- **Density and Scale** – this village is expected to accommodate around 400 dwellings. The form and density of the village extension should reflect the existing character of the village.
- **The integration between the village extension and the wider existing settlement** should be given careful consideration. Its design should facilitate pedestrian and cycle movement to enhance connections for existing residents within Marston Moreteyne to the landscapes of the MVNV.
- **A landscaped buffer between the village extension and properties fronting Manor Road** should be created.

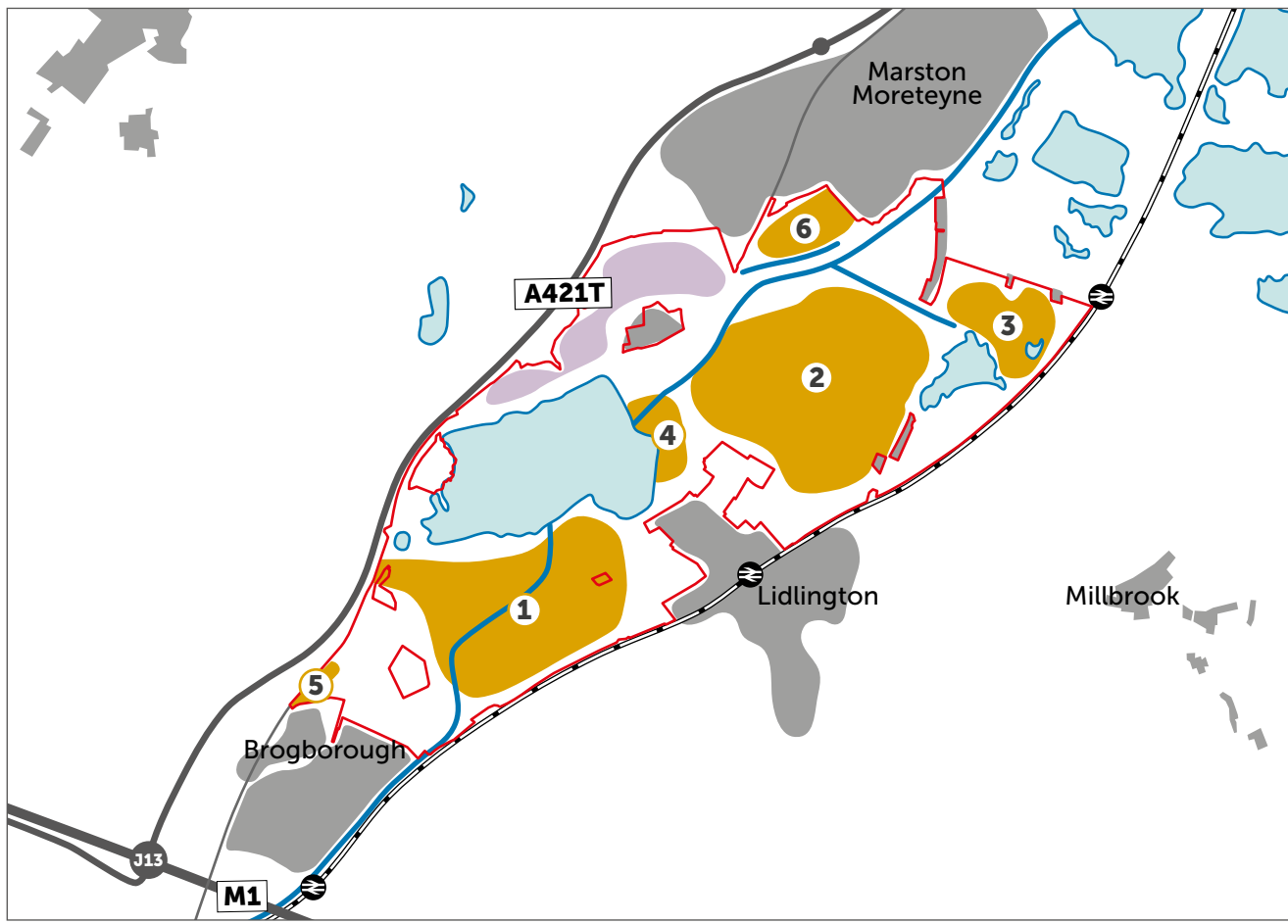


FIGURE 4.2: THE VILLAGES

- Allocation boundary
- 1 A new village at the gateway to MVNV
- 2 A new village at the heart of the MVNV area
- 3 A new village east of Lidlington Pit
- 4 Residential aspects of the mixture of uses at the head of Brogborough Lake
- 5 An integrated extension to Brogborough
- 6 A new southern edge for Marston Moreteyne

PARKLAND LANDSCAPES/STRATEGIC GREEN INFRASTRUCTURE

A range of new parkland landscapes will be created as a new environmental resource for its communities including at four principal strategic locations identified in this section. The character and function of the MVNV parks vary reflecting their context and role within the landscape framework.

1. Central Parkland: following the route of the B&MK Waterway and Elstow Brook, this will be a key central recreational and leisure asset for the Marston Vale. It will adjoin the Millennium Country Park and function to draw its character through the landscapes of the MVNV to Brogborough Lake. It will incorporate new formal sports provision and play and will be a main east–west movement corridor for pedestrians, cyclists and equestrians whilst having a wetland character reflecting its lower lying topography and association with existing and new water assets.

2. Lidlington Park: will form part of a permanent parkland buffer between Lidlington and the new villages. It will comprise new woodland planting and grassland will offer a diversity of multifunctional landscapes, focused upon public amenity incorporating sports pitches, play, allotments and orchards. It will also be permeable incorporating walking and cycling routes to local facilities and the wider MVNV landscape. New infrastructure provision will ensure access to rail services and connections to future East West Rail.

3. Brogborough Hill: with glimpsed views into the Marston Vale and at the highest elevation of MVNV, incorporating the John Bunyan Trail, a new accessible, naturalistic landscape at Brogborough Hill will be a valuable recreational resource for new homes at Brogborough and the existing village community. It will provide a predominantly wooded landscape setting and opportunities for interpretation of the Brogborough Roundhouse Scheduled

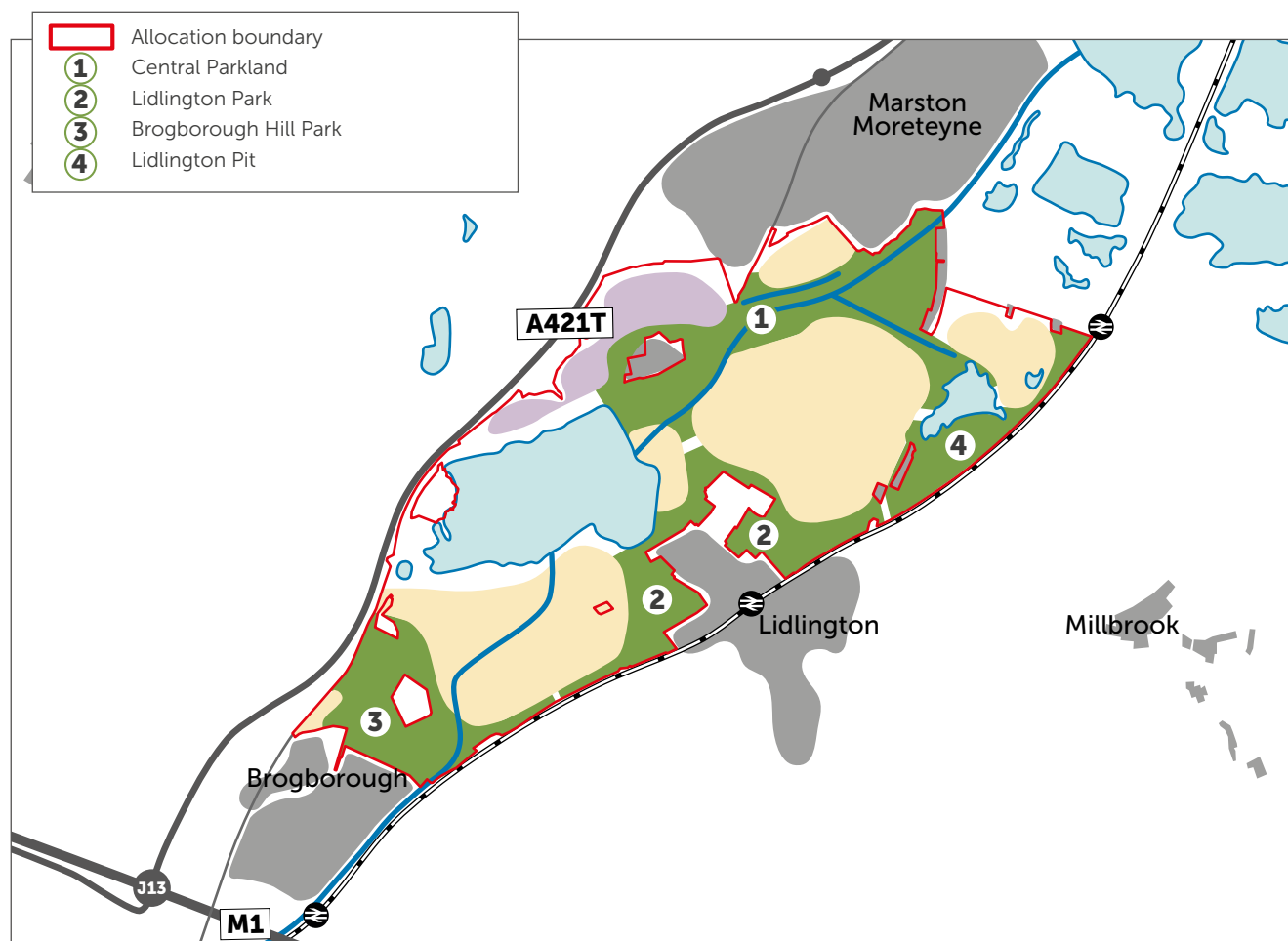


FIGURE 4.3: THE PARKS

Monument. This park will incorporate both the existing John Bunyan Trail and the future B&MK Waterway corridor.

- 4. Lidlington Pit:** An already emerging parkland space on the former Lidlington Brickworks and incorporating the retained lake. This park will be enhanced to improve access, and opportunities to observe wildlife. Its management will be focused upon environmental conservation including in relation to its designation as a County Wildlife Site. Walking, cycling and equestrian connectivity between Millbrook Railway Station, the wider MVNV villages and Lidlington should be formalised and enhanced through the design of the landscape.











EMPLOYMENT

Required in policy to provide approximately 30 ha of dedicated employment land, the provision of new jobs and employment space is an integral aspect of the MVNV and a key opportunity to provide new homes and high quality jobs alongside each other. Dedicated employment uses will be provided to the north of the C94 which will be the main road access, in a location best placed to provide the space for both larger footprint buildings and smaller office clusters, workshops, studios, industrial and manufacturing units needed to support the area's entrepreneurial local economy. Notwithstanding, the dedicated employment uses must be properly integrated with the wider MVNV development and must be connected by safe and direct walking and cycling routes to key destinations including local facilities but most importantly, public transport hubs. There is the opportunity to create visual links to key buildings within the MVNV and forming gateway locations.

LOCAL FACILITIES AND 'COMMUNITY HUBS'

Local facilities and services to provide for the retail, community, leisure and education uses arising from the development will be arranged in 'community hubs' at the centre of the villages. Five in total, the community hubs will be designed as 'places' rather than individual buildings, and will be a focal point for community interaction at the centre of the communities that they serve, supporting a clustering of key community uses and facilities. They will be located along the primary movement network and well-served by public transport.

Each community hub will have a varying offer commensurate with the needs of the relevant village, the needs of surrounding communities and the function of the village within the development. The level of provision at each community hub will be designed to supplement and complement existing provision within Brogborough, Lidlington and Marston Moreteyne whilst also enhancing the range and quality of services and facilities available to those communities:

- 
 Retail
- 
 Community facilities which could include indoor sports
- 
 Cafe
- 
 Primary health and social care facilities
- 
 Early years/nursery
- 
 Primary school
- 
 Secondary school
- 
 Pub/restaurant
- 
 Watersports facilities
- 
 Leisure and tourism

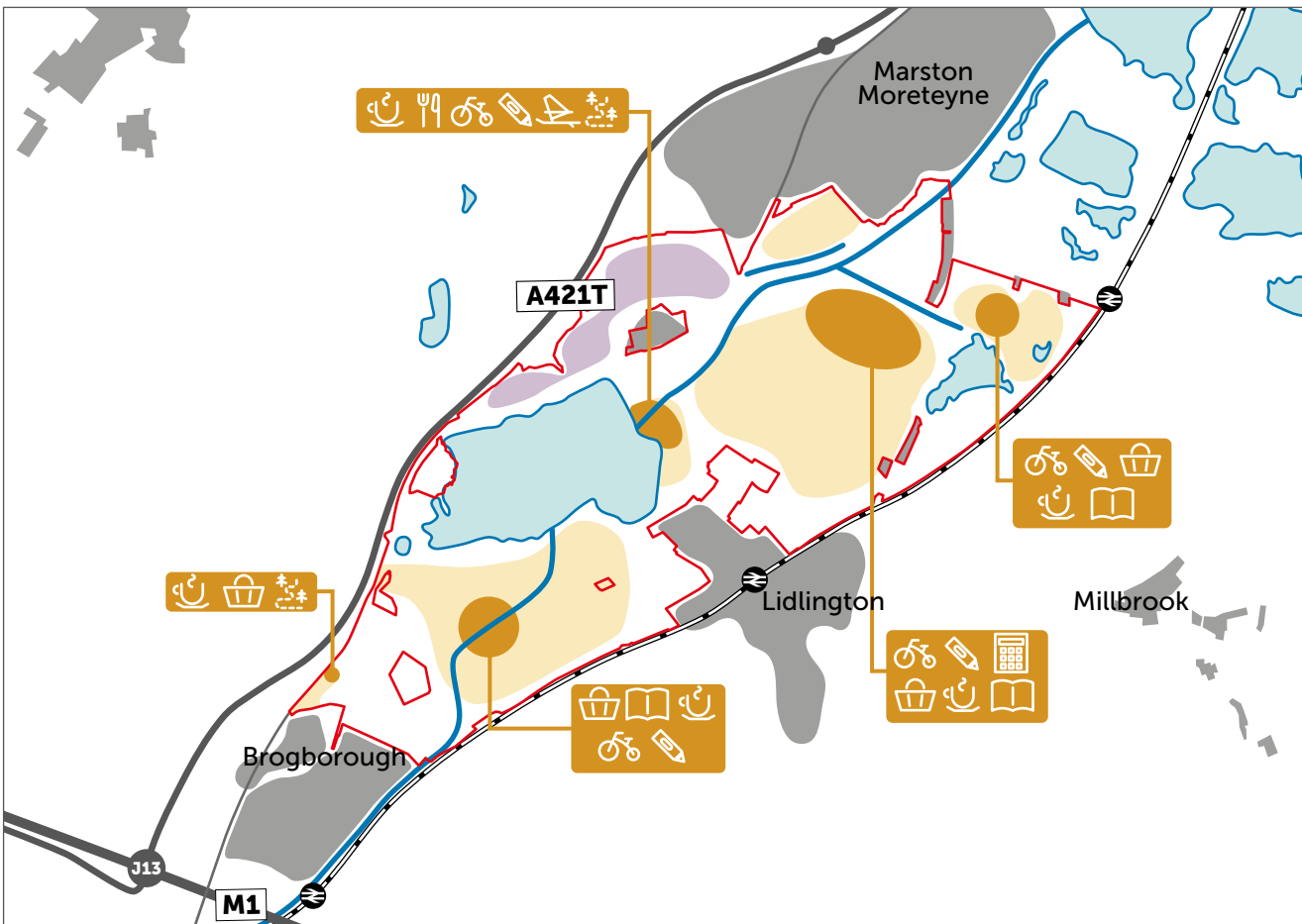


FIGURE 4.4: COMMUNITY HUBS AND INDICATIVE MIX OF FACILITIES

Community Hub: Civic Focus

The largest community hub with the greatest range of facilities will be at a central location within the development. It will have excellent walking, cycling and public transport links to serve all of the new villages and existing communities. Associated with new primary and secondary school provision, as a consequence it will have the most prominent civic function within the MVNV and will be the location for the main new retail and community facilities including new library provision and health care facilities. It will have high quality public open spaces and public realm, and the new buildings should have a frontage to a primary street to create a high street character. This civic hub will have the main food retail offer serving the MVNV and the wider community.

Community Hub: Leisure Focus

The unique setting and aspect of Brogborough Lake will become a focus for leisure and tourism activities in the MVNV and the B&MK Waterway. As such, the community hub at this location will include a mix of residential, leisure and recreational uses, benefitting from the waterside setting at the eastern shore of the lake and maximising the opportunity for outdoor activities.

It will be a key visitor location and a key node for access to the wider green and blue infrastructure network. The community hub at Brogborough Lake should offer safe access to the water for leisure, recreation and sports, with areas of new public realm that are integrated with pedestrian and cycle routes so that all of the villages have safe, direct and efficient access to it. Buildings in this location should have an exceptional architectural quality reflecting its importance to the MVNV as a signature location in the landscape, visible from the A421(T).

Community Hubs: Local Needs

Community hubs serving other new villages will have a more local offer with community facilities, leisure and retail offer serving the immediate needs of the villages. Where a primary school, nursery early years provision or a public house is to be located in a village, this should form part of the community hub.

A community hub at Brogborough could enhance the local offer and present the opportunity to provide small scale local retail or café/leisure uses which are associated with new access to the exceptional landscape which will be created at Brogborough Hill and the opportunity for interpretation of the Brogborough Roundhouse scheduled monument.

EDUCATION

The MVNV will be required to provide new educational facilities when they are needed. The educational offer at the MVNV will include day nurseries, primary schools (incorporating early years) and a secondary school.

Schools will be a key element of the community hubs and present the opportunity for interactions between new communities. They should be located to ensure that they are at the heart of the villages and well-integrated with the surrounding built form. They should be accessible by safe walking and cycling routes, by public transport, and regard should be given to proximity to supporting facilities such as parks and play.

Schools should also be located to allow good walking and cycle access to the green infrastructure network and the Forest of Marston Vale landscape to encourage its use as an outdoor learning resource.

The broad distribution of new school facilities is shown on the figure 4.5.

Co-location of some formal sports provision adjacent or well-related to the secondary school will present the opportunity for the dual use of this provision and for public access to facilities within the school where this can be effectively managed to complement and broaden the offer of that provided elsewhere within the MVNV. The use of school facilities for community uses should be encouraged.

Like all other civic buildings in community hubs, the detailed location of schools and their architectural design should be given very careful consideration in design codes. The detailed design of each school should be of a high quality reflecting its important civic function, placemaking role and ability to help define the character of new villages.

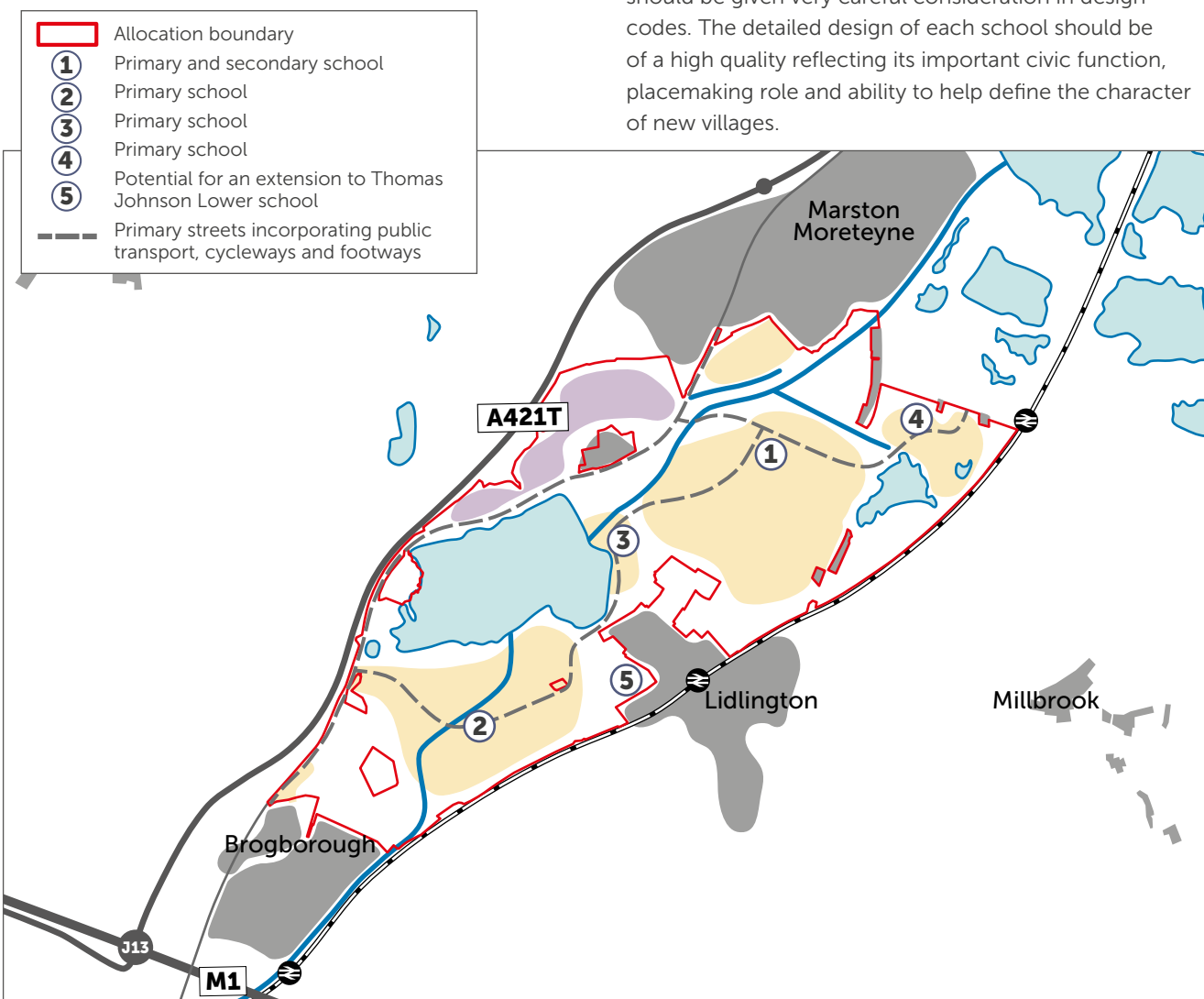


FIGURE 4.5: EDUCATION

PRIMARY ACCESS AND MOVEMENT

Principal Access

The principal access to the MVNV will be from the C94 Bedford Road (former A421) and the three local roads which traverse the site Sheeptick End, Thrupp End, Marston Road/Station Road and Station Lane which will be upgraded and incorporated into the design of the villages.

Primary Movement

Three primary streets will act as the main road network for the MVNV:

The C94 Bedford Road (former A421) should be upgraded and integrated with the MVNV so that it acts as a primary street within the development. Changes to the design of the C94 should redefine its role in the highway network, and ensure that through the introduction of traffic calming and other design measures, it can become

a multimodal transport corridor prioritising walking, cycling and access to employment uses and much lower vehicle speeds than currently possible. The C94 will also become the main point of access to the strategic road network for those vehicular trips into the wider area.

A primary street will form a central spine through the MVNV, forming the principal road connection between a new junction with the C94 and where it currently connects to Sheeptick End. It will be a primary movement corridor for public transport within the MVNV. The primary street should realign and replace Sheeptick End, which can then be downgraded within the movement network.

New north–south connectivity will be provided by a primary street which connects Station Lane/Station Road and the C94. This should be the main north south route for commercial traffic moving between the A421 and Millbrook Proving Ground. This will enable this traffic to avoid the centre of Marston Moreteyne and will offer better access to the strategic road network for traffic leaving or accessing Millbrook Proving Ground than existing routes from the A507.

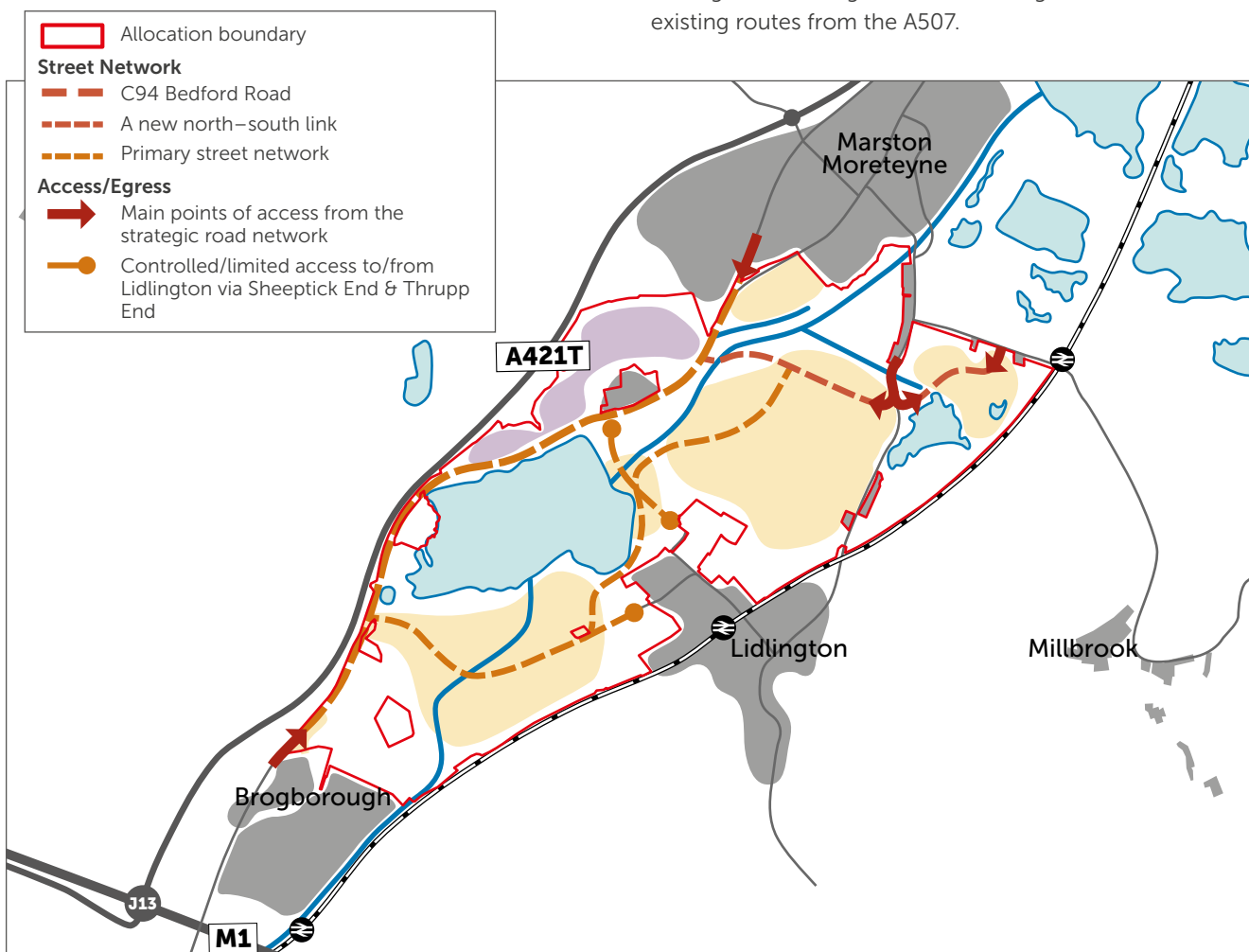


FIGURE 4.6: ACCESS AND MOVEMENT

Strategy for Local and Strategic Vehicular Movement

The new primary movement network will be the main means of access for vehicles to the strategic road network via the C94, and all trips from the new development will be strongly encouraged through signage and traffic management to follow this route.

However, residents of existing villages in the local area will wish to access MVNV to use facilities and services once established, and some will do this by car. Therefore, although movements south and east to existing villages will be discouraged, they should not be precluded.

On this basis, very careful consideration must be given to the design of the primary road network so that whilst vehicles are discouraged from accessing the strategic road network via existing routes (Marston Road, Thrupp End, Bury Ware and Station Lane/Station Road) through Marston Moreteyne, Lidlington or Millbrook, accessibility for existing residents into and around MVNV, as well as full accessibility for public transport, is not unduly compromised. This is a key element of the development which should be considered throughout the planning process and then monitored and reviewed in the future by governance bodies established as part of the ongoing engagement and involvement of the community.

Public Rights of Way and Strategic On-site Walking, Cycling and Equestrian Connections

All development proposals for the MVNV must emphasise and prioritise sustainable patterns of movement both within the site but also more widely so that, through the development, a significantly enhanced walking, cycling and equestrian network is provided to benefit communities across the Marston Vale as well as supporting the key principle of active and healthy communities.

New strategic on-site provision should encourage non-motorised transport as a primary means of travel for local trips. As a priority, this should be achieved within the parks and green infrastructure through a comprehensive and integrated walking, cycling and equestrian network. This should link each of the villages to key destinations (including the new community hubs, schools, public transport nodes, employment locations and the existing villages) and to existing public rights of way outside of the allocated area. This will be delivered through a combination of new provision and incorporating and realigning existing on-site public rights of way where necessary.

Key strategic routes will include:

- A central strategic walking and cycling route forming part of a connection between Stewartby Lake and Ridgmont Railway Station. This will be a continuous route associated with the corridor for the B&MK Waterway. It will be the main strategic route within the MVNV for non-motorised users (NMU) and will provide access between these key public transport and leisure destinations. The wider walking, cycling and equestrian routes within the MVNV will be designed to connect with this main strategic east west provision and also the opportunity for looped leisure routes.

- New north–south walking, cycling and equestrian routes connecting existing public rights of way south of the Marston Vale Railway Line (including the John Bunyan Trail and the Marston Vale Timberland Trail) to the green infrastructure and wider movement networks within the MVNV. These routes should also provide significantly enhanced access between the Greensand Ridge and the accessible open space and existing public rights of way south of Cranfield. There should be a particular emphasis on providing new north–south equestrian provision so that there are dedicated routes for riders to move from existing provision on the Greensand Ridge and in Lidlington through the MVNV to access existing bridleway provision south of Cranfield.
- Pedestrian and cycle routes to Ridgmont, Lidlington and Millbrook Stations, so that sustainable access to these key public transport hubs can easily be achieved from each of the villages.

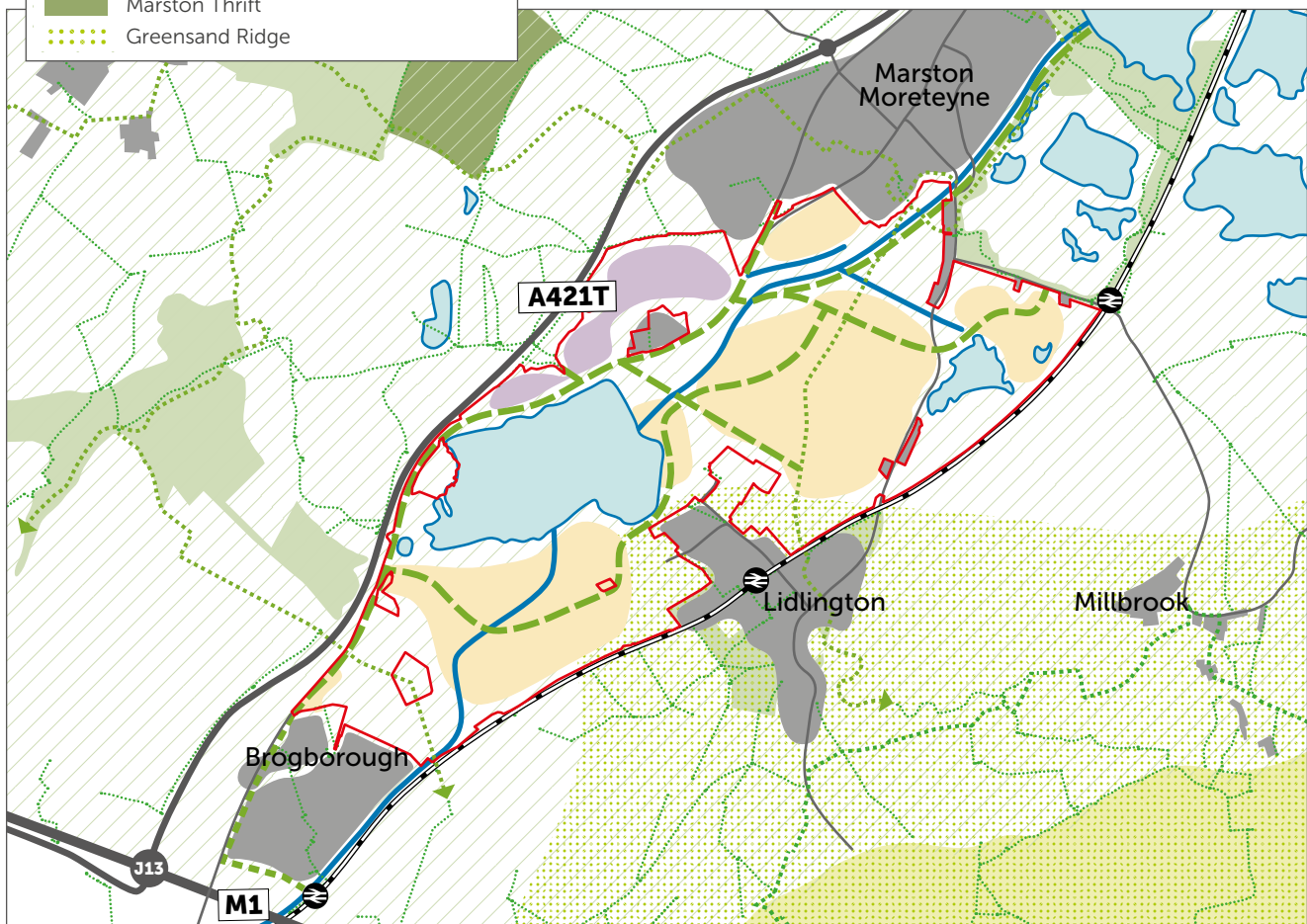
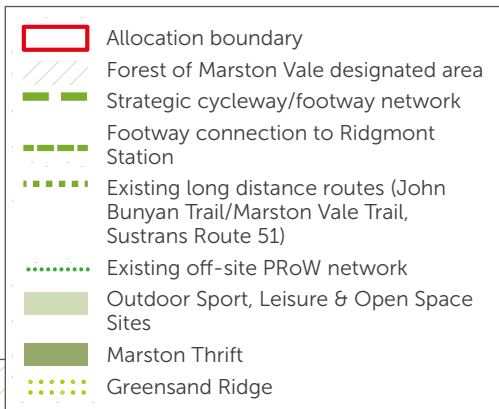


FIGURE 4.7: PUBLIC RIGHTS OF WAY

PUBLIC TRANSPORT

The MVNV sits alongside the Bletchley–Bedford rail line and is uniquely located to benefit from the delivery of planned East West Rail improvements. The development of the MVNV must be supported by a detailed, innovative and adaptive public transport strategy. The delivery of this strategy, through investment in new transport infrastructure and public transport services which complement wider initiatives and investment will ensure that travel by public transport will be a genuine and attractive alternative to the private car for both local and longer journeys for the communities of the Marston Vale.

New public transport services and facilities should be planned for and established at the outset so that travel by high quality public transport as well as active travel will be a founding and intrinsic aspect of living within the villages.

Rail services from these hubs will provide public transport access to the national rail network and strategic locations including Oxford, Milton Keynes (via Bletchley), Bedford and Cambridge. The development of MVNV must ensure that priority is given to excellent walking and cycling provision from the villages to the existing public transport hubs which access these services (at Ridgmont, Lidlington and Millbrook Stations) and that measures to complement those being provided by EWR to support meaningful increases in rail travel are designed-in.

High quality bus services should supplement and reinforce access to rail travel. Measures to prioritise and encourage bus use should be built into the design of the new community and transport hubs, and the primary route network will be designed so that the majority of homes and business are within 400m (5 minutes walk) and 800m (10 minutes walk) walking distance of a bus stop.

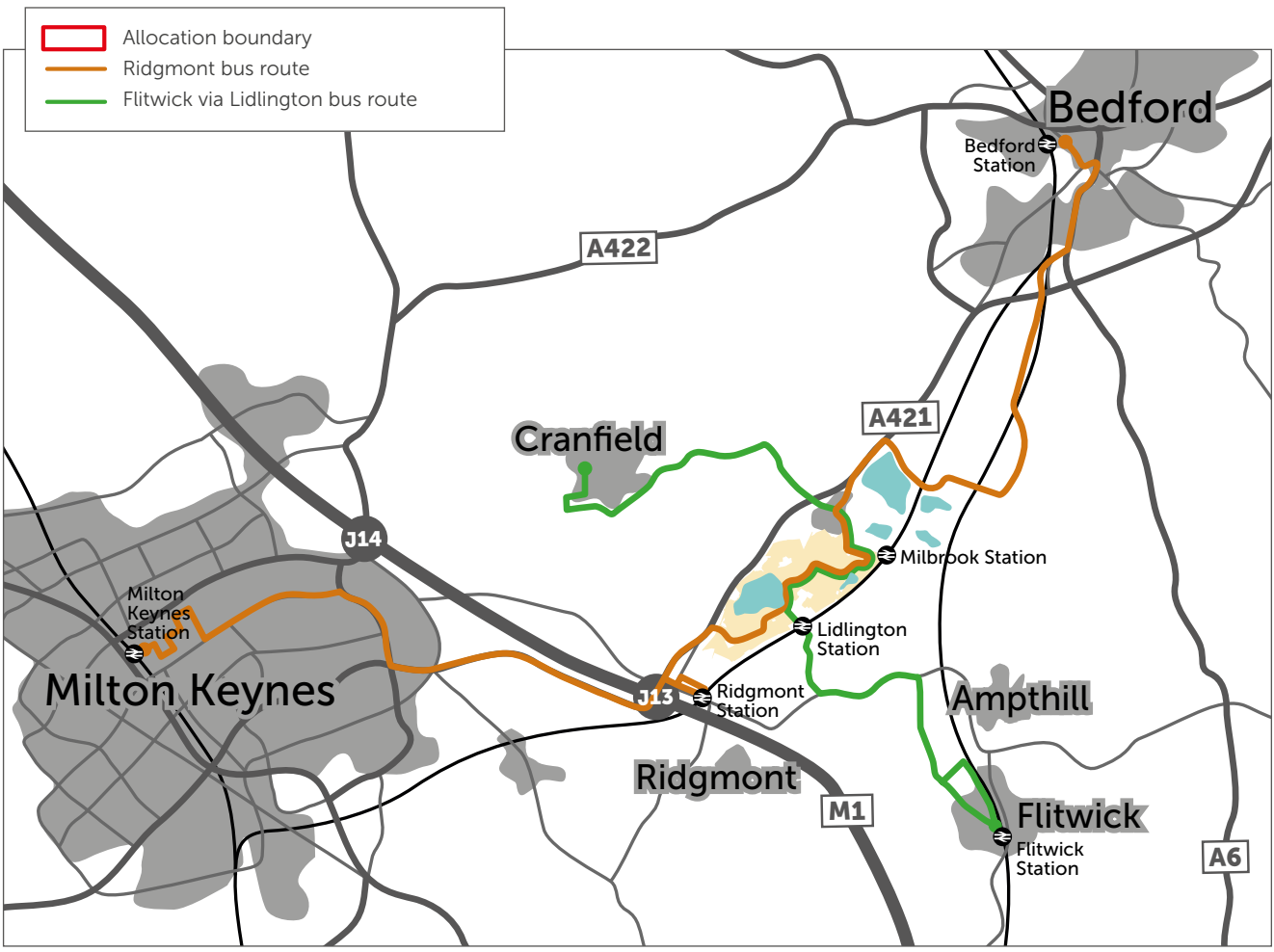


FIGURE 4.8: WIDER PUBLIC TRANSPORT OPPORTUNITY

Bus services should be flexible to respond to changing patterns of movement during the lifetime of the MVNV but in principle must provide fast, direct and regular services between the main local destinations but also to key employment locations at Cranfield, Bedford and Milton Keynes and other public transport services including Flitwick Railway Station. Opportunities for demand-responsive transport (DRT) should also be supported, especially those services which could also improve public transport coverage for existing communities in the wider area.

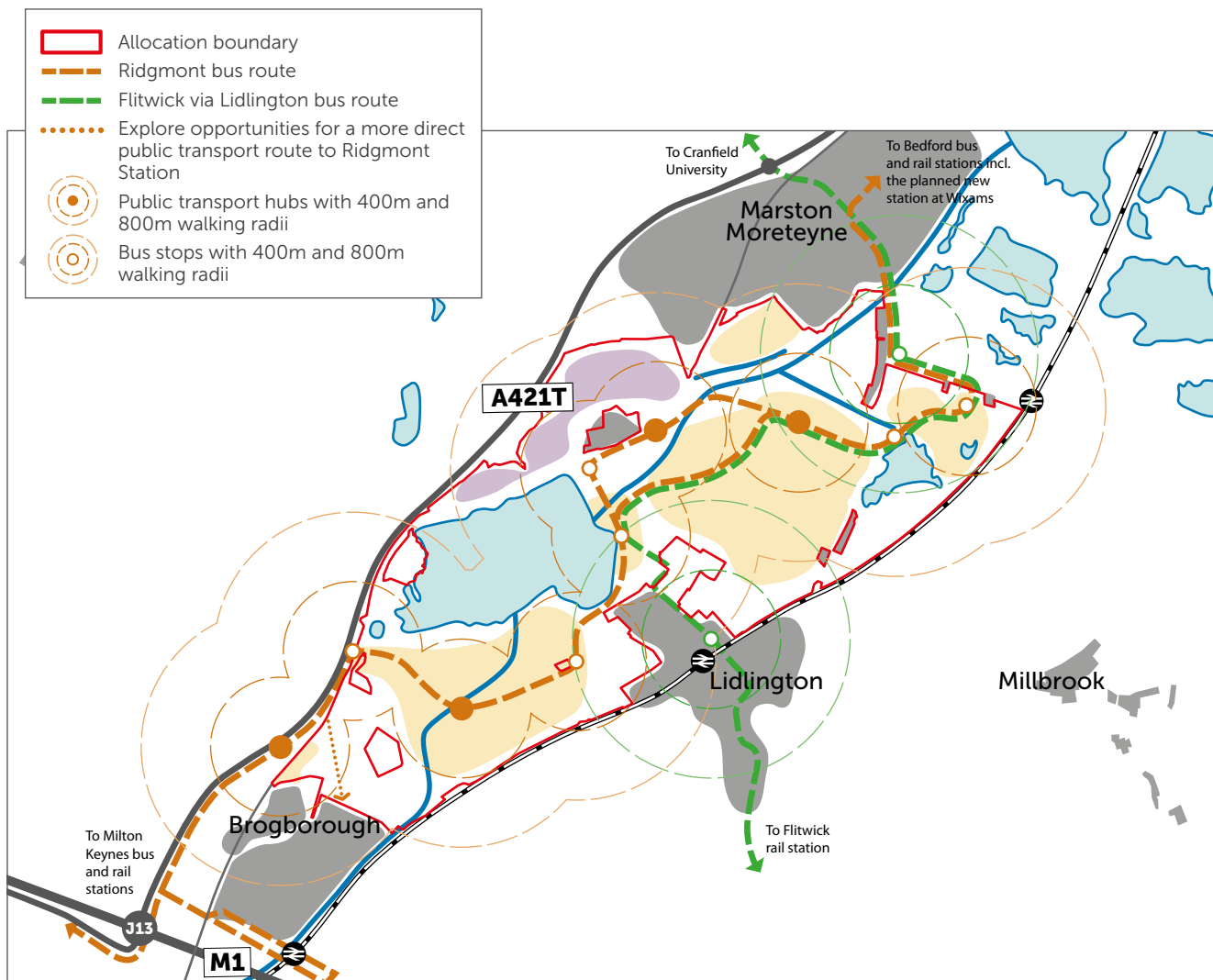


FIGURE 4.9: CORE PUBLIC TRANSPORT OPPORTUNITIES