

Bradgers Hill and Stopsley Common. The northern route passes through the narrowest point of the Chilterns AONB north of Warden and Galley Hills. In developing proposals for a new bypass, it is also necessary to consider whether similar traffic reductions could be achieved by lower cost solutions. In addition to continued promotion of area-wide traffic calming and improvements to cycling and public transport networks in the town, these measures could include additional Park and Ride sites at the proposed M1 Junction 11a and other sites on the north fringes of the town, and widening of important local roads where practicable.

Question 6

Which of the alternatives for a northern bypass of Luton do you feel we should consider?

- A northern bypass of Luton passing across the narrowest point of the Chilterns AONB between the A6 and A505;
- A northern bypass of Luton passing close to the edge of the Bushmead area between the A6 and A505
- No northern bypass of Luton, but other measures such as traffic calming to encourage people to use appropriate local roads, or park and ride sites to encourage greater use of public transport.

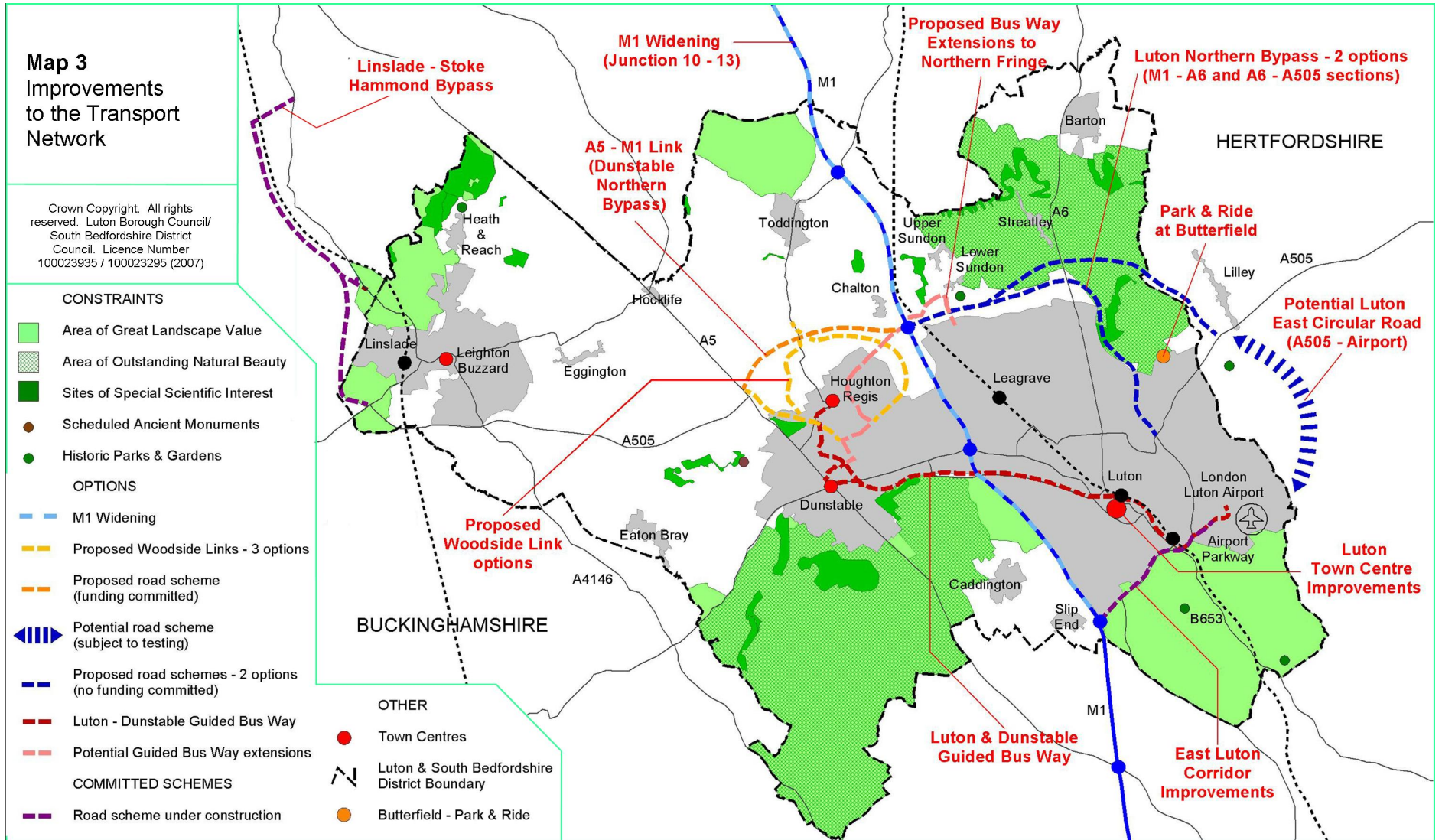
The Woodside Connection is a scheme to improve access to the Woodside Industrial Estate in Dunstable. The scheme would reduce the need for Heavy Goods Vehicles to use the congested A5 and A505 roads through the town. Map 3 shows three alternative routes, as follows:

1. Poynters Road/Porz Avenue roundabout to new M1 Junction 11a. If a connection for local roads is not provided at the new motorway junction, then this alternative continues to the A5120 junction with the A5 to M1 link.
2. Woodside to the A5 north of the Chalk Hill
3. Woodside to the A5120 junction with the A5 to M1 link.

Question 7

Which of the alternatives for the Woodside Connection do you feel we should consider?

- a route from Poynters Road/Porz Avenue roundabout to the new M1 Junction 11a
- a route from Woodside to the A5 north of the Chalk Hill roundabout
- a route from Woodside to the A5120 junction with the A5 to M1 link
- not providing the Woodside Connection





How can we encourage more sustainable forms of travel?

All these extra people in our towns will create lots of additional journeys, including travelling to work, shops and school and to leisure and entertainment facilities. As discussed under 'Issue 2 -

Where will people work? And in what sorts of jobs?', commuting by car is a major cause of congestion on our roads. For example, the 2001 Census showed that 70% of Dunstable's working population and 65% in Luton travelled to work by car, either as a driver or passenger. However, the census also showed that about 60% of residents in these towns travelled less than 10km to work. For such short journeys the use of private cars is considered unsustainable when compared to public transport, cycling and walking. National planning policy says we should encourage the use of these more sustainable forms of travel to ease congestion and the impact on the environment.

Part of this is making sure our new developments have the facilities and services that people need access to within walking or cycling distance of their homes. This issue is covered in other sections of this paper. There are other options that we can also consider in trying to encourage people to reduce their use of private cars.

Question 8

Which of these schemes or ideas do you feel we should consider, in trying to encourage people to use their cars less?

- Make improvements to the public transport network to make it more reliable, efficient, cost-effective and attractive;
- Reduce parking provision in new housing developments to discourage multi-car households
- Reduce car parking provision and/or make parking more expensive in town centres, to encourage people to use public transport, or to cycle or walk into town
- Provide more pedestrian and cycle only routes to make walking and cycling safer and easier
- Provide more dedicated bus-ways/bus lanes to make bus journeys quicker
- Pursue the provision of park-and-ride facilities, to reduce congestion in our town centres
- Encourage key local employers and other commercial premises to implement travel plans that provide incentives for staff and visitors to use public transport, walk or cycle.