

# Annex 1: Non-Land Use Actions

This annex is not part of Odell's Neighbourhood Plan (ONP) but it is included to provide related information. It will be updated as required during the lifetime of the ONP. It addresses issues that cannot be directly covered by the policies in the Plan. However, they are important to the residents of the Parish. If implemented, the non-land use actions will help to achieve the vision and objectives of the Plan.

## A1. Traffic and Transport

### Rationale and Evidence

The residents' surveys and consultation events showed clearly that local residents regard the speed of traffic through the village and adherence to the current speed limits within the village as important issues which need to be addressed. There was limited support for further reducing the speed limit in the centre of the village to 20mph, but strong support for better enforcement of the 30mph speed limit within built-up areas. Proposals will be supported to investigate and implement highway design improvements that mitigate the impact of speeding traffic through Odell, as well as proposals to review the current speed restrictions to ensure traffic travels at a safe and appropriate speed. Many residents consider that part of the 30mph limit extending beyond the built-up area to the east of Odell to be counterproductive and adversely affects road safety. The 30mph limit is widely ignored, increasing speed differences between vehicles driving at 30mph and those travelling much faster. Proposals for average speed cameras to enforce the 30mph speed limit through the built-up areas of the village will be supported.

In the residents' survey, the majority of residents confirmed their main mode of transport was by car. The infrequent bus service was an issue raised. During further consultations with residents on the issue, very few residents said they would use a bus service at all, even if the service was hourly. This casts considerable doubt on the viability of a more frequent bus service for the village. This will need to be kept under review, as transport legislation, people's transport preferences and other factors may change, particularly as a result of climate change, in a way that affects the viability of a more frequent bus service.

More than half of those consulted supported a new cycleway between Odell and Sharnbrook. This would have the added benefit of linking in with the frequent bus service through the neighbouring village and it would also encourage cycling. Proposals will also be investigated to develop a footpath and cycleway between Odell and Sharnbrook.

There was strong support for closing Yelow Lane to vehicles when it is wet, with a large number of people supporting its permanent closure to motor vehicles. Yelow Lane is an unsurfaced byway that is closed to motor vehicles during the winter months. It is popular with drivers of off-road vehicles and consequently it becomes very rutted, muddy and difficult for walkers and horse riders to use. Proposals will be supported for measures to mitigate the impact of off-road vehicles on Yelow Lane. Priority should be given to maintaining the route for walkers and horse riders.

A designated safe crossing in the centre of the village for pedestrians was highlighted as important, especially given the speed that vehicles drive through the village. This would assist residents with mobility issues and help to keep traffic speeds down.

## **Travel and Transport Actions**

- a) Keep under review the viability of more frequent buses. Most people say they wouldn't use buses, even with an hourly service.
- b) Investigate a new footpath and cycleway between Odell and Sharnbrook.
- c) Close Yelnow Lane to vehicles when it is wet and muddy. Priority should be given to maintaining the route for walkers and horse riders. A large number of people wish it to be permanently closed to vehicles.
- d) Mitigate the impact of speeding traffic through Odell. There's strong support for average speed cameras to enforce the 30mph speed limit through built-up areas of the village.
- e) Provide charging facilities for electric vehicles, on-street and in suitable public spaces.

## **A2. Infrastructure**

### **Rationale and Evidence**

The Plan aims to ensure Odell remains a prosperous rural economy through better physical infrastructure provision and will encourage economic growth in a way that reduces dependence on the car and long-distance commuting.

The need for better mobile connectivity and higher data speeds from the broadband and mobile networks serving Odell was highlighted during the consultation process. Many people work from home and in the light of the recent pandemic, this is likely to remain the case for many people.

The provision of charging points for electric vehicles will be supported, including public charging points for visitors and users of village facilities, and on-street charging points for residents without driveways or garages at home.

### **Infrastructure Actions**

- a) There's a need for better mobile connectivity and higher data speeds from the broadband and mobile networks serving Odell. Many people work from home and in the light of the recent pandemic, this is likely to remain the case for many people.
- b) Charging points for electric vehicles will be supported, including:
  - Public charging points for visitors and users of village facilities
  - On-street charging points for residents without driveways or garages at home

## **A3. Village Facilities**

### **Rationale and Evidence**

The Plan highlights the need to protect and enhance local amenities which provide a community focus. The residents' survey highlighted the need for improvements to the village hall and to provide access to a voluntary neighbourhood support scheme, including additional services for access to medical facilities.

On further investigation the neighbouring village of Harrold has a neighbour support scheme which extends to Odell residents. The contact details of this service should continue to be widely circulated in Odell and volunteers from the village should be encouraged to offer their services through this scheme.

The existing network of public rights of way and permissive footpaths provides a highly-valued amenity for villagers and visitors to the Parish. The network should be properly maintained and sustained for the benefit of current and future users. The survey results highlight that there are a number of routes within the Parish where residents would like to see additional permissive footpaths, where some permissive routes could become permanent rights of way and where some cross-field footpaths could be diverted to an alternative routing if agreement with the landowner can be reached. Where it's of benefit to walkers, proposals will be supported to work with landowners to establish new or alternative routings for footpaths, as permissive routes or permanent rights of way.

During the consultation phase many residents felt that a shop would be a useful addition to the village's amenities. Proposals will be supported to work with residents on the feasibility and development of a shop in Odell. This may be through the village hall committee, establishing and implementing the necessary changes to the village hall, or by other means at another location in the village.

### **Facilities Actions**

- a) Provide additional permissive footpaths and, with landowner agreement, some permissive routes could become permanent rights of way and cross-field footpaths diverted where a better alternative routing is feasible.
- b) Investigate the feasibility and development of a shop in Odell.

## **A4. Environment**

### **Rationale and Evidence**

The Parish Council, supported by the Borough Council, should provide support for the avoidance and mitigation of the risks to people and property from flooding and surface water run-off. The recently-formed Odell Flood Group and its Flood Plan is a good example of how this can be achieved and sustained. The formation of an Environmental Trust for the Great Ouse Valley is noted as further positive step to achieve the environmental goals of the Odell Neighbourhood Plan.

## **Environment Action**

- a) The Parish and Borough Councils should provide support the avoidance and mitigation of the risks to people and property from flooding and surface water run-off e.g. through the recently-formed Odell Flood Group

## **A5. Heritage**

### **Rationale and Evidence**

Proposals for one or more additional Conservation Areas in the Parish should be actively pursued with the support of Bedford Borough Council, as soon as the resources become available. The residents' support identified strong support for additional Conservation Areas covering the centre of Little Odell and for part of the heritage area in Church Lane – see Plan 3 in the ODP.

### **Heritage Action**

- a) One or more additional Conservation Areas should be actively pursued with the support of Bedford Borough Council, as soon as the resources become available e.g. for Little Odell and part of Church Lane.