

Principles of Interim Stage of Bedford to Milton Keynes Waterway Park

Marking the Route/Early Waterway Park Implementation

1. Mark the route for as much of its length as possible
2. Create a metalled cycleway/footway (NCN51 largely and referred to as 'The Towpath'?) plus bridleway alongside, for as much of its length as possible (bridging drainage ditches etc as and when necessary and linking to nearby greenspace)
3. Create an aggregate footway plus bridleway alongside if a metalled path is not practicable (eg if an alternative route for a metalled path is significantly less costly) again linking with nearby greenspace
4. Where appropriate, eg for landscaping and/or possibly SUDS reasons within a housing or business area, create linear ponds along the route
5. Where practicable (eg major tree cover/productive agricultural land is not present), and as an alternative to linear pond creation, create a wildflower meadow* matching the proposed water surface area, if possible planted with a significant blue flower content.
6. Provide pathway/bridleway through tree-planted areas or over agricultural land where essential to provide a footway/cycleway/bridleway link to mark the route (ie where a close alternative does not exist)
7. Generally, leave trees on route intact to continue to grow, sequester carbon etc. or agricultural land intact to grow crops.
8. Provide safe crossings of highways for footway/cycleway/bridleway.

*A variation of this has been a plan now to plant lower level hazel coppice along the route where it traverses an already proposed area of new woodland