

Appendices

APPENDIX ONE

Listed Buildings in Guiden Morden Village

The following list contains only the principal Listed buildings in Guiden Morden village. Pumps, graves, garden ornaments, etc. are omitted.

GRADE ONE

St. Mary's Church

GRADE TWO STAR

Morden Hall

GRADE TWO

'Home Dale', Pound Green
'Thatchletts', Silver Street
'Swan House', Swan Lane (former The Black Swan PH)
Hooks Mill, Potton Road
'Cherry Holt', Potton Road
'Rose Bank', Pound Green
Rectory Farm Barn, New Road
'Pear Tree Cottage', New Road (former PH)
'Valley Farmhouse', New Road
'Thatchways', Little Green
72 High Street
60 High Street
'Slapestones', High Street
'Wyndholme', High Street
'Horse Shoe Cottage', High Street
'Well Cottage', High Street
40 High Street
Home Farm farmhouse, High Street
'The Priory', High Street
The Three Tuns PH
71 High Street
77 High Street
'The Old Manse', High Street
89 High Street
Barn near Lantern Cottage, High Street
63 High Street
'Lantern Cottage', High Street
39/41/43 High Street
Barn near 39/41/43 High Street
'The Cottage', High Street
Duck Lake Farm barn, Dubs Knoll Road
Duck Lake Farm farmhouse, Dubs Knoll Road
The Bells, Fox Hill Road (former The Six Bells PH)
'Fox Cottage', Fox Hill Road
'Dovecote House', Church Street
The Dovecot, Church Street
'Avenels', Church Street
'Somborne Cottage', Church Street
'Dove Cottage', Church Lane
7 Church Street
'The Old Post Office', Church Street

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APPENDIX TWO

A "Through-The-Villages' Bus Service

The Section of this Report dealing with Public Transport (Section 6) highlights the Group's proposal for a through-the-villages local bus service to replace the largely unco-ordinated services presently provided by Charter Travel and Arriva The Shires. This Appendix sets out that proposal in more depth.

It is envisaged that the service might operate on an hourly frequency in both directions from Royston Bus Station [connections with Stagecoach Service 26] via Royston Rail Station [connections with WAGN rail services to Cambridge], Tesco Store, Bassingbourn village/schools, Litlington, Steeple Morden, Guilden Morden, Ashwell village, Bygrave, Baldock Rail Station [connections with WAGN rail services to London] to Baldock Market Square [connections with Arriva Services to Hitchin and Letchworth] and terminating at Baldock Tesco Store or at Letchworth Sainsburys.

A possible timetable (Monday – Friday) might be as shown in the panel below, with a broadly similar service pattern on Saturdays and the option of a reduced service on Sundays if a demand were identified.

By entirely divorcing the service from trunk routes in this way, reliability should improve and, of course, a local service of this nature could be operated by small-capacity vehicles, thus eliminating criticism highlighted in the Appraisal of the use of large single and double-

decker buses through village streets of restricted width. More user-friendly low-floor/entrance buses would also be possible.

This proposal envisages that passengers from the Mordens travelling to Cambridge will do so via Royston, while those travelling towards London will interchange with rail at Baldock. The notional service patterns shown in the panel recognise the intrinsic difficulty of serving Ashwell Station by bus, located as it is, in the middle of nowhere. Instead, they seek to effect connections with rail at either Royston or Baldock. In this objective they are not wholly successful; the second requirement of resourcing the service with only two buses limits timing flexibility and means that certain of the connectational timings are not ideal.

A service pattern of this type does contain one pit-fall – by focusing bus/rail connections on Royston & Baldock station (where, admittedly, better rail services are available off-peak) rather than at Ashwell & Morden – there is a risk of abstracting traffic from the latter. Were this to be significant, the future of the rail service at Ashwell & Morden station might be put at risk; with WAGN ever-anxious to speed up its services between Cambridge and London, there would be a great temptation to withdraw some calling services in the off-peak. In the extreme, Ashwell & Morden might face closure outside peak hours. Any such changes would need to be strongly and resolutely resisted.

Suggested "Through The Villages" Service Pattern					
		OPTION ONE		OPTION TWO	
<i>Connection to Cambridge</i>					
Royston (Bus Station)	dep	0.31	↑ 1.21	0.01	↑ 1.50
Royston Somerfield Store	dep	0.35	1.17	0.05	1.46
Royston Rail Station	dep	0.38	1.14	0.08	1.43
*Train from London	arr	0.36	1.36	0.03	-
*Train to London	dep	0.44	-	0.16	1.44
*Train from Cambridge	arr	0.44	-	0.16	-
*Train to Cambridge	dep	0.36	1.36	-	1.03
Royston Tesco Store	dep	0.40	1.12	0.10	1.41
Bassingbourn Post Office	dep	0.47	1.05	0.17	1.34
Litlington Post Office	dep	0.52	1.00	0.22	1.29
Steeple Morden Post Office	dep	0.57	0.55	0.27	1.24
Guilden Morden Church	dep	1.02	0.50	0.32	1.19
Guilden Morden Three Tuns	dep	1.04	0.48	0.34	1.17
Cold Harbour Crossroads	dep	1.07	0.45	0.37	1.14
Ashwell War Memorial	dep	1.10	0.42	0.40	1.11
Ashwell Post Office	dep	1.11	0.41	0.41	1.10
Newnham	dep	1.16	0.36	0.46	1.05
Baldock Rail Station	dep	1.20	0.32	0.50	1.01
*Train from London	arr	-	0.28	-	0.54
*Train to London	dep	1.26	-	0.52	-
*Train from Cambridge	arr	-	0.26	-	0.52
*Train to Cambridge	dep	1.28	-	0.54	-
Baldock Market Square	dep	1.23	0.29	0.53	0.59
<i>Connections to Letchworth/Hitchin</i>					
Baldock Tesco Store	arr	1.25	↓ 0.26	↓ 0.55	↓ 0.56

(* M-F off-peak timings)

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APPENDIX THREE

The new bus service to The Mordens from November 2003

This is the revised bus service to/from The Mordens, operated variously by Charter Travel of Bassingbourn (CT) and Stagecoach Eastern Limited (SE), which has applied from 10 November 2003. Connections with Rail and the new Service 26 bus to/from Cambridge are also shown.

TOWARDS CAMBRIDGE (Mondays—Saturdays)

	Service	27	127	127	127	127	127	127
	Operator	SE	CT	CT	CT	CT	CT	CT
Ashwell & Morden Station	dep	-	-	-	-	-	-	1910(NS)
Train from London (WAGN)	arr	-	-	-	-	-	-	1903(NS)
Train from Cambridge (WAGN)	arr	-	-	-	-	-	-	1847(NS)
Guilden Morden (Cold Harbour)	dep	0715(NS)	0810	0950	1150	1350	1550	1922(NS)
Guilden Morden (Church)(approx.)	dep	0719(NS)	0814	0954	1154	1354	1554	1926(NS)
Steeple Morden (Church)	dep	0723(NS)	0818	0958	1158	1358	1558	1930(NS)
Royston (Tesco)	arr		0845	1025	1225	1425	1625	1957(NS)
Royston (Rail Station) (approx.)	arr		0847	1027	1227	1427	1627	1959(NS)
Train to London (WAGN)	dep		0858*	1044	1244	1444	1643	2016(NS)
Train to Cambridge (WAGN)	dep		0903	1036	1236	1436	1637	2019(NS)
Royston (Bus Station)	arr		0850	1030	1230	1430	1630	2002(NS)
Bus connection to Cambridge	dep		0910	1040	1240	1440	1640	-
Arrive Cambridge Drummer St.	arr	0840(NS)	0950	1120	1320	1520	1720	-
(Service 26—Operator SE)								

NS=Not Saturdays

(*0844 on Saturdays)

FROM CAMBRIDGE (Mondays—Saturdays)

	Service	127	127	127	127	127	27	127
	Operator	CT	CT	CT	CT	CT	SE	CT
Bus connection from Cambridge	arr	-	0910	1040	1240	1440	1640	1725(NS)
(Service 26—Operator SE)								
Royston (Bus Station)	dep	-	0900	1045	1245	1445	1710	1725(NS)
Train from Cambridge (WAGN)	arr	-	0858	1044	1244	1444	1643	1716(NS)
Train from London (WAGN)	arr	-	0837	1036	1236	1436	1703	1719(NS)
Royston (Rail Station) (approx.)	dep	-	0903	1048	1248	1448	1713	1728(NS)
Royston (Tesco)	dep	-	0905	1050	1250	1450	1715	1737(NS)
Steeple Morden (Church)	arr	0727(NS)	0932	1117	1317	1517	1742	1755(NS)
Guilden Morden (Church)(approx.)	arr	0731(NS)	0936	1121	1321	1521	1746	1759(NS)
Guilden Morden (Cold Harbour)	arr	0735(NS)	0940	1125	1325	1525	1750	1803(NS)
Ashwell & Morden Station	arr	0745(NS)	-	-	-	-	-	1905(NS)
Train to London (WAGN)	dep	0803(NS)	-	-	-	-	-	1921(NS)
Train to Cambridge (WAGN)	dep	0759(NS)	-	-	-	-	-	1918(NS)

NS=Not Saturdays

There is No Sunday Service on Route 127

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The execution of this Community Appraisal has been both lengthy and time-consuming. It has required the commitment by a small number of village residents to many hours of work over the three and a half years or so, April 2000— December 2003. The process has involved -

- Taking advice from relevant agencies involved in the Village/Community Appraisal programme and drawing upon the experience of other villages which have 'taken the plunge' by carrying out their own Appraisals;
- Developing a computer-based data recording, analysis and retrieval programme;
- Developing a comprehensive Questionnaire, distributing the same to every household in the Village and then collecting the completed forms;
- Recording and analysing the Questionnaire data, both manually (to provide rapid summary findings) and using computer-based techniques (to give more in-depth analyses);
- Publishing a short initial Summary Report in January 2002;
- Drafting and publishing an Interim Report (Report Part One) in April 2002, and distributing same to all households in the village;
- Organising a Consultation Workshop for village residents in March 2003;
- Consulting widely on a one-to-one basis with Councils, Agencies, Service Providers and village residents;
- Consulting and liaising with our Parish Council;
- Drafting and publishing this Final Report;
- Recording the Appraisal data and documentation to CD-ROM.

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**The Guiden Morden Village
Community Appraisal Working Group**
