



Local Transport Plan 3

The Central Bedfordshire Council Transport Strategy

April 2011 to March 2026

Adopted 1st April 2011

This document is available in larger text on request



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Foreword

Investment in transport, including both new infrastructure and the provision of new services, is critical to achieving the ambitions we all share for Central Bedfordshire, not just in terms of improving the ease with which we can get from A to B, and the choices and experience we have when making particular trips, but also in terms of meeting wider priorities of our communities.

The way we choose to travel and the ease with which we can do so has a significant impact upon Central Bedfordshire's potential to develop economically, to accommodate new housing and cater for a growing population, improve residents' quality of life, health and well being, and reduce our impact on the environment.

The Local Transport Plan provides a tremendous opportunity to help achieve these goals. It provides a framework for investment in transport locally, drawing upon local issues and concerns and building upon best practice established not just within Central Bedfordshire but from across the country, to ensure that our residents have the best possible transport system to meet their needs.

This is Central Bedfordshire's first Local Transport Plan. Whilst we have worked, and will continue to work closely with our neighbours, it provides us with a tailor made approach to investing in transport in a way which matters most to our residents. By producing such a plan, taking into account the needs of local people, we will strengthen the role we all have pay in helping to shape the future of where we live through the way we travel.



Tom Nicols

Councillor Tom Nicols
**Portfolio Holder for Sustainable
Development**
Central Bedfordshire Council



David McVicar

Councillor David McVicar
**Portfolio Holder for Safer Communities
and Healthier Lifestyles**
Central Bedfordshire Council



Executive Summary





A Strategic Approach to Transport

The strategic approach of the authority to transport investment established within the LTP has been determined by a number of contextual factors that have shaped the direction of the Plan:

Geography: The authority has adopted a partnership approach to work with other authorities and network providers in the delivery of transport schemes. Central Bedfordshire is predominantly rural with a number of large urban areas nearby which attract local residents seeking employment opportunities, retail provision and healthcare for example.

Growth: In the region of 27,000 new dwellings and 27,000 new jobs are set to be created over the period of the Plan which could potentially significantly increase the number of trips on the transport network. As such the authority will focus resources on the areas subject to the highest levels of growth, whilst seeking to make better use of the existing transport network.

Funding: Less funding is available for investment in transport than in recent years. The authority will ensure that what money there is, is effectively and efficiently spent and that additional sources are identified and used to support the basic allocation Central Bedfordshire receives from the Government. Co-ordinated delivery, the early, on-going and influential involvement of local communities and learning from best practice will all be key elements in achieving this.



Focus on Journey Purposes

A journey purpose based approach forms the basis to the LTP to emphasize the fact that people travel for a reason, to recognise the role transport plays in delivering wider objectives in relation to economic, social and environmental priorities, and to enable the integrated delivery of interventions which benefit different types of road user.

On this basis the objectives of the LTP relate to increasing the ease with which individuals can undertake specific trips to:

Work | Education | Healthcare | Supermarkets and local shopping centres | Leisure and tourism facilities

Objectives are also included relating to the transportation of freight and ensuring that the key role it plays in the economic growth of the authority can be nurtured whilst minimising the impact of HGVs on local communities.

Associated with each of these journey purposes, a series of priorities are identified to enable investment to be focused in those areas of greatest need across Central Bedfordshire, in terms of transport fulfilling its role as a means to an end and contributing towards the wider objectives of the authority.



What types of schemes will Central Bedfordshire Deliver?

The Local Transport Plan identifies a number of broad 'areas of intervention' through which the authority will seek to deliver the vision for transport over the timeframe of the Plan. These are generally small scale schemes which are easy to implement and are funded directly from the money received from Central Government and fall into the five main areas of land use planning, smarter choices, infrastructure and service provision, network management and demand management:

Land Use Planning

Ensuring the joint delivery of growth and transport schemes to provide the capacity for increases in demand to travel and to ensure realistic alternatives are available to the private car. This will be achieved through the planning process and engagement with developers and service operators.

Example schemes:

- Mixed use development
- Links to existing transport networks
- Embedded sustainable transport provision

Example schemes:

- Integrated / Discounted Ticketing
- Paper / Electronic Information provision
- School / Workplace Travel Plans

Smarter Choices

Increasing awareness, changing perceptions and enabling people to make more informed travel choices through investment in smarter choices measures has the potential to reduce reliance on the car, and increase the number of people walking, cycling or using public transport without the provision of often expensive new infrastructure.

Infrastructure and Service Provision

The provision of new infrastructure and services will seek to develop the connectivity of existing transport networks, ensure greater accessibility to services and facilities, and involve the reallocation of existing road space in a number of cases, due to the limited amount of funding available to provide additional highway capacity.

Example schemes:

- Creation of Shared Space
- Pedestrian Improvements
- Bus Stop Enhancements

Example schemes:

- Signage
- Designated Road Freight Network
- Intelligent Transport Systems

Network Management

Network management ensures that the best use is made of the available road space. It ensures that roads operate efficiently and effectively and are not subject to unnecessary delays and that the impact of traffic flows on local communities are minimised. There is a statutory duty on the local authority to manage the network in this respect, as part of the Traffic Management Act 2004.

Demand Management

Demand management concerns managing the demands of traffic together with supporting measures that reduce the need to travel particularly by car such as helping to increase the attractiveness of more sustainable forms of transport and enabling the network to operate more efficiently for those trips for which there are no alternatives available.

Example schemes:

- Car parking / Park and Ride
- Freight Terminals
- Tele-Working



What about Major Schemes?

In addition to these broad areas of intervention, a number of major schemes will also be taken forward in the period up until 2026. Major schemes cost over £5 million and may include new road schemes and large scale public transport improvements for example.

The delivery of some of the schemes in Central Bedfordshire will be led by the authority itself, whilst neighbouring authorities, the Highways Agency and Network Rail will be responsible for taking forward others. In addition, there will be a requirement for developers to provide or contribution significant sums of money to a number of other major schemes across the authority. Examples of some of the major schemes planned include:

- The A5-M1 link road,
- A new heavy rail station at Wixhams, and
- The Luton- Dunstable Guided Busway.

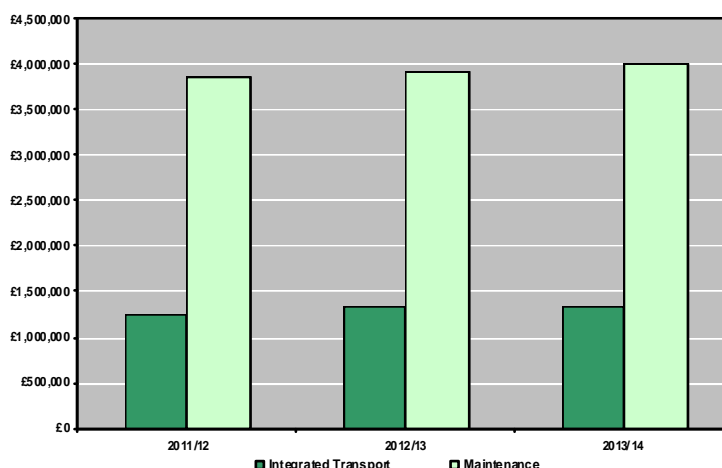
How much funding is available?

There are two main areas of funding which Central Bedfordshire receives from Central Government through the LTP and the basis upon which the vision and objectives of the Plan will be delivered:

- **LTP Integrated Transport Block:**

This is the predominant source of funding for the LTP. It is 'capital' funding and as such must be allocated towards new infrastructure schemes as opposed to being used to fund new services for example.

- **LTP Maintenance Block:** Funds structural maintenance of the highway and bridges and other structures which comprise the network.



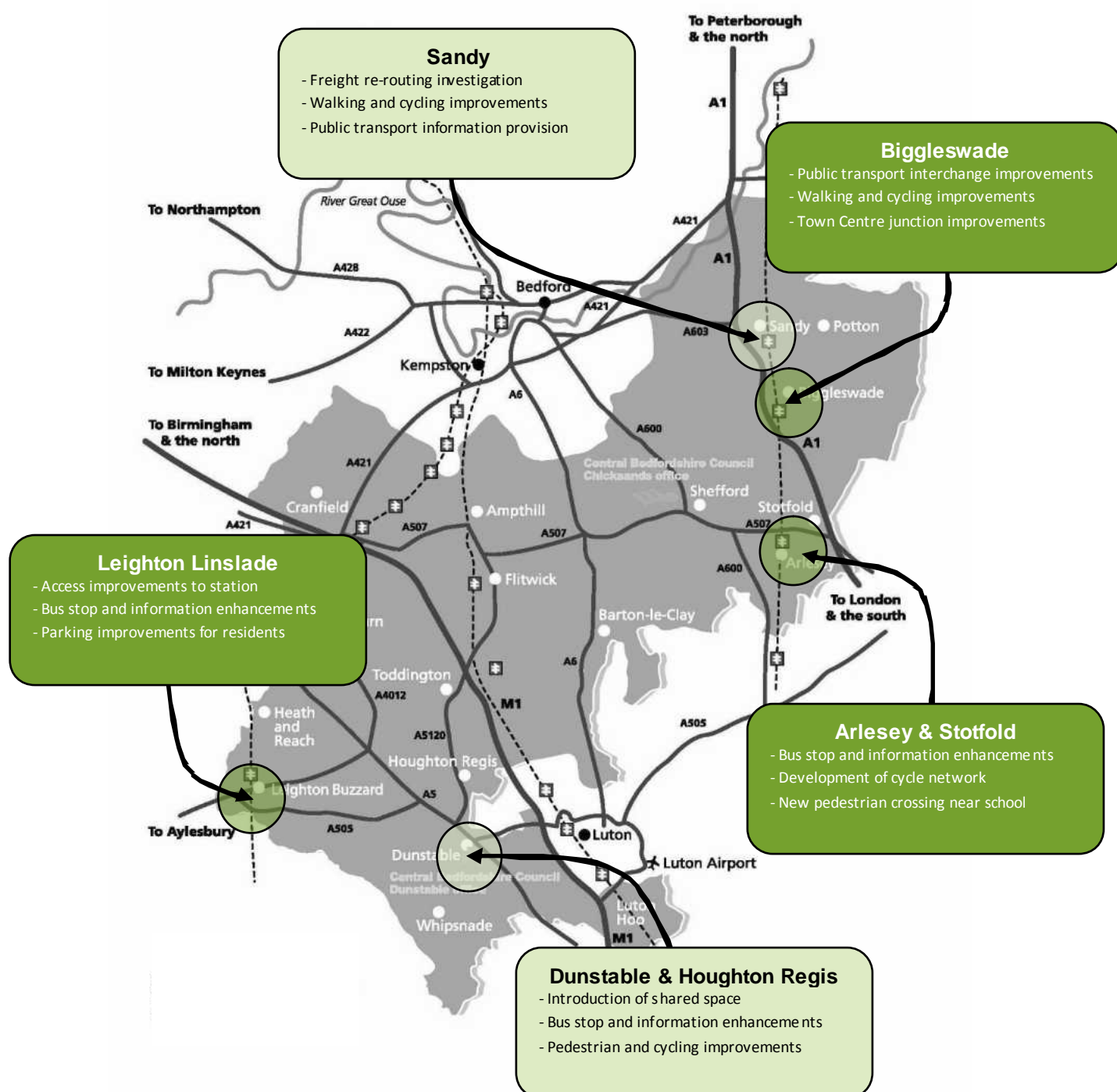
A number of other funding sources are available to the authority which may also be invested in transport improvements. The LTP provides the basis for the co-ordinated investment of such resources which include:

- **Local Sustainable Transport Fund:** Central pot of funding which local authorities bid for to deliver transport schemes that support economic growth and reduce carbon dioxide emissions.
- **Developer Contributions:** Secured through the planning process to mitigate the impact of new developments on the transport network in the local area.



What schemes will be funded in the next three years?

A wide range of schemes are to be delivered over the first three years of the Local Transport Plan through the Integrated Transport Budget and examples of these are highlighted below for the areas covered by the initial Local Area Transport Plans.



The schemes highlighted and which are set to be delivered through the Integrated Transport Budget will be supplemented by a number of others secured through the planning process via contributions received from developers. The LATPs will provide the basis for the co-ordinated, integrated delivery of schemes funded through the variety of funding sources at the local level.



How will the success of the LTP be measured?

A series of targets and indicators have been identified through which to measure progress towards the vision and objectives of the Local Transport Plan. The authority has sought to build upon indicators historically monitored to enable the potential success of the over the LTP period to be viewed in the context of longer term trends, whilst also identifying additional indicators that most accurately reflect the key issues and areas of investment locally.

In establishing targets, the authority has sought to set realistic goals and trajectories, whilst also ensuring that the Plan is ambitious and stretching enough so as to deliver value for money for local residents. This assessment has been based upon national trends, past performance and that of other authorities, local priorities, and the wider context within which the LTP has been produced.

LTP Indicators

- Condition of the principal road network
- Condition of the non-principal road network
- Condition of the unclassified road network
- Total killed or seriously injured
- Children killed or seriously injured
- Total slight casualties
- Thousands of bus passenger journeys
- Accessible bus routes
- Accessibility to a hospital
- Accessibility to supermarkets
- Accessibility to town centres
- Impact of freight movements
- Ease of movement of freight
- Change in a rea wide road traffic mileage
- Cycling trips on the network
- Share of journeys to school by sustainable modes
- Journeys to work by sustainable modes - urban
- Journeys to work by sustainable modes - rural
- Journeys to doctors by sustainable modes - urban
- Journeys to doctors by sustainable modes - rural

How has the local community helped to shape the Plan?

The LTP reflects the requirements and aspirations of Central Bedfordshire residents and input from the general public, elected members, transport operators, neighbouring authorities and other stakeholders has been at the forefront of the development of the Plan.

A range of innovative communication methods were used as part of the consultation process with the aim of raising awareness and helping to engage and consult with as wide a range of target groups as possible. The authority sought to engender a feeling of ownership of the Plan on the part of partners, stakeholders and the public through highlighting the relevance of proposals to specific groups.



The 'myjourney', branding of the LTP is designed to encourage people to help shape Central Bedfordshire by taking an active part in making or influencing decisions that affect their local area. This approach is also reflective of the Government's 'Big Society' concept, which includes proposals to give communities more powers and encourage people to take a more active role in their local area. The approach has enabled the authority to ensure that the community is at the heart of the development of schemes in their local area, and through a comprehensive programme of local engagement and partnership working, a targeted and specific package of schemes that accurately reflect the needs and issues of local people will be taken forward over the timeframe of the Plan.



1. Vision



1. Vision

These are exciting times for transport in Central Bedfordshire. Following the creation of the new unitary authority in April 2009, for the first time one organisation is now responsible for the planning and delivery of transport and land use planning in the area.

We are however within austere times and how we manage and provide transport for our citizens will need to be carefully planned and developed so that transport can provide an aid to helping Central Bedfordshire flourish as an economic powerhouse during the years to come.

Partnership, engagement and involvement have been at the heart of the development of the Local Transport Plan (LTP) and will continue to be so during the implementation of schemes.

We have therefore aligned our vision to that of the Local Strategic Partnership (LSP) to demonstrate our commitment to and inter-relationship with our strategic partners, whilst highlighting the role of transport as a means to an end.



Our vision focuses on Central Bedfordshire being:

‘Globally connected, delivering sustainable growth to ensure a green, prosperous and ambitious place for the benefit of all by creating an integrated transport system that is safe, sustainable and accessible’.



The vision embraces our partner's values for improving the quality of life for local residents. It also reflects the feedback received from people locally in delivering transport within Central Bedfordshire, including introducing initiatives that bring improvements in the areas of safety, quality and convenience.

Whatever the purpose of the journeys undertaken in, out or through the authority, the LTP will ensure that transport plays a role in enabling sustainable growth and a thriving economy as well as providing services and facilities which enable a sustainable choice for our residents and visitors.



2. Background



2. Background

This section details the role of a Local Transport Plan, the national context within which it has been developed and the characteristics of existing transport networks within Central Bedfordshire.

What is the Local Transport Plan?

The Local Transport Plan (LTP) forms a long term framework for investment in transport infrastructure and services across the whole of Central Bedfordshire. It is a statutory requirement of the authority to produce and maintain the Plan. It considers the needs of all forms of transport particularly walking, cycling, buses, rail and car use.

The time period this document covers differs from that of previous LTPs, which were required to be in place for a five year period prior to being reviewed. This LTP covers the period between April 2011 and March 2026 to enable a strategic approach to the delivery of transport schemes and help secure lasting changes in travel behaviour.

The timeframe aligns with that of the Local Development Frameworks (LDFs) for Central Bedfordshire which set out the locations for future growth and development. By working towards consistent timeframes, the authority can fully ensure that planning and transport issues are addressed in a co-ordinated manner.

This LTP's 15 year vision is supported by a 3 year rolling programme of specific transport schemes which will be updated on an annual basis.

What area does it cover?

This LTP is the first transport plan to focus on the whole of Central Bedfordshire as a single entity, comprising the area formed by the former Mid Bedfordshire and South Bedfordshire authorities.

Strong linkages are made with surrounding local authority areas including Luton, Bedford, Hertfordshire and Milton Keynes for example, to ensure that all journeys across the administrative borders are fully addressed.

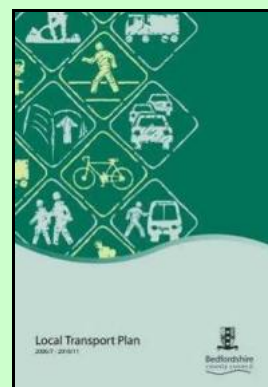
Previous Local Transport Plans

Local Transport Plans were first produced by local authorities in 2001, with previous versions each covering a five year period. As far as the area covering what is now Central Bedfordshire was concerned, these older plans focussed more on the urban centres, splitting the area into two:

The **Bedford, Market Towns and Rural Areas** LTPs focused on the promotion of sustainable, safe and integrated transport through making sure transport action and policy aligned, travel choices were available across the County and that transport networks operated efficiently.

The **Luton, Dunstable and Houghton Regis** LTPs had an emphasis on working in partnership to provide an integrated transport system that was attractive, reliable, made best use of resources and supported the economy and environment of the area.

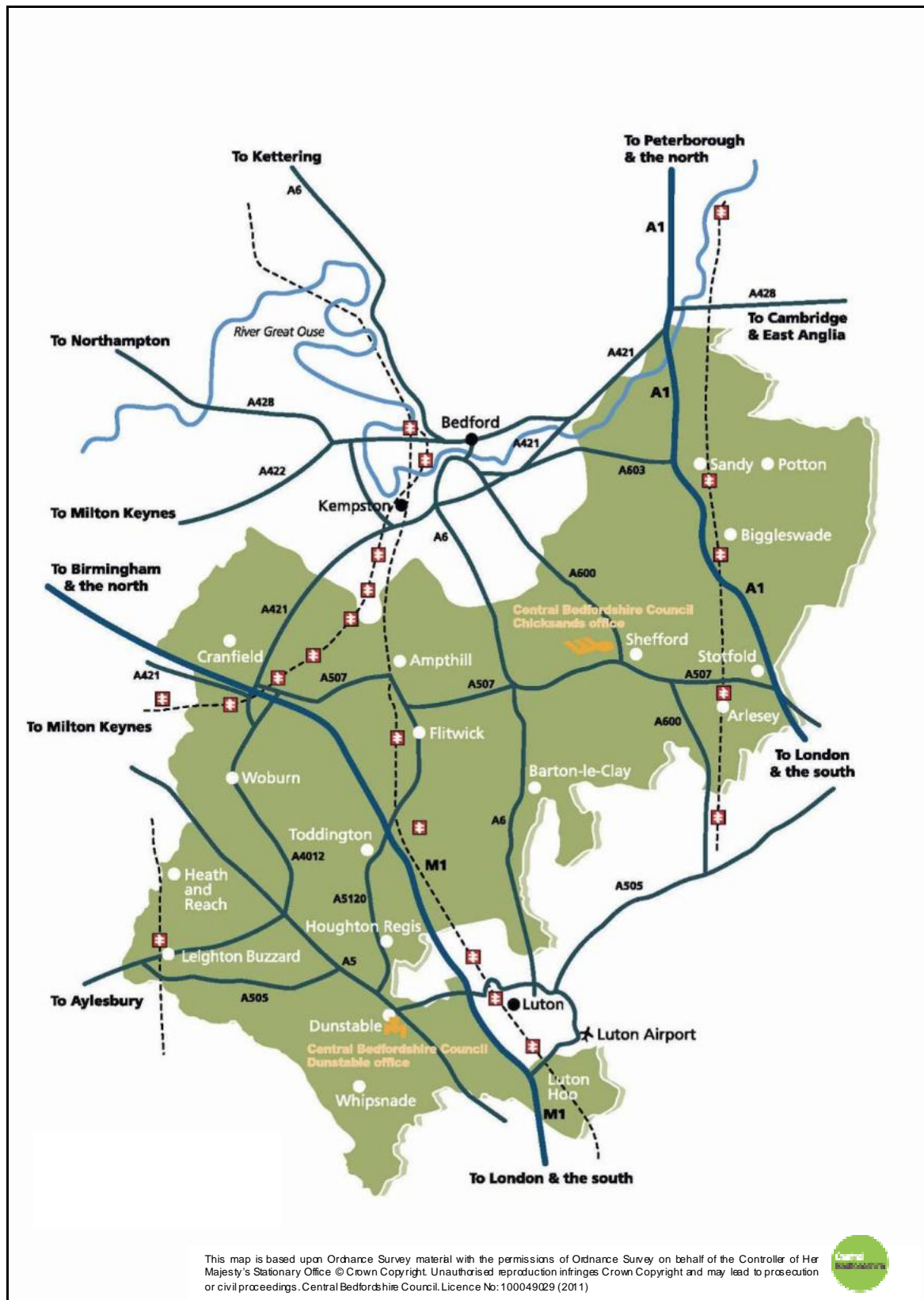
This LTP focuses on the whole of the Central Bedfordshire area whilst working closely with a number of neighbouring authorities. We are therefore able to take into account the needs of local people across the whole of the CBC area.



Bedford, Market Towns and Rural Areas LTP2 Cover



Area Covered by the Local Transport Plan



How does the Plan relate to Government Priorities?

The direction of the LTP is governed by the policy context within which it is produced and the LTP has been produced in a time during which national policy on the direction of transport is changing.

The LTP has been developed in accordance with guidance on LTPs produced by Government in July 2009, and according to the principles of Delivering a Sustainable Transport System (DaSTS).

It has also been mindful of changing national approaches towards the delivery of transport and public services generally. In particular, the LTP has strongly considered the following:

- **Emerging transport policy:** The Coalition Agreement of May 2010 set out, in broad terms, the Governments aspirations for transport over the next 5 years.

Ministerial announcements have provided further clarity on the Government's aspirations for transport since then. Policy on Local Transport has been formalised through publishing the Local Transport White Paper in January 2011.

This LTP supports the proposals within the White Paper, particularly through an emphasis on the role of transport in encouraging economic growth, support for sustainable travel choices and partnership working.

- **Localism and The Big Society:** A key theme of current Government policy is the shifting of power from national government to local communities. The aim of this change is to create a climate that empowers local communities and local people.

This has culminated in the Localism Bill published in December 2010, which sets out a wide range of new powers devolved for local authorities and communities.

This LTP strongly supports this approach through the introduction of Local Area Transport Plans, covering local parts of the council area.

The Local Transport White Paper 2011

The approach of the coalition Government to local transport policy was established in The Local Transport White Paper 2011.

This sets out the Government's vision for a transport system as an engine for economic growth, but is also greener, safer, and improves our quality of life. The key themes of the White Paper are:

- **Enabling sustainable transport choices:** Investment alone will not tackle transport problems, and people need to be encouraged to choose walking, cycling, and public transport to get around.
- **End-to-end journey:** Making the whole journey by walking, cycling, and public transport convenient and effortless.
- **Managing traffic:** Development of electric vehicles, improving the street environment for walking and cycling, and better management of parking.
- **Local solutions for local problems:** Decentralising economic and land use powers, and encouraging community involvement so highway authorities can develop their own solutions.
- **The Big Society:** Empowering local communities to encourage and develop sustainable travel, and to hold local authorities to account on delivery.



Delivering a Sustainable Transport System

Published by the Department for Transport in November 2008 'Delivering a Sustainable Transport System' detailed the Government's goals for transport which focused upon:

- Supporting economic growth
- Reducing carbon dioxide emissions
- Contributing to better safety and security
- Promoting equality of opportunity, and
- Improving quality of life.

The plan seeks to find ways of meeting these issues, but goes beyond this to address emerging policies coming from the Coalition Government.



- **Comprehensive Spending Review:** The Coalition Government is committed to eliminating the national budget deficit within 5 years. The Comprehensive Spending Review (CSR), announced in November 2010, sets out Government plans to reduce public sector spending over the next 5 years.

This influences funding available for delivering local transport schemes. Schemes proposed to be delivered within this LTP reflect likely amounts of money available for transport, in part as a result of the CSR.

The LTP focuses on schemes which are sustainable, aimed at delivering good value for money and at supporting economic growth.

There are a number of other consistent themes concerning the role of transport coming out of new guidance, notably:

- **Increase the efficiency of networks:** Opportunities to increase the efficiency of the existing networks in place and maximise the cost effectiveness of new schemes is vital, particularly in the context of financial constraints.
- **Improve accessibility:** Accessibility and the ability to make a choice of means of travel should be reflected in investment priorities.
- **Reduce negative impacts of travel:** The negative impacts of traffic on the environment, adversely health and safety, reducing economic competitiveness and contributing towards social exclusion should be combated.

What is the nature of transport provision locally?

Central Bedfordshire is strategically placed to take advantage of national strategic road and rail networks, and is responsible for local infrastructure and service delivery to complement this provision.

Central Bedfordshire is not responsible for all transport provision locally but works with service providers to ensure the co-ordinated delivery of provision in the local area. Whilst the management of the local road network comes under the remit of Central Bedfordshire Council, the Strategic Road Network, made up of the motorways and trunk roads within the authority, is the responsibility of the Highways Agency.



Commercial bus services are provided by private operators and these are supplemented by services subsidised by Central Bedfordshire Council, operated under contract to the authority.

Rail services which serve Central Bedfordshire come under the remit of First Capital Connect and London Midland franchises, whilst the lines and stations themselves are managed by Network Rail.

The maintenance of the cycling network is the responsibility of the authority including the National Cycle Network promoted by Sustrans the sustainable transport charity.

Strategic Road Network

The Strategic Road Network (SRN) is the responsibility of the Highways Agency and comprises routes of national or regional importance across the country. There are a number of such routes within Central Bedfordshire and these comprise:

- **M1:** Links London to the Midlands and the North passing through Central Bedfordshire between Junction 10 and Junction 14. Annual Average Daily Traffic (AADT) flows exceed 100,000 on sections through the authority.
- **A1:** Provides an alternative link between London and the Midlands and North within the east of the authority, with an AADT flows of between 50,000-60,000 vehicles.
- **A5:** Forms a north/west – south/east link serving the west of the authority, and running through the centre of Dunstable. Traffic flows are in the region of 25,000 vehicles per day.
- **A421:** Provides an east-west link between the A1 and M1 via Bedford, and on towards Milton Keynes. The route passes through only a small section of Central Bedfordshire but still forms a key link in the local network with around 25,000-35,000 vehicles using it a day.

Central Bedfordshire Facts

Car ownership:

15% of households do not have access to a car

Size of the authority:

716 square kilometres, making it one of the largest unitary (Census 2001)

Total population:

253,000 (in 2010) – a figure which is expected to rise to some 292,000 by 2021, a 15% increase.

Largest towns:

- Leighton Linslade (36,540),
- Dunstable (35,070),
- Houghton Regis (17,000)
- Biggleswade (16,640)
- Flitwick (13,310)
- Sandy (11,690)

Near neighbours:

- Bedford – to the north
- Cambridgeshire – to the east
- Hertfordshire – to the south east
- Luton – to the south
- Buckinghamshire – to the south west
- Milton Keynes – to the west



Biggleswade town centre



Local Road Network

The remainder of the road network is the responsibility of Central Bedfordshire Council.

The authority is responsible for the maintenance, improvement and road safety issues associated with these roads which provide links for more localised traffic as opposed to high volumes of through traffic.

Rail Services

First Capital Connect operates between London Kings Cross and Peterborough on the East Coast Mainline and serves the towns of Sandy, Biggleswade and Arlesey.

The franchise also operates along the Midland Mainline between London St Pancras and Bedford, serving Flitwick and Harlington.

London Midland operates along the West Coast Mainline between London Euston and Birmingham, with a stop at Leighton Buzzard.

Two rail lines provide links between Bedford and Central Bedfordshire. London Midland and First Capital Connect are the operators of the two services which link Flitwick and Harlington, with Bedford to the north along the Midland Mainline and Aspley, Ridgmont, Lidlington and Millbrook with Bedford via the line to Bletchley.

At the heart of the Rail Network

The three strategically important rail lines which operate through Central Bedfordshire comprise:

- **East Coast Mainline:** Between London and Scotland via the North East and Yorkshire.
- **Midland Mainline:** Between London and Sheffield via the East Midlands.
- **West Coast Mainline:** Between London and Glasgow via the West Midlands and North West.



Leighton Buzzard Station

Bus Services

Bus services operate between the main urban areas within the authority, and with key service centres in neighbouring areas such as Bedford, Luton, Milton Keynes and Hertfordshire.



Grant Palmer Service in Leighton Buzzard

These commercially operated services tend to focus on the inter urban network with the more rural areas predominantly served by bus services supported by the authority.

The main operators are Stagecoach, Arriva, Centrebus and Grant Palmer who work closely with the authority to deliver services both on the commercial and supported networks.



Walking and Cycling

Dedicated networks for pedestrians and cyclists are in place across the authority which cater for commuting trips, enable access to services and serve as leisure routes in their own right.

The geography of the authority is conducive to walking and cycling, comprising a number of towns all of which have services within easy reach on foot or by bike.

Away from the main towns, the extensive Rights of Way network opens up the countryside for ramblers and others to enjoy a network of routes of over 1,300km in length.

Cycle ownership in Central Bedfordshire is relatively high with some 60% of residents having access to a bike, whilst the National Cycle Network (routes 6, 12 and 51) traversing the authority provide links to neighbouring towns and the wider cycling network.

Infrastructure to cater for cycling trips is provided across Central Bedfordshire. Dedicated cycle paths and cycle lanes, cycle parking at stations, and the signing of cycle friendly routes all seek to encourage greater take up of cycling as a realistic alternative to the car.



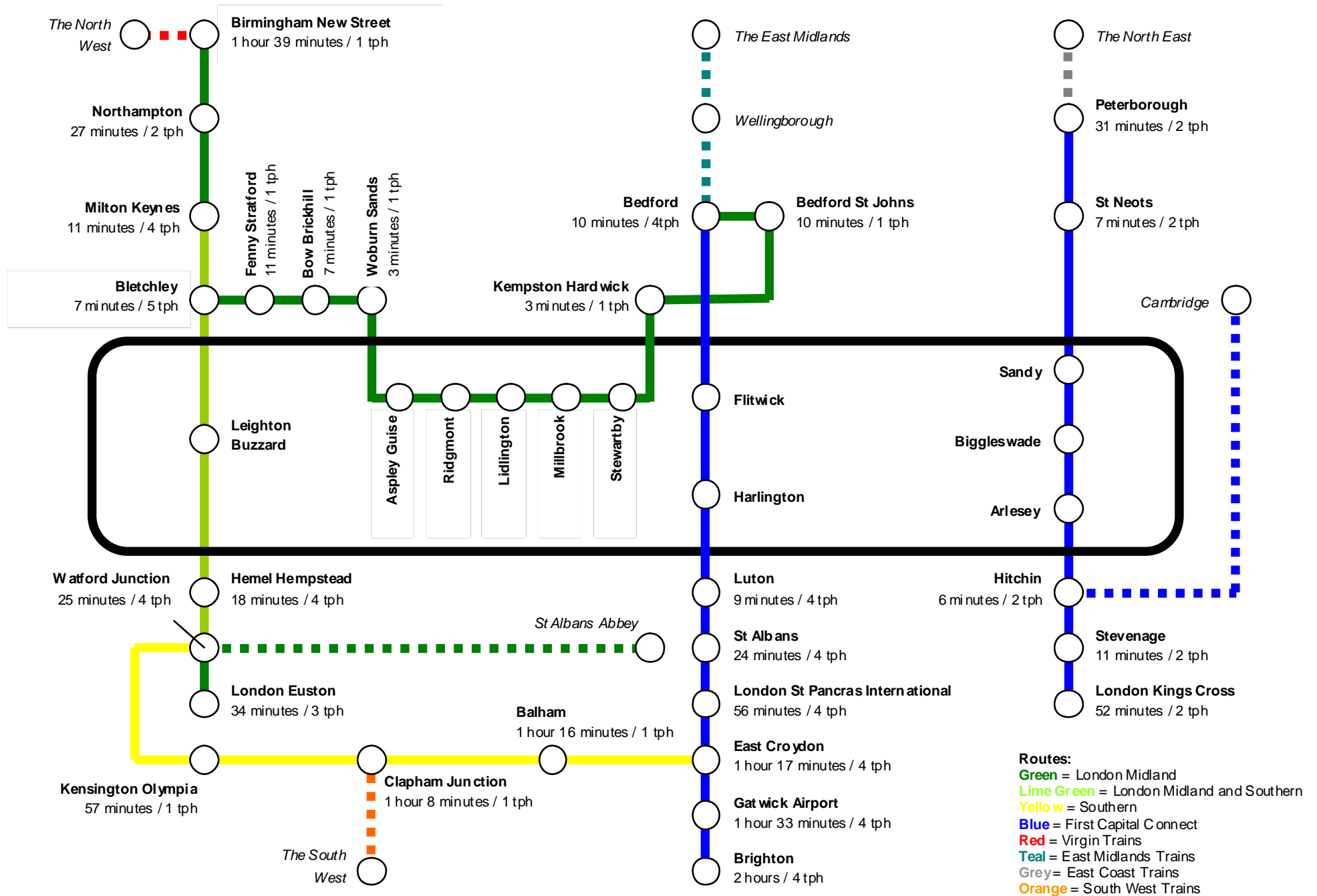
Pedestrian Signage in Leighton Buzzard



Cycle Parking at Arlesey Station



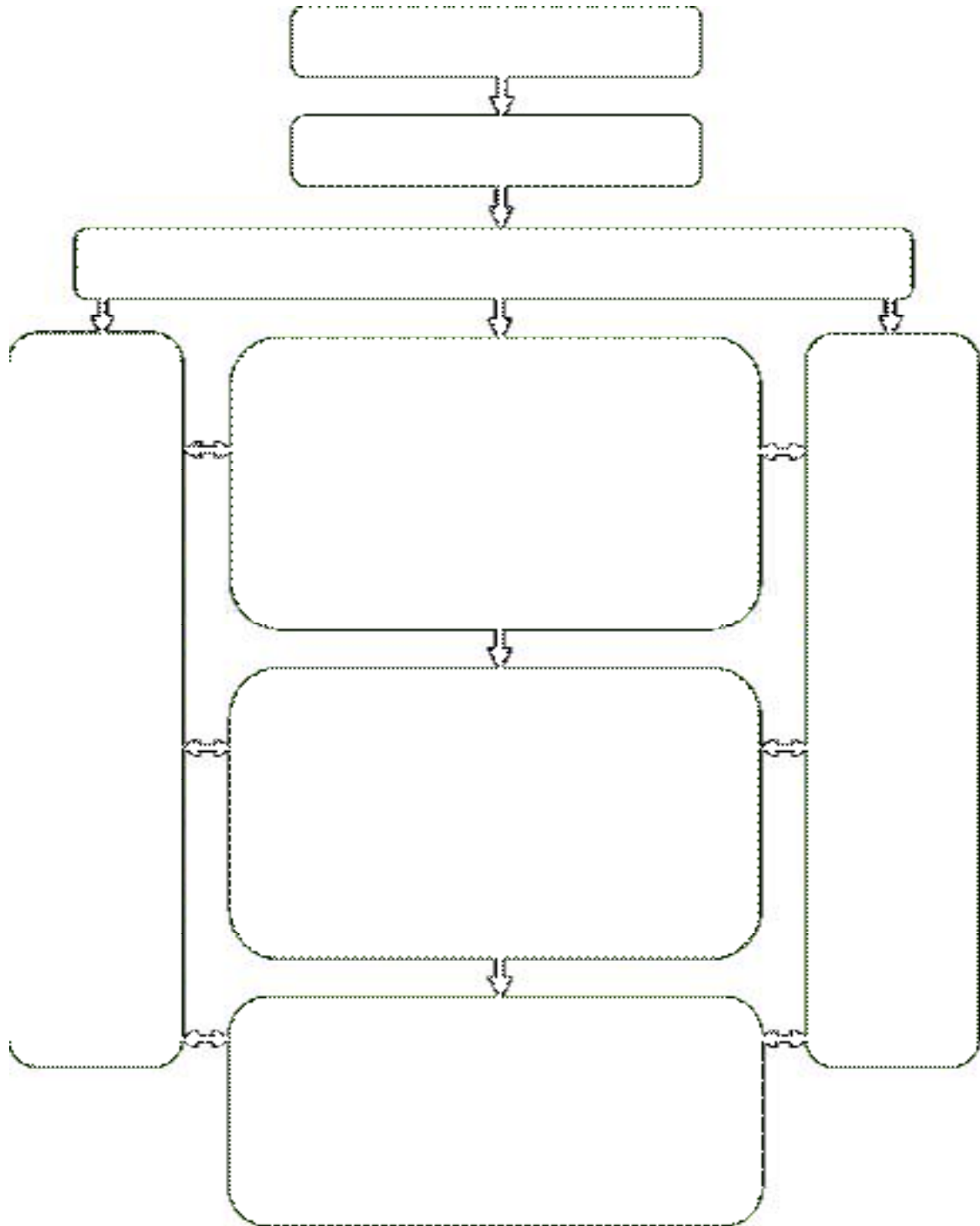
Central Bedfordshire Rail Connections



How is the Plan Structured?

The LTP establishes a series of overarching principles to form a strategic approach and direction for investment in transport. In line with these principles, a series of objectives and priorities have been established which are designed for the reasons people travel.

Structure of the Local Transport Plan



These objectives relate to journey purposes and form a series of themes throughout the Plan, drawn together in the **Journey Purpose Strategy**. The Strategy details the strategic issues associated with different journey purposes and the broad areas of intervention through which they may be addressed.

These broad areas of intervention established within the Journey Purpose Strategy will be applied at a local level through a series of **Local Area Transport Plans** (LATPs). These take into account locally specific issues and identify schemes within these broad areas, through which the programme of investment will be developed, and as such form a rolling three year Implementation Plan for the longer term, 15 year vision of the LTP.

A series of **supporting strategies** have also been produced which focus on the details of specific types of travel, including walking, cycling, public transport and car parking. These support the Journey Purpose Strategy and the LATPs by highlighting specific priority areas and potential measures which will be introduced to improve the provision for each mode of travel.

Finally, a number of **technical assessments** support the LTP and demonstrate its contribution towards wider environmental, health and equality objectives. These individual strategies and the evidence base which sits behind the development of the journey purpose objectives are contained in Appendices A to S.



3. Wider Issues & Opportunities

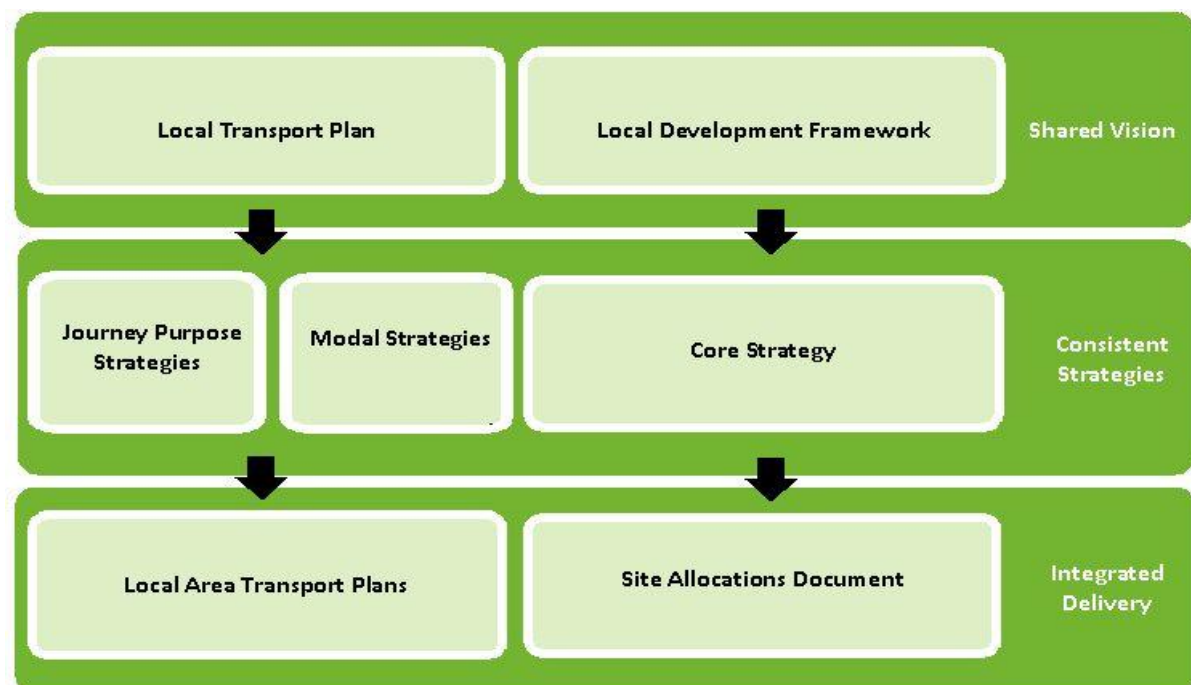


3. Wider Issues & Opportunities

This section looks at the wider issues and opportunities that will offer a challenge to Central Bedfordshire both in terms of external factors such as growth and development and environmental factors but also in terms of the more personal issues that affect our residents such as health, quality of life and social exclusion.

How does the LTP relate to Growth and Development?

There is a close relationship between the Local Transport Plan and the Local Development Framework, the document which sets out the extent and location of future growth within the authority, including both working towards a 2026 timeframe. This relationship is highlighted below.



Although it is no longer statutory to have a LDF as an authority we find it useful in terms of developing an overall integrated policy.

There are two LDFs in place within Central Bedfordshire, covering the former local authority areas of Mid Bedfordshire and South Bedfordshire respectively, which will ultimately be combined into a single development plan for the area.

The Core Strategy of the LDF sets out the spatial vision and objectives and 'strategic sites' for development, whilst the Site Allocations Document, Proposals Map, Supplementary Planning Documents and Area Action Plans provide more detailed information on site specific development, supporting guidance set out in Planning and Policy Guidance 13 (PPG 13) particularly in relation to the revision of parking provision and charges.

The anticipated levels of growth set to be accommodated in Central Bedfordshire are allocated through this process and support investment priorities established within the LTP.



Levels of Growth in Central Bedfordshire

Central Bedfordshire has aspirations to be both globally connected and deliver sustainable economic growth.

A key component of this is being able to maximise the opportunities from the significant planned growth in housing and employment within the authority, particularly in the key growth areas of Dunstable and Houghton Regis, Leighton-Linslade, Biggleswade and Sandy, and Arlesey and Stotfold.

"Buses need to run into the new housing estates to make them work. The Sandhills service is great, but it only runs to the edge of the estate." *Leighton Buzzard resident*

"Why are more houses being planned? Traffic is bad enough as it is without more cars being added to local roads." *Houghton Regis resident*

Accommodating growth in a sustainable manner is key to the future economic and social well-being of Central Bedfordshire, and achieving many of the goals of the authority. As such the LTP closely aligns with planning and economic development policies to ensure that these aspirations materialise.

An increase in housing and employment has the potential to raise a number of issues locally such as:

- An increased number of trips on the local transport network,
- Increased level of traffic on local roads, and
- Congestion on the strategic road network during the peak hours.



New housing in Biggleswade

Despite this, new developments also have the potential to change travel patterns, and research has shown that when people change their place of residence, they are also more likely to change how they travel, thus providing the potential for encouraging more sustainable travel amongst the new residents and enabling potential for change for the existing surrounding communities.

In order for new developments to become a part of local communities, sustainable transport infrastructure and services are required to effectively connect such developments into nearby towns and villages, and into walking, cycling, and public transport networks as detailed in PPG 13.

Growth in Surrounding Areas (by 2021)

Milton Keynes

- 42,000 homes
- 49,000 jobs

Bedford

- 31,000 homes
- 27,000 jobs

Hertfordshire

- 33,000 jobs (by 2026)

London

- 750,000 jobs (by 2031)

Providing these links from the outset provides greater potential for residents of these developments to be able to access local centres by sustainable modes of transport.

Existing communities can also benefit from growth through new investment in their transport infrastructure, such as the provision of new cycle routes, and improved, more commercially viable bus services for example.



Transport and the Economy

"More local buses should be timed to co-ordinate with workplaces. My local bus service does, and I use it to travel to work quite frequently." *Houghton Regis resident.*

An efficient and well-connected transport network is a key component of a thriving local economy, ensuring that goods and services are delivered quickly and reliably.

For a local economy to realise its potential, constraints on capacity and the operation of the transport network need to be minimised.

Central Bedfordshire is a well-connected area, with strategic road and rail links to a number of major urban areas such as London, Milton Keynes, Cambridge, and Birmingham. However as good as the links are North to South there are strategic gaps in allowing movement East to West, this has been partially rectified with the opening of the A421 towards the North of Central Bedfordshire and the South of the area will be greatly improved following the proposed A5-M1 link road.

However, traffic congestion in local areas, such as Dunstable, and on the strategic highway network, add costs to local businesses through wasted time and fuel, acting as a deterrent to investment.

Central Bedfordshire is relatively unique in that it is characterised by a number of smaller towns and villages rather than one large Urban City, with major urban areas on its immediate peripheries providing significant employment. These urban areas are generally accessible by public transport, the distances to these centres result in journeys to work which are much longer than average, placing additional pressure on the strategic transport routes through the area.

Travel to Work and Employment Statistics

- 51% of journey to work trips are to areas outside of Central Bedfordshire
- 87% of residents find it easy to access their place of work
- The Central Bedfordshire employment rate is 76.9%, compared to 70.2% nationally
- 49% of local businesses cite transport costs as their biggest barrier to growth.
- 6,700 jobs were created in Central Bedfordshire between 2003 and 2008

Economic Growth in Biggleswade

Like many other towns across Central Bedfordshire, a significant proportion of Biggleswade residents do not work in the town. In the 2001 Census, just 39% of residents worked locally.

Central Bedfordshire Council is looking to encourage more Biggleswade residents to work locally. A Town Centre Masterplan has been produced, and works to facilitate the expansion of Stratton Business Park are also underway.



South East Midlands Local Enterprise Partnership

The establishment of the South East Midlands Enterprise Partnership (SEMLEP) is a good example of where Central Bedfordshire has acted to set up partnerships consistent with both the economic and transport needs of the area. In October 2010, the Government announced the first 24 Local Enterprise Partnerships (LEPs). LEPs are partnerships between local authorities and businesses that will determine local economic priorities, and undertake activities to drive economic growth and the creation of jobs. One of the successful bids was the South East Midlands Local Enterprise Partnership.

SEMLEP is a business-focussed response to the national challenges caused by recent low growth, increasing unemployment, a higher skills deficit, and low productivity. By bringing businesses, higher education, and local authorities will create an environment for innovation-led growth, achieving the shared vision of :

"A diverse and competitive knowledge economy with first class infrastructure and high growth, built on local private sector strengths, exports and job creation."

Central Bedfordshire Council played a proactive role in the development of SEMLEP, worked with partners in the establishment of SEMLEP, and continues to be proactive within the partnership. The authority is committed to continuing its integral role in the LEP, and will positively engage with partner organisations to make SEMLEP a success. The area covered by SEMLEP closely relates to the economic and transport activity of this area, including parts of Buckinghamshire, Northamptonshire, Oxfordshire, and the neighbouring authorities of Bedford, Luton and Milton Keynes.



Cranfield Technology Park

The movement of people and goods on transport networks is a more accurate reflection of the economy of an area than administrative boundaries. For Central Bedfordshire, a substantial proportion of trips to work, to services, and by freight are to nearby major economic centres, such as Bedford, Milton Keynes, and Luton. This is reflected in this LTP through strong partnership working with neighbouring authorities, and by focussing our strategies on journey purposes as opposed to focussing on specific modes.

SEMLEP will have a key role to play in the strategic direction of transport. The Local Transport White Paper (2011) states that LEPs are expected to form a strategic view on transport issues within their area, and invites LEPs to engage with local transport authorities. SEMLEP realises the importance of an effective transport infrastructure to the economic success of the area, and has committed to work with partner organisations to ensure spatial and infrastructure planning delivers the maximum economic benefit to the area. SEMLEP's view on the strategic direction of planning and transport in its area is still emerging, although SEMLEP recognises that effective transport links is critical to the economic success of the area. SEMLEP has already supported Regional Growth Fund bids for East-West Rail and improvements to M1 Junction 10a.

Central Bedfordshire will play a key role in shaping the view of transport within the SEMLEP area that maximises the economic potential of the area, increases travel by sustainable modes of transport and achieves the aims and objectives of SEMLEP. The authority will also support SEMLEP activities to better align area-wide transport and infrastructure by continuing to positively engage with SEMLEP on these issues.



Transport and Health

"I took up cycling about a year ago because petrol prices were getting so high. While some of the roads are scary, I have saved some money and got fit because of it" *Sandy resident*

There is also a strong link between how people travel and their health. People who walk and cycle as part of an active lifestyle are less likely to be overweight, and are more likely to live longer.

However, the use of active modes of travel such as walking and cycling has declined over the last 30 years. Inactive lifestyles are a key factor in the increase in many health problems, such as obesity, heart problems, and circulatory diseases. In Central Bedfordshire encouraging walking and cycling is challenging due to the longer distances travelled to access services and employment, the quality of the walking and cycling networks and perceptual barriers such as safety concerns and estimations of time and distance.

There are proposals to pass overall responsibility for encouraging healthier lifestyles to local authorities and the opportunity this provides to integrate transport with health benefits is welcomed. Notwithstanding this, the authority will continue work with local healthcare providers to promote health, reducing the need for local people to use the health service. Within this context, it should be noted that development of local walking and cycling networks, as well as promoting walking and cycling as a means of getting around encourages healthier lifestyles, which in turn can reduce the demands on local health services.

Being able to access hospitals, doctors surgeries, dentists, and pharmacies is essential to the health and well being of the local population. Access to local healthcare facilities such as GP surgeries and pharmacies is generally good across the authority due to the local nature of provision. Accessing more strategic services like hospitals, in contrast, is much more difficult. There are no hospitals located within Central Bedfordshire, and although the majority of these hospitals are on public transport corridors, access can be difficult.

However we need to be mindful of the particular access requirements for people with disabilities and will be working with partners to improve facilities in terms of walking, cycling and public transport.

Health Statistics

- Our residents are, on average, 46 minutes journey time by public transport from their nearest hospital, compared to 30 minutes nationally;
- 14% of journey to work trips are by walking and cycling, compared to 12.7% nationally;
- 29.1% of Central Bedfordshire residents are obese, compared to 28.3% nationally;
- Nationally, there were 159,770 deaths from circulatory diseases in 2009 due to inactive lifestyles. In comparison there were 2,284 deaths from road traffic accidents.

Within this context, the role of transport in promoting health is even more important than its role in reducing road casualties

GoCycle Leighton-Linslade

'GoCycle Leighton-Linslade' is one of 18 Cycling Towns around the country. Central Bedfordshire Council has worked with GoCycle and local cycle group 'Buzzcycles' in developing the Leighton-Linslade cycle network, and encouraging school children, rail station commuters, and local businesses to get on their bikes for their local journeys.

All schools have received 'Bikeability' cycle training, and cycling to the railway station has doubled over the last 2 years. This has boosted confidence in cycling as a mode of transport, and benefited the health of those who have changed the way they travel.



Climate Change and the Environment

"I'm sure that upping the frequency of the 90 service from Stotfold to (Arlesey) station will encourage more people to use it. And we may get some cuts in carbon too!"

Commuter at Arlesey Station

There is growing concern from the public and Government about the impacts of increasing Greenhouse Gas emissions on the environment and local communities. By 2020 the UK must meet a 34% reduction in national CO₂ emissions on 1990 levels.

Transport makes up 26% of all UK CO₂ emissions, and is the second largest source of emissions behind energy production, and thus plays a key role in meeting this target. It is also the only sector of the economy where national emissions have increased since 1990.

Tackling emissions from transport is a significant challenge. There is often an initial negative attitude towards projects aimed at discouraging people from using cars. This is not helped by the fact that other non-car modes of transport are sometimes not perceived as viable options for many journeys.

However, enabling suitable choices and the rapid development of technological change, such as electric vehicles, is likely to have some effect on total CO₂ emissions, as is the promotion of economic growth more locally to the community.

Road traffic is also a source of many air pollutants, notably Nitrogen Dioxide (NO₂) and Particulate Matter (PM¹⁰). Concentrations of these pollutants are particularly high where the road network is congested. The impacts of poor air quality are more severe in residential areas close to congested roads. Poor air quality has a particularly adverse effect on respiratory illnesses such as asthma, and can increase the occurrence of allergies.

Climate Change and the Environment

- Total Central Bedfordshire CO₂ emissions were 6.1 tonnes per capita in 2008/09, slightly below the national average.
- In 2009, the average concentration of NO₂ on High Street South in Dunstable was 53.27µg/m³, exceeding national targets by 13.27µg/m³



Emissions from vehicles in Dunstable

The LTP provides the strategic framework within which the environmental impacts of transport can be tackled.

Of greatest potential is reducing the demand for travel, and to encourage the use of non-car modes of transport through investment in infrastructure and promoting these travel choices.

Additionally, investment in low carbon forms of motorised transport has the potential to reduce the carbon emissions and improve air quality locally by encouraging local people to swap their existing car for more fuel efficient and alternative fuels.



Quality of Life and Social Exclusion

Transport plays an important role in accessing key public services that are important in maintaining a good quality of life.

Residents should be able to access services such as healthcare, employment, food stores, and leisure facilities within a reasonable time, cost, and with relative ease. This is especially the case for groups who have traditionally been more excluded from accessing services on these grounds.

The majority of local residents can access these services and facilities with relative ease. However, some residents and areas within the authority find it more difficult than others. People who do not have access to a car, such as those in lower income groups or some in rural areas find this particularly challenging.

People who are either unable to drive or cannot afford the associated costs are particularly restricted in terms of freedom of travel. Travel options for these groups are often restrained to travel options available based upon; the times the local bus is servicing their areas, by the availability of local cycling routes and how accessible the local pedestrian network is and with rising fuel and insurance costs this is an issue that has the potential to worsen.

This can have severe implications particularly for older people who can be limited by their physical ability furthermore poor travel and transport options heightens the potential for social exclusion and increases in unemployment.

The LTP offers a framework of potential options that could help to alleviate such exclusions and the authority plays a key role in ensuring that the majority of residents are able to access the facilities and services that are important to maintaining a good quality of life.

The challenge for this LTP is to work with a number of partner agencies to ensure that easy access to healthcare, education, employment, shopping, and leisure facilities are maintained across Central Bedfordshire at a time when less government money is likely to be available to support this.

"Without the 97 to Letchworth I would not be able to get to work or go shopping. I really hope it isn't cut." *Stotfold resident via Let's Talk Central*

Quality of life in Central Bedfordshire

- 50% of residents have used a library, museum, or gallery in the last year;
- 15% of local households do not have access to a car, compared to 27% nationally;
- On average it takes 9 minutes for local residents to travel to their nearest food store by foot or public transport, the same as the national figure;
- Nationally, a quarter of 16-24 year olds do not apply for particular jobs because of access issues.

Downside, Dunstable

Downside in Dunstable is one of the more deprived areas of Central Bedfordshire, and is one of the 20% most deprived areas in the East of England.

Transport has been identified as a major barrier to accessing employment, training, and leisure facilities. As one of the Council's *Priority Neighbourhoods*, a multi-agency approach is being taken to tackling the issues in Downside, being delivered through the Neighbourhood Plan '*Downside on the Up*'.



4. Engagement & Communications



4. Engagement & Communications

Central Bedfordshire Council takes consultation very seriously. We began the process of developing the LTP with the specific objective of building a plan that truly reflected the requirements and aspirations of the local community within Central Bedfordshire. As such the engagement of stakeholders, the community and locally elected Councillors has been an integral element in the creation of the LTP for Central Bedfordshire.

The guidance provided by the Department for Transport requires the local authority to develop and use their LTP in a way that works best for them and their community. The guidance states;

"Authorities are accountable to their communities rather than to the Department (for Transport) for both the quality of the transport strategies prepared and for ensuring effective delivery" (Guidance on Local Transport Plans, July 2009). The guidance also states that authorities should take a fresh look at their policies and the implementation proposals; furthermore the guidance strongly recommends exploring more innovative ways of obtaining public views such as councillor led review panels and including the use of web resources.

To enable the local community to be actively involved in the development of their Local Transport Plan and to help to facilitate localism, we have used to our advantage the greater flexibility available for how the LTP could be structured, specifically with regards to implementation. With this in mind we made the decision to develop Local Area Transport Plans (LATP's) as a way of targeting resources and implementing programmes of work that would be wholly community led. We have also developed a web based programme and profile aimed at establishing methods of communicating with a larger segment of the community and in particular sections of society that would not traditionally be involved in local authority consultation.

The outcome of our approach has enabled us to ensure that the community is at the heart of the development of schemes in their local area and through a comprehensive programme of local engagement and partnership working we have produced targeted and specific programmes of work that accurately reflect the needs and issues of local people and deliver added value by enabling our citizens greater involvement in the decision making process.

This method of ensuring that local plans are locally led will not cease with the adoption of the this LTP and we will continue to engage with local communities both during the implementation of local schemes and with the development of new Local Area Transport Plans.

Myjourney

In consulting on the LTP, we developed a programme of activity based on the use of a range of techniques for not only communicating a message to people but for building relationships, raising awareness, engaging and consulting with as wide a range of target groups as possible. In order to achieve this we sought to engender the feeling that partners, stakeholders and the public are involved in the preparation of the plan because of its relevance to them. We branded this approach **myjourney**, which is designed to encourage people to help shape Central Bedfordshire by taking an active part in making or influencing decisions that affect their local area.

The **myjourney** brand will continue to be the public face of transport with the aim of helping people to identify with the consultation of their ideas, thoughts and aspirations for transport and the physical implementation of subsequent schemes in their locality. This approach is also



reflective of the governments programme for the 'Big Society', which includes proposals to give communities more powers and encourage people to take a more active role in their communities.

The continuation of the **myjourney** engagement strategy will support Government's plans to enable citizens, communities and local government to come together to help solve local issues and to engender the feeling that partners, stakeholders and the public are involved in the preparation of the plan and that it is in fact, very relevant to them.

Rationale

The approach to the LTP engagement and communications reflects government guidance to provide Central Bedfordshire Councillors, partners, stakeholders, wider sector organisations and the public with genuine opportunities to get involved with and influence the development of the LTP and the LATP's.

The LTP Engagement approach is closely aligned to that of The Local Strategic Partnerships (LSP) and the key statutory partners of the LSP including Health, Police Authority, Fire and Rescue Service all have visions that place the citizen at the heart of everything they do. The LTP Engagement approach is designed to help enable this and enhance the community engagement activities and as such the key target audiences of our communications are:

- Central Bedfordshire Council Councillors
- The Local Strategic Partnership
- Local Town and parish councils, especially in the preparation of the Local Area Transport Plans
- Internal & External stakeholders
- Neighbouring local councils
- Wider sector organisations e.g. Healthcare, education, environment, business, 3rd sector organisations, disability, elderly, youth religious, ethnic groups etc
- General public

The approach employs two strands which have been running simultaneously:

1. Central Bedfordshire Councillors, partner and key stakeholder collaboration programme – involving ongoing relationship building and liaison with all partners and their wider networks to facilitate a collaborative approach to the preparation of this LTP
2. Wider sector and public involvement campaign – focussed on using a combination of the traditional communication & consultation mechanisms such as workshops and roadshows but also making best use of Social Media and the internet.

The Central Bedfordshire Councillors, partners & key stakeholder collaboration programme included activities to initiate understanding and forge relationships, including workshops and meetings. Ongoing collaboration and maintenance of relationships will include tailored newsletters and project working groups.

A suite of communications channels for reaching out to wider sector organisations and the public has been established so that consistent information is easily accessible for all. Furthermore because we have targeted our engagement methods to specific groups and utilised the most effective method of communicating with them we have been able to optimise the availability for people to respond in the most effective manner. For example we advised the Town and Parish Councils of the engagement process, attended events to inform and sent communication to advise on how they can be involved in the development of the broad strategic LTP, however we have specifically sought them out when developing the Local Area Transport Plans, where their input is optimised due to the specific local knowledge they hold and the ability of those local councillors to help promote the localism agenda.



Feedback

A number of channels were used in order to communicate and engage with people the following offers a summary of who we spoke to, what we did and what was said between October 2009 and February 2011, a full breakdown report can be found in **Appendix S**.

Central Bedfordshire Councillors

Engaging with Central Bedfordshire Councillors has been critical in the development of this LTP in particular the Local Area Transport Plans, including local councillors in the process from the beginning has been integral to ensuring that we can best optimise the range of interest that they represent. In order to engage Councillors effectively a series of meetings were held which firstly allowed Councillors to detail all the issues within their areas where they would like us to provide a focus. The second set of meetings was used to talk through the proposed programme for their areas. The table below shows the issues which emerged from discussions with local councillors in relation to the Local Area Transport Plans.

<p>Dunstable & Houghton Regis</p> <p>Issues –</p> <ul style="list-style-type: none"> “Rat running through residential estates” “The negative impact of HGV’s within residential estates” “Access for people with buggies and wheelchairs on buses” “Congestion” “Access to employment, education and health” <p>Options –</p> <ul style="list-style-type: none"> “Using shared space to make places more accessible for all road users” “20MPH zones” “Lorry bans” “Improvements to public transport” “Improved pedestrian & cycling access to employment and health sites” 	<p>Leighton Linlade</p> <p>Issues –</p> <ul style="list-style-type: none"> “Access to the train station for buses” “impact for local residents caused by commuter parking at the train station” “Improvements to the town centre for pedestrians” “Ensuring that standards are kept up with regards to improvements for cyclists” “Bus services ‘tie in’ with train times” <p>Options –</p> <ul style="list-style-type: none"> “Complete review of access and residents car parking facilities in and around the train station” “Introduction of shared space designs to improve access for all road users” “Better co-ordination with bus companies”
<p>Arlesey & Stotfold</p> <p>Issues –</p> <ul style="list-style-type: none"> “Public Transport Links to North Herts” “Access to Station” “Access to schools” “Car parking impacts from school and commuter traffic” <p>Options –</p> <ul style="list-style-type: none"> “Bus stop enhancements including information provision” “New crossing point near Etonbury School” “Development of cycling network” 	<p>Sandy & Biggleswade</p> <p>Issues –</p> <ul style="list-style-type: none"> “Car parking throughout both town centres” “Impacts of HGV movements” “Barriers to pedestrian movement” “Incomplete cycle network” <p>Options –</p> <ul style="list-style-type: none"> “Shared space to improve access in Biggleswade” “Removal of guard railing” “Preliminary works to develop bus – rail interchange” “Improved pedestrian / cycle crossing points on approach to town centres”



Partners and Key Stakeholders

The commitment of the LTP to be integrated with LSP vision and objectives is demonstrated by the our shared vision, we have therefore made it a central role in our consultation to involve our LSP partners in the LTP development process.

It has been integral to the development of deliverable schemes for us to work closely with organisations such as the police, ambulance service, NHS and the Highways Agency as well as neighbouring authorities and other local organisations.

We have had a long standing series of meetings, workshops, telephone and email correspondence with our partners and stakeholders which we have used to assess each others requirements and roles, continual communication will be the key to delivery of many of the LTP objectives. The following offers an insight into some of the main topics of discussion:

Partners & Stakeholders

“Working together to improve access to our employment areas and improve safety and standards of living for our residents” *Luton Borough Council*

“Improving the opportunities for our local residents to choose healthier travel choices will be our priority” *NHS Bedfordshire*

“Co-ordination between organisations during times of congestion or accidents” *Ambulance Service*

“Jointly working to deliver sustainable growth for our areas particularly developments such as Marston vale” *Bedford Borough Council*

“A collaborative approach to the planning of our major road schemes will help to ensure success locally” *Highways Agency*

“Local residents have great concerns about the impact of speeding and rat running” *Police*

“Public Transport Information and promotion is effective and important” *EEDA*

The Wider Sector and the Local Community

Engaging with the local community and those that represent people's individual needs has taken place through a series of workshops, meetings, exhibitions and road-shows. Additionally, we have placed great importance in engaging as many different segments of the community as possible and also making sure that we are able to keep people constantly updated with our progress we have therefore used a number of social media facilities such as a 'tweets', a blog and a web page on lets talk central which also offered people the opportunity to leave comment and be interactive with the myjourney campaign.

The following demonstrates the opportunities taken to engage and involve the wider sector and the local communities:

- **Individual meetings and telephone/email discussions** - upon request with many local organisations to discuss LTP content.



- **Independent householder survey** – 2,100 local residents were surveyed to help establish a benchmark in which to base indicators and also to establish travel patterns, issues and preferences for change.
- **Interactive electronic development & Myjourney** - Introduction of the Myjourney brand and transport/myjourney page on Lets Talk Central, an important tool in reaching a new audience and offered the ability to have a continual interactive method of communication with our citizens, partners and other interested parties.
- **Advertising and marketing** – so as to avoid ‘consultation overload’ we have targeted who and how we communicate with people. To this aim we have linked to other central Bedfordshire campaigns for example; Lets Talk Central where we have benefited from the large number of promotional and advertising activities which have taken place. In addition to this we have issued press releases advertising; Myjourney and how to get involved, LTP events such as the road shows and draft LTP opportunity for comment.
- **Stakeholder workshops** – an opportunity for the wider sector and other interested parties to get involved with the development of the LTP and discuss issues pertinent to their organisation or interest.
- **Roadshows** – opportunity for the public and any other interested parties to ‘visit’ the stand in their local area and discuss their concerns, ambitions and requirements for transport in their locality.
- **Stalls at relevant events** – Where possible we have utilised other events for creating opportunities to discuss, involve and advertise the LTP. Examples of events attended include; Town and Parish Council conference, Dunstable Masterplan Exhibition, Shared Space event and the Youth Parliament seminar. Integrating with other relevant projects also demonstrates the importance of transport strategy in helping deliver wider issues.
- **Officer attendance at community meetings** – We have attended relevant meetings in order to engage with the public and interested groups examples of meetings attended include; Downside Community forum, Dunstable Town Centre Management Committee, Biggleswade Masterplan meetings and local interest groups such as for cycling.

The following offers a summary as to what was said by some of our wider sector local stakeholders and at the local community through local meetings and roadshows.

The Wider Sector		
“Maintaining the vitality of Biggleswade Town Centre” <i>Biggleswade Town Council</i>	“Direct and fast bus services” <i>Beds Rural Communities Charity</i>	“Smarter Choices & giving people the right information” <i>Friends Of Earth</i>
Partnership working is key to successful bus and rail integration. <i>Bedford Area Bus Users Society.</i>	“20mph zones help encourage walking & cycling” <i>Bedford to Bletchley rail users.</i>	“Lack of information on local walks” <i>Central Beds Cycling Forum.</i>
“More emphasis on public transport and cycle parking in key locations” <i>CB Youth Parliament</i>		



The Local Community

Dunstable & Houghton Regis

"Congestion on Dunstable High St"

Dunstable Residents

"No bus services evening and Sundays from my estate prevents me getting to the hospital"

Resident Downside Community Forum

"Bus services need to run later in the evenings"

Dunstable Resident

"More cycle paths needed" *Dunstable resident*

"Speeding traffic on Bedford Rd needs addressing"

Houghton Regis Resident

"Information and Education needed for residents on local bus services" *Houghton Regis Resident*

"Footpaths and cycle paths need improving to help encourage walking and cycling" *Houghton Regis resident*



The Local Community Leighton Linslade



"Bus services generally good but further bus information required"

"Some footpaths are narrow and uneven in the town centre"

"Bus services need to be earlier in the morning and later at night to match train times"

The Local Community Arlesey & Stotfold

"More regular bus service" *Stotfold resident*

"cycle paths need to be safer to encourage cycling" *Stotfold resident*

"Better local bus services – better frequency" *Arlesey resident*

"Improvements to cycle paths required" *Arlesey resident*

"Cost of public transport too high" *Arlesey resident*

"Frequency of bus and train services restrictive" *Arlesey resident*



The Local Community Biggleswade & Sandy



"Pavements need improving and dropped kerbs installed" *Biggleswade resident*

"Parking is a problem in the town" *Biggleswade resident*

"More local bus services & co-ordination of services with Bedford" *Sandy resident*

"Bus Services need to be provided at more regular frequency" *Sandy Resident*

"Better information displays for bus services" *Sandy resident*

Myjourney – The Next Steps

The views received from all the people we have communicated and engaged with has been used to develop and shape the LTP and in more specific detail the Local Area Transport Plans. The culmination of this effort is demonstrated in the LTP document itself and through the extensive engagement activity, it can truly be said that Central Bedfordshire's LTP is a document that is representative of the citizen's aspirations for transport in Central Bedfordshire.

Following the engagement exercise the LTP and supporting documents were published for public review on the 6 January 2011 for final assessment, comments and suggestions received from this and how we have responded are detailed in Appendix S.

Myjourney has proven to be a success in terms of engaging people and encouraging them to take part in the development of the LTP. The engagement process will continue following the adoption of the LTP in March 2011 and there will be two core elements to the continuation of engagement these being:

1. **Implementation** – Predominantly implementing the programmes from the Local Area Transport Plans. The aim of this phase of engagement is to continue with a local focus creating ownership and recognition with citizens for the works that will be undertaken.

We will continue working with and informing the local, town and parish councillors with regards to critical steps in the delivery process for projects affecting their locality. The importance of such partnership working has proved invaluable in both determining the most effective potential solutions and also by utilising the local councillors as another method of communicating with the wider local community.

It is important to continue a collaborative approach with partners and stakeholders so that projects planned to be undertaken by all parties will continue to be integrated so that added value can be achieved.



We will continue to engage and consult with the local communities and relevant third sector organisations. This is integral to ensuring that the projects planned for delivering local improvements will receive 'buy in' and understanding from the community as to how their views are taken into account.

2. **Development** – This will involve the continuation of the development for the Local Area Transport Plans in accordance with the programme detailed in Chapter 10. The aim of this element of engagement is to continue enabling local, town and parish councillors to create local plans that are truly representative of their local area and the views and requirements of the citizens.

We will maintain a series of meetings with the local, town, and parish councillors with the aim of firstly defining the issues in their locality that need tackling and subsequently working in partnership to prepare the options available for implementing a programme of improvement.

We will also continue the successful engagement activities which enables the local public to be directly involved with the process such activities will include the local householder survey, workshops, exhibitions and officer attendance at local community meetings. We will also continue with enabling Myjourney to be an interactive tool and we will continual strive to ensure that the LATP process is as accessible to all segments of the community as possible.



5. Strategic Approach



5. Strategic Approach

A number of contextual factors are integral to the strategic approach of the authority and have shaped the direction of the LTP and the allocation of time and resources to be made through the Plan.

The authority intends to pursue a growth agenda to help it develop as an economic powerhouse and to capitalise upon its location at the centre of strategic transport networks. To support this aim it is seeking to create an integrated transport system which is safe, sustainable and accessible for all, and to explore new opportunities for funding to assist in delivering the vision of the LTP and its broader aspirations to improve the quality of life for all in Central Bedfordshire.

The key areas of, geographic location, growth and funding, and the approach of the authority in embracing the opportunities and addressing the issues they throw up, are at the heart of this LTP and form the basis of the strategic approach of the document.

Geographic Location

There are a number of characteristics in terms of the nature and location of Central Bedfordshire, which influence the pattern of trips undertaken locally and the ability of the LTP to cater for these movements. Firstly, Central Bedfordshire is largely rural in nature with no one dominant urban area to act as a destination hub for local residents to seek employment and access to services.

However, the close proximity of a number of large urban areas in neighbouring authorities, particularly Luton, Bedford, Milton Keynes and a number of towns in Hertfordshire, results in many local residents travelling outside the authority to seek employment opportunities, healthcare and education provision.



Dunstable Downs, Area of Outstanding Natural Beauty

The accessibility of London, some 35 miles to the south of the authority, also provides a significant draw, with around 10% of local residents employed within the capital.

Secondly, Central Bedfordshire is at the heart of the country's strategic north-south transport network, being served by the M1 and A1, the East Coast, West Coast and Midland Main Lines and also in close proximity to London Luton Airport.

These links provide local residents with a number of opportunities to travel further afield, both domestically and internationally.

However, whilst north-south movements tend to be well catered for through this provision, the ability to travel east-west across the authority is more arduous and may require future initiatives to address gaps in the network.



Approach:

There is a high degree of inter-dependence between Central Bedfordshire and neighbouring areas with many trips linking to areas outside of the authority. As a result close collaboration, particularly with Luton Borough Council, Bedford Borough Council, Buckinghamshire County Council, Hertfordshire County Council and Milton Keynes Council will enable the effective and efficient management of trips across the authority's borders.



Commuters at Leighton Buzzard Station

This partnership working will be embedded in the delivery of schemes throughout the timeframe of the LTP. It will also incorporate other stakeholders, such as the Highways Agency and rail operating companies, who are responsible for managing key elements of the strategic transport network within the authority.

The authority will ensure that viable travel options are available to residents who may need to access surrounding centres and that provision does not stop at the local authority boundaries.

The authority will ensure that the potential to use the strategic corridors is maximised through investment in complementary local schemes that increase residents' ease of access to them, for example by enhancing interchange opportunities at train stations and smarter management of the local road network.

The LTP will address the worst of the issues affecting east-west movements, for example by promoting a new A5-M1 link and other initiatives aimed at improving east-west communication. The signing of routes, particularly for freight, will also assist in identifying the most appropriate corridors for the transportation of goods and minimising the impact of the logistics industry on local residents.

Growth

Over the course of the LTP, Central Bedfordshire is expected to experience significant levels of both economic and housing growth. In the region of 40,000 new dwellings are set to be provided up until 2026 alongside the creation of 45,000 new jobs, as part of the authority's ambition to develop as an economic powerhouse.

Associated with such growth will be an increase in the demand to travel and the number of trips undertaken on the transport network. In turn this could potentially increase the pressure on networks and services and the impact of travel on local communities.

Specifically, if not managed effectively, it may result in delays and congestion at peak periods, an increase in the number of people killed or seriously injured on the roads, severance of communities as a result of the volume of through traffic and an increase in the levels of emissions from vehicles. These impacts could arise not just through an increase in commuting trips but also through residents accessing local services and the transportation of freight across the authority.



Approach:

The authority will provide the capacity for sustainable growth and economic prosperity by managing the increase in demand to travel through the LTP. We will do this by providing new capacity and by making better use of existing provision but also we will seek to reduce the actual need to travel in the first instance through the location of new development and new technological advances.

It is envisaged that growth will increase the travel choices of all local residents by improving the viability of existing services and generating the demand required to implement new provision.

More local services will help tackle congestion, improve the accessibility of jobs and other services and ensure the efficient transportation of freight throughout the authority. These are important in maximising the economic competitiveness of the area and improving residents' quality of life.



ProLogis Warehousing, Dunstable

Whilst investment in providing the capacity for growth will be made across the authority, the focus of the LTP will be on the areas anticipated to be subject to the greatest levels of housing and economic development, notably Dunstable and Houghton Regis, Leighton Linlade, Biggleswade and Sandy, and Arlesey and Stotfold.

A series of Local Area Transport Plans will provide the framework through which this investment will be coordinated with the delivery of housing and job creation at the local level, and will also enable the involvement of local stakeholders in the scheme identification and delivery.

Funding

The current economic crisis facing the country means that there is less money available for local transport. This reduction in funding needs to be managed carefully so as to avoid impacting upon the authority's ability to deliver the vision of this Plan and to achieve other local priorities, particularly in the context of increasing demand for travel and number of trips on the network, generated as a consequence of the growth agenda which is being pursued.

Approach:

There are two broad areas through which the authority will address funding concerns over the course of the Plan period, firstly by ensuring the effective and efficient use of what resources are available, and secondly through the identification and leveraging in of additional funds through the Plan.

Delivering value for money from investment in local transport, and thereby the effective and efficient use of the limited resources available to the authority, will become even more paramount than in previous years as a result of the restricted funds available to the authority. Making every pound invested 'work harder' will be secured by:



- A co-ordinated area-based delivery of schemes;
- Early, ongoing and influential involvement of local communities in design and implementation;
- Better use of existing infrastructure and services through the introduction of smarter choices measures and through improved network management;
- The location of development in accessible locations which do not require new transport provision, enabling resources to be focused within the areas of greatest need;
- Increasing the awareness and the ability of the public to take advantage of existing services, and
- Sharing best practice with other authorities across the country and abroad.

In particular, in a situation where less money is available, the authority will prioritise funding in a way which maximises its effectiveness. Recent studies have shown that this can be done through the introduction of 'smarter choices' measures - schemes to promote walking, cycling and public transport and to make car use more efficient

These schemes help to promote a change in the way people travel, often in a more cost-effective manner than larger scale infrastructure schemes. They are particularly useful in managing congestion and increasing the time before infrastructure needs to be repaired, as well as contributing significantly to the health and well-being of the local population.



First Capital Connect Service at Flitwick Station

The importance of this is recognised by Central Government, as shown by the establishment of the Local Sustainable Transport Fund which is aimed at making it easier to encourage journeys by sustainable travel and transport.

In addition to making better use of the funding available, the authority has identified a number of other sources of funding for transport schemes that it will seek to utilise to supplement that received directly through current Government funding for transport. These are set out in detail in Chapter 10 which forms the Implementation Plan of the LTP, and include:

- Developer contributions, and ensuring that the increase in travel demand generated by a new development is fully mitigated by the developer themselves;
- Investment from service providers in new vehicles, timetable information or increased frequencies of operation, alongside LTP funded infrastructure improvements, and
- Opportunities for funding from national or European bidding processes.

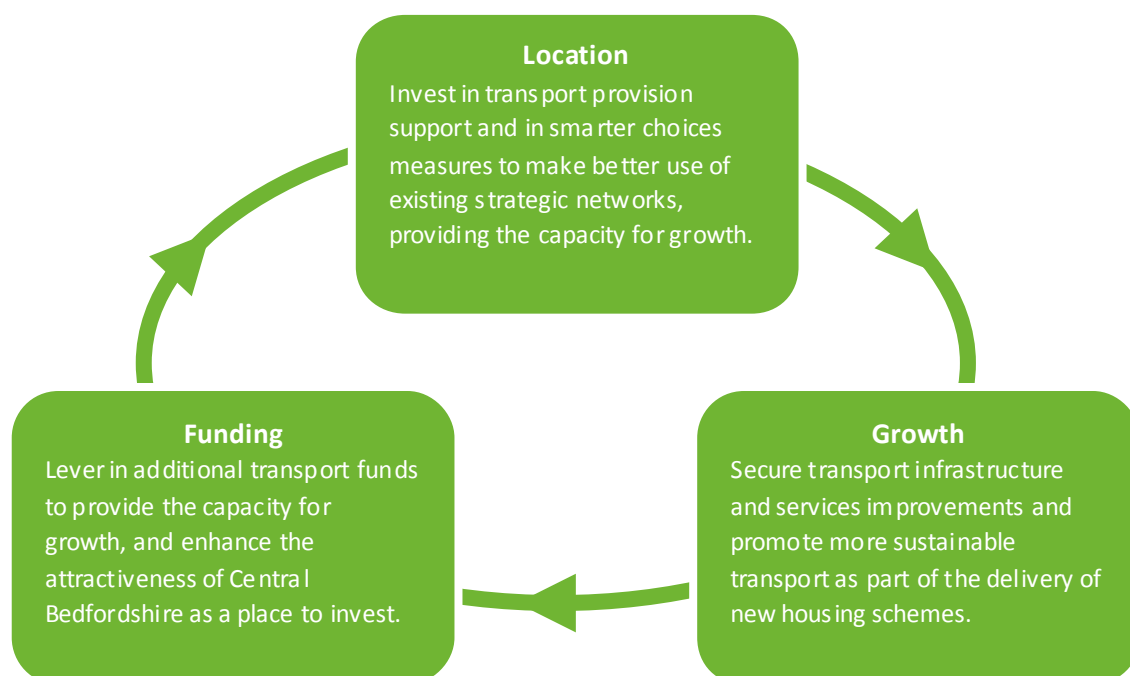


Summary

This strategic approach of the LTP, embracing each of the three main contextual factors which have been outlined above will enable the vision of the Plan to be realised. Through nurturing growth and securing contributions from developers to fund transport schemes, improvements will be made to the travel options available to local residents.

Furthermore, through engaging with neighbouring authorities and local stakeholders in the allocation of these resources and those available directly through the LTP itself, the ability to influence and improve travel choice will be further enhanced.

It will be through this iterative process that value for money will be secured and effective transport interventions provided, as depicted in the figure below.



6. Objectives and Priorities



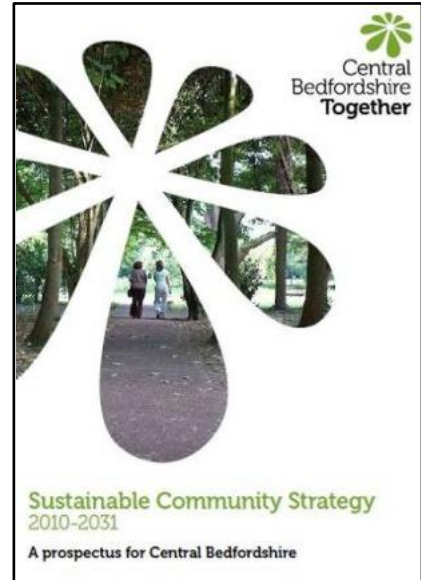
6. Objectives & Priorities

What is the authority trying to achieve through the LTP?

'Central Bedfordshire Together' forms the Local Strategic Partnership for the authority. It comprises representatives from across the public, private and voluntary sectors to reflect the breadth of bodies with a vested interest in the development of Central Bedfordshire.

Central Bedfordshire Council is committed to working towards a set of priorities contained within the Sustainable Community Strategy produced by the Local Strategic Partnership, under the themes of creating the conditions for economic success and community prosperity, raising standards and tackling inequalities.

This reflects transport's wide role as a means to an end and in achieving the authority's priorities. It forms a means to an end in that people don't usually travel for the sake of travelling, but travel to meet other needs such as accessing employment and services.



This is reflected in the establishment of a series of LTP specific objectives which relate directly to a number of the Sustainable Community Strategy priorities. These reflect specific journey purpose related transport concerns and which provide a focus through which to relate investment back to the wider priority areas of the authority.

The objectives and associated targets and indicators will help establish the success of the Local Transport Plan and the extent of progress over the Plan period. Each in turn also contribute towards one or more of the Sustainable Community Strategy priority areas and overall vision for transport in Central Bedfordshire.

Links to Other Strategies

The objectives of the LTP align with those of a number of other locally adopted strategies and highlight the contributions investment in transport can make to wider authority priorities including, but not restricted to:

- **Health – Healthier Communities Strategy:** Improving lifestyle behaviours and promoting active travel, reducing health inequalities, reducing risky behaviours and improving access to services are four of the key themes within the Strategy and relate directly to the objectives of the LTP particularly in seeking to reduce the impact of commuting and freight movements on local communities, and improving access to healthcare.
- **Economy – Local Enterprise Partnership (LEP) Outline Business Case:** The South East Midlands LEP priority objectives contained within the outline business case include the development of strong communications infrastructure and first class local and national



transport links by air, road and rail, together with the creation of an attractive and sustainable locality for investors and individuals alike. The inclusion of objectives relating to increasing the ease of access to employment, and enabling the efficient movement of freight within the set of LTP objectives relate to these priority areas.

- **Environment – Climate Change Strategy:** The LTP objectives reflect the four strategic goals of the Climate Change Strategy including addressing attempts to minimise fuel and energy use, supporting residents to live more sustainable lives and embracing the challenges of growth.
- **Growth – Local Development Frameworks (LDF):** The Local Development Framework for Central Bedfordshire details the level and location of growth and development within the authority. The LTP objectives reflect the need to support the delivery of this growth and the accessibility of new developments.

Sustainable Community Strategy Priorities

The priorities of the Sustainable Community Strategy are set out in the diagram below.



Local Transport Plan Objectives

	Objective	LTP Theme	Related Sustainable Community Strategy Priorities
A	Increase the ease of access to employment by sustainable modes	<ul style="list-style-type: none"> Journey to Work 	<ul style="list-style-type: none"> Maximising employment opportunities Getting around and caring for a clean and green environment
B	Reduce the impact of commuting trips on local communities	<ul style="list-style-type: none"> Journey to Work 	<ul style="list-style-type: none"> Keeping our communities safe Getting around and caring for a clean and green environment Promoting health and reducing health inequalities
C	Increase the number of children travelling to school by sustainable modes of transport	<ul style="list-style-type: none"> Travel to School 	<ul style="list-style-type: none"> Getting around and caring for a clean and green environment Promoting health and reducing health inequalities Educating, protecting and providing opportunities for children young people
D	Improve access to healthcare provision by the core health service (hospitals and GPs)	<ul style="list-style-type: none"> Access to Healthcare 	<ul style="list-style-type: none"> Getting around and caring for a clean and green environment Promoting health and reducing health inequalities Supporting and caring for an ageing population and the most vulnerable
E	Ensure access to food stores and other local services particularly in local and district centres	<ul style="list-style-type: none"> Access to Retail Access to Council Services 	<ul style="list-style-type: none"> Getting around and caring for a clean and green environment Promoting health and reducing health inequalities
F	Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport	<ul style="list-style-type: none"> Access to Leisure 	<ul style="list-style-type: none"> Nurturing a sense of pride and belonging Getting around and caring for a clean and green environment Promoting health and reducing health inequalities
G	Enable the efficient and reliable transportation of freight	<ul style="list-style-type: none"> Transportation of Freight 	<ul style="list-style-type: none"> Maximising employment opportunities Getting around and caring for a clean and green environment
H	Encourage the movement of freight by sustainable modes	<ul style="list-style-type: none"> Transportation of Freight 	<ul style="list-style-type: none"> Maximising employment opportunities Getting around and caring for a clean and green environment
I	Minimise the negative impacts of freight trips on local communities	<ul style="list-style-type: none"> Transportation of Freight 	<ul style="list-style-type: none"> Getting around and caring for a clean and green environment Keeping our communities safe Promoting health and reducing health inequalities
J	Reduce the risk of people being killed or seriously injured	<ul style="list-style-type: none"> All 	<ul style="list-style-type: none"> Keeping our communities safe

7. Journey Purpose Strategy



7. Journey Purpose Strategy

Why focus on Journey Purpose?

The objectives of the LTP for Central Bedfordshire have been identified through an assessment of the reasons why people actually travel. This is based upon the notion that people don't travel for the sake of travelling, but travel for a particular purpose.

By understanding the reasons people travel and the nature of these trips, the authority can more accurately prioritise funding, ensure that improvements to the transport network are effective, and provide value for money in what is being delivered. It also enables multi-modal solutions to be identified and the delivery of co-ordinated programmes of improvements to the transport network.

In addition to the movement of people, the transportation of freight is a significant generator of travel demand, accounts for around 10% of vehicles on the road network and has a vital role to play in realising the objectives of the LTP and overarching Sustainable Community Strategy priorities. In particular, a good freight network is important to the promotion of economic growth.

As such a number of journey purposes have been identified and form the key themes to the LTP. Specific objectives and priorities have been developed which relate to each, whilst five broad areas of intervention have been identified through which improvements to individual's travel experience can be secured.

The journey purpose themes which form the basis to the LTP are set out below:

- Commuting trips
- Travel to school
- Access to healthcare
- Access to retail
- Access to leisure and cultural provision
- Transportation of freight

Journey Purpose Objectives and Context

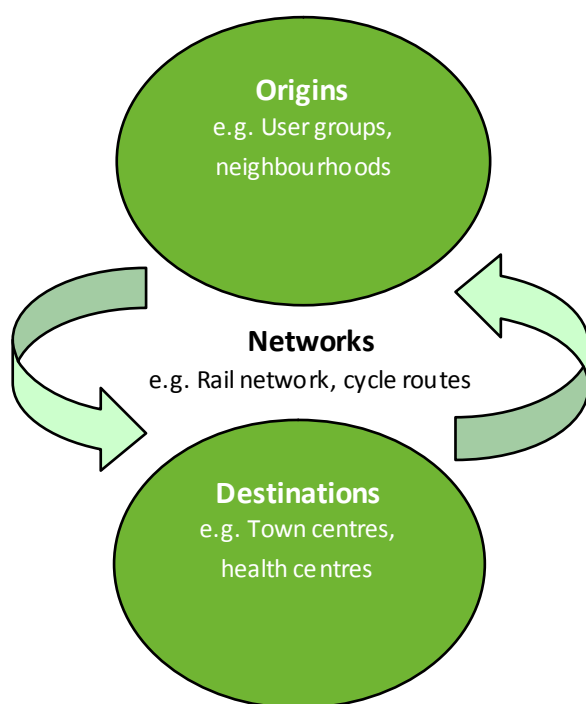
Specific objectives and priorities have been established for the different journey purpose themes, based around the context within which such trips are undertaken. These objectives and priorities, and the context within which they have been developed are summarised within this section, whilst the evidence base and rationale for the prioritisation of each journey purpose is contained within the following appendices:

- **Appendix A:** Journey to Work Evidence Base
- **Appendix B:** Access to Services Evidence Base
- **Appendix C:** Sustainable Modes of Travel to School Strategy (SMOTS)
- **Appendix D:** Central Bedfordshire Freight Strategy



How will accessibility Issues be addressed?

A critical element to be addressed when considering different journey purposes is the ease with which people can access their destinations. There are three main components to be taken into account in the consideration of accessibility. These comprise the origins of trips or user groups, destinations in terms of the actual locations which generate a demand to travel, and finally in terms of the links and networks between both.



Priority user groups and destinations have been established for each of the individual journey purpose themes based upon the greatest areas of need drawn out within the evidence base for each journey purpose.

In addition, the ability of priority user groups, destinations and the links between the two to contribute towards achieving the objectives of the LTP and wider corporate priorities contained within the Sustainable Community Strategy form the basis to the prioritisation process.

The accessibility priorities for each are summarised in the table below.

Accessibility Priorities

Journey Purpose Theme	Priority User Group / Origins	Priority Destinations	Priority Networks
Journey to Work	<ul style="list-style-type: none"> • Low income families • Internal commuters • In commuters • Out commuters • New developments 	<p>Internal:</p> <ul style="list-style-type: none"> • Local Centres • Town centres • Industrial estates • Cranfield University • Rail stations <p>Outside CBC:</p> <ul style="list-style-type: none"> • Luton • Bedford • London • Hertfordshire • Milton Keynes 	<ul style="list-style-type: none"> • Primary Pedestrian Routes • Primary Cycle Routes • Strategic Bus Network • National Rail Network • Electronic Networks
Travel to School	<ul style="list-style-type: none"> • Young people • New developments 	<ul style="list-style-type: none"> • Lower schools • Middle schools • Upper schools 	<ul style="list-style-type: none"> • Primary Pedestrian Routes • Primary Cycle Routes • Supported bus network



Journey Purpose Theme	Priority User Group / Origins	Priority Destinations	Priority Networks
Access to Healthcare	<ul style="list-style-type: none"> Elderly people People with disabilities Priority neighbourhoods New developments 	Hospitals: <ul style="list-style-type: none"> Bedford Luton and Dunstable Milton Keynes General Lister (Stevenage) Stoke Mandeville (Aylesbury) GP Surgeries Health centres 	<ul style="list-style-type: none"> Primary Pedestrian Routes Primary Cycle Routes Strategic Bus Network National Rail Network Electronic network Voluntary & community network Hospital patient services
Access to Food & Other Local Services	<ul style="list-style-type: none"> Priority neighbourhoods Elderly people New developments 	Internal: <ul style="list-style-type: none"> Local Centres Dunstable Leighton Linlade Biggleswade Flitwick Amphill Outside CBC: <ul style="list-style-type: none"> Milton Keynes Luton Bedford Letchworth Hitchin 	<ul style="list-style-type: none"> Primary Pedestrian Routes Primary Cycle Routes Strategic Bus Network Electronic Networks
Access to Leisure	<ul style="list-style-type: none"> Priority Neighbourhoods Young people New developments 	<ul style="list-style-type: none"> Countryside Leisure / health centres 	<ul style="list-style-type: none"> Primary Pedestrian Routes Primary Cycle Routes Strategic Bus Network National Rail Network
Transportation of Freight	<ul style="list-style-type: none"> Freight hauliers 	<ul style="list-style-type: none"> Town centres Industrial estates 	<ul style="list-style-type: none"> Designated Road Freight Network (see Freight Strategy in Appendix D) Strategic Rail Network

On the basis of these priority origins, destinations and links, the context and objectives related to each journey purpose are detailed in the following pages. The evidence base for each draws heavily on a Householder Travel Survey undertaken of 2,000 Central Bedfordshire residents in April 2010, as well as other local studies, to form a sound basis upon which the identification of the most pertinent issues has been ensured.



Theme 1: Journeys to Work

Addressing journeys to work seeks to increase the ease of access to employment especially by sustainable modes, whilst also reducing the impact of commuting trips on local communities. There are historically high levels of out commuting from the authority, whilst economic growth in the local area will also increase the demand to travel associated with employment related trips.

Journey to Work Objectives and Priorities

Objective	Priorities
Objective A: Increase the ease of access to employment, particularly by sustainable modes.	<ul style="list-style-type: none"> • Maximise the number of sustainable short trips: A large proportion of trips are under 2 miles in length, but this is not reflected in the number of journeys undertaken on foot or by bike, despite such commuting distances being suited to these modes. • Ease of interchange: The poor integration of services and between different modes of travel form barriers to public transport use.
Objective B: Reduce the impact of commuting trips on local communities.	<ul style="list-style-type: none"> • Reduce through traffic: High volumes of car based commuting trips using inappropriate routes, can cause severance to communities, damage the accessibility of employment opportunities and reduce the attraction of local centres. • Carbon dioxide emissions: The contribution of commuting traffic to overall levels of emissions from vehicle exhausts. • Air pollution: Elevated concentrations of pollutants such as carbon monoxide, oxides of nitrogen and particulate matter due to emissions from exhausts of general traffic. This can affect the health of people living near busy commuting routes. • Road safety: Actual and perceived safety concerns particularly for vulnerable road users in town centres and residential areas. • Mode shift: New Developments should not impact negatively on the surrounding areas and should provide sufficient travel choices. All new developments should incorporate measures that would support a minimum 20% modal shift from the private car to more sustainable travel modes based upon existing local travel patterns.

Types of Commuting Trips

There are a number of different types of commuting trip the Strategy seeks to address:

- **Internal commuting trips:** Those which both start and finish within Central Bedfordshire.
- **In commuting trips:** Commuters who travel into the authority to access employment provision.
- **Out commuting trips:** Local residents who travel out of the authority to work.
- **Through commuting trips:** Trips which both originate and finish outside of Central Bedfordshire, but which pass through the authority at some stage.



Length of Commuting Trips

Central Bedfordshire residents travel further than the national average in accessing employment opportunities, although there is a wide divergence in the distances people do travel to work.

A large proportion of residents live within relatively easy walking or cycling distance to work, but this is not reflected in a similar modal share, whilst an increasing number of residents are working from home.

The majority of residents walking to work travel under 2 miles, and cycling under 5 miles, and as would be expected, train users tend to travel the furthest to work with 85% of users commuting over 20 miles.

Car users however tend to travel a wide variety of distances to work from under 2 miles to over 20 miles in length.

Out Commuting Trips

- Hertfordshire provides 10-12% of all jobs occupied by local residents and as such is the largest provider of jobs to Central Bedfordshire residents of any neighbouring authority, although this is to a range of destinations and not one dominant town.
- Bedford is the biggest provider of jobs to the former Mid Bedfordshire authority area, whereas Luton is the predominant provider of employment to South Bedfordshire residents, outside of Central Bedfordshire itself.
- London accounts for 1 in 20 of all jobs taken by Central Bedfordshire residents. Dependence on the capital as a jobs provider is greater in the rural areas of the authority than the urban areas.

In Commuting Trips

- **Local people in local jobs:** The majority of local jobs are taken by local people and this is increasingly the case.
- **Lack of integration:** There is a lack of integration between the north and south of Central Bedfordshire in terms of movement of residents for employment purposes.
- **Limited catchment areas:** Central Bedfordshire fails to attract commuters from beyond the immediately surrounding authority areas in significant numbers.
- **Interdependence:** The South of Central Bedfordshire jobs market is interdependent with that of Luton with significant numbers of commuters in each direction, whilst North Central Bedfordshire has a similar relationship with Bedford, although not to the same extent.

Mode of Travel

The car is increasingly the predominant mode via which people travel to work, and there is greater reliance on the car locally when viewed in the national context.

Walking is the second most popular modal choice, whilst cycling and bus use are used by relatively few commuters. Rail use accounts for 6% of all trips but this is still slightly below the national average.

Car use is more predominant in rural areas as opposed to urban areas although use of public transport is similar. Cycling is also more popular in urban areas.

There are a number of barriers to encouraging car users to switch to alternative modes of travel including ability to find car share partners, the distance of trips making it unfeasible to walk or cycle and the lack of direct public transport services between destinations.



Ease of Access to Employment

The vast majority of residents find it easy to get to work, although this differs significantly by mode. Commuters who walk or cycle to work find their journey the easiest, whilst those who travel by bus, rail or as a passenger in a car experienced the greatest amount of difficulty.

There is little difference in the ease of access to work depending upon the location of residents, whether they be based in urban or rural Central Bedfordshire.

The main difficulties experienced in accessing employment are cited as the distances involved, congestion and a lack of public transport provision, or ownership of alternative modes of travel.

Through Commuting

It is hard for Central Bedfordshire to influence the travel choices of commuters through the authority. In addition the authority has a lack of control of the strategic networks within Central Bedfordshire itself.

The key is therefore to work closely with neighbouring authorities, and the transport infrastructure and service providers to best address the more strategic journeys to work through the authority.

This is particularly relevant for trips to London which accounts for a number of the top 10 commuting through flows.



Picture Courtesy of the Highways Agency

Internal Commuting Trips



Traffic in Biggleswade town centre

- **Significant local employment:** Whilst a high proportion of residents commute out of the authority, large numbers are employed locally within the towns in which they live. This presents opportunities for encouraging travel by sustainable modes as all of the towns are of a size conducive to walking and cycling.
- **Working from home:** Rural based employees tend to be employed within the parishes within which they live, and due to a lack of employment provision in a number of these locations indicates that a large proportion will be working from home.
- **Interdependence:** In terms of longer distance internal commuting trips, it is evident that there is a lack of strong relationships between towns, with the possible exception of Dunstable and Houghton Regis. In particular there is little if any reliance of South Bedfordshire residents on Mid Bedfordshire for employment provision.



Theme 2: Travel to School

Car use associated with the 'school run' is an issue nationally and it is no different in Central Bedfordshire. Children and their parents travelling to school in peak periods generate a significant amount of traffic which contributes to congestion and delays in and around schools, whilst also raising road safety concerns particularly for vulnerable road users.

In addition, the increasing reliance on the car as a means of travel to schools is adding to concerns as to the poor health in young people, both in terms of inactive lifestyles and the effect of the environment around them.

In light of these concerns, the objective for addressing travel to school journeys within the LTP focuses upon increasing the number of pupils and students travelling to their places of education by sustainable modes.

Travel to School Objective and Priorities

Objective	Priorities
Objective C: Increase the number of children travelling to school by sustainable modes of transport	<ul style="list-style-type: none"> • Walking and cycling environment: Improve the safety and perceived safety of routes to school particularly for those pupils travelling on foot or by bike. • Awareness: Raise awareness of the benefits of active travel modes to pupils health, finances, and ability to learn.

The detail of the authority's approach to catering for travel to education establishments is contained within the Sustainable Modes of Travel to Schools and Colleges Strategy, often referred to as SMOTS, which is contained within **Appendix C**.



Schools in Central Bedfordshire

Central Bedfordshire has a total of 144 schools, nurseries and special schools, attended by over 38,500 pupils.

The Local Education Authority (LEA) operates schools on a three-tier education system of lower, middle and upper schools. The total education provision in the authority comprises:

- Nursery schools: 4
- Lower schools: 96
- Middle schools: 23
- Upper schools: 10
- Special schools: 6
- Independent schools: 5
- Further education colleges: 2
- Universities: 1



Theme 3: Access to Healthcare

Access to healthcare, particularly for an aging population is an important measure in terms of the quality of life of local residents. Hospitals and doctors surgeries are significant generators of travel demand. Together with the particularly complex accessibility issues associated with healthcare, improving such journeys will be a high priority over the LTP period.

Access to Healthcare Objective and Priorities

Objective	Priorities
Objective D: Improve access to healthcare provision by the core health service (hospitals, NHS Direct and GPs)	<ul style="list-style-type: none"> • Enabling access to healthcare services: Enable the availability of alternatives to the car, particularly in rural parts of the authority, and for those households within priority neighbourhoods. • Physical restrictions: Physical barriers such as pedestrian guard railing, steps or uneven and poorly maintained footways result in those of limited mobility having difficulty in reaching such provision, improvement works will be undertaken to improve access around sites but also at bus stops. • Promotion: Work with the NHS to promote the links between health and active travel. • Partnership: Work with the NHS to improve access to NHS direct and also work with bus operators to ensure that all buses operating within the area are DDA compliant by 2015.

Local Hospitals

Central Bedfordshire is relatively unique in that there are no acute care hospitals within the authority. Local residents therefore have to travel to neighbouring areas to access such provision, the main destinations being:

- Bedford Hospital
- Luton and Dunstable Hospital
- Milton Keynes General Hospital
- Lister Hospital, Stevenage
- Stoke Mandeville Hospital, Aylesbury

More detailed analysis of the ability of local residents to access both GP surgeries and hospitals is contained within the Access to Services Evidence Base in **Appendix B**.

Ease of Access

GP surgeries are primarily located within the larger towns within Central Bedfordshire. Most residents are within a short travel time of a surgery and this is reflected in the fact that 94% of respondents to a Householder Travel Survey undertaken in April 2010, stated that they had not experienced any problems in accessing healthcare.



Bedford Hospital



Theme 4: Access to Retail and other Local Services

The ease with which residents can access retail and food provision has connotations for a number of wider priorities of the authority. At present there is significant leakage of retail spend to shopping centres outside of the authority, meaning that money is being lost from the local economy, not being able to readily access healthy and affordable fresh food impacts upon the overall health and well being of the population, whilst the shopping function also forms a popular leisure activity with vibrant and successful town centres adding to the sense of place, belonging and so quality of life of residents.

Access to Retail Objective and Priorities

Objective	Priorities
Objective E: Ensure access to food and other local services particularly in the town and district centres	<ul style="list-style-type: none"> • Town centre master plans: Support the delivery of the town centre master plans and aim to improve overall accessibility to other local centres. • Online Services: Promote access to online council services to help reduce the need to travel. • Location of development: Focus development of retail provision and other local services in locations accessible by a choice of means of transport, taking advantage of existing transport networks and the availability of alternatives to the car. Also ensure that designs on site reflect the specific needs of people with disabilities.



Post Offices

The local Post Office is often seen as a key community facility by residents. Their most notable function is, as the name suggest, providing access to postal services, such as posting letters, courier services, and special delivery services operated by Royal Mail.

As well as providing postal services, Post Offices also act as a focal point for the delivery of a number of UK Government and other services.

These include:

- Driving Licence applications
- Vehicle registration and tax
- Passport applications
- Withdrawing pensions
- Paying bills
- Banking services, including National Savings and Investments

A number of Post Offices are also incorporated into a local convenience store. This offers the potential of being able to undertake a food shop at the same time as using the post office.



Council Services

Other local services classified as key destination by our residents are those services provided by Central Bedfordshire Council. Local Government delivers a wide variety of public services, ranging from benefit payments through to planning advice. As a key local public service provider, being able to access these services is critical to many residents in Central Bedfordshire.

Residents can physically access Central Bedfordshire Council in one of two ways:

- **Council Offices:** The Council Offices in Chicksands and Dunstable provide the full range of Council services. Also, officers may be on-hand to deal with questions and requests as and when they arise.
- **Customer Service Centres:** The Customer Service Centres in Ampthill, Biggleswade, Houghton Regis and Leighton Buzzard all provide access and support for a limited number of services, including Council Tax, Housing Benefit, Planning, and Environmental Services.



Central Bedfordshire Council Offices, Dunstable

One of the most commonly-used, and most popular, local government services used by the public is their local library. Over the last decade the role of the library has changed, and its remit has expanded. Some of the additional services that local libraries provide include:

- Free access to the Internet, both through fixed terminals and Wi-Fi connections
- Acting as a central point for information on the local area, such as bus timetables, details of local groups, and advertising local businesses
- CD and DVD Loan service
- After school study sessions and classes
- Community meeting rooms
- Reference service for local businesses

In Central Bedfordshire, there are 12 public libraries in the majority of the larger urban areas of the authority. Central Bedfordshire residents are also able to use the local libraries in Bedford and Luton with their Central Bedfordshire Library Card.



Town Centre Master Plans

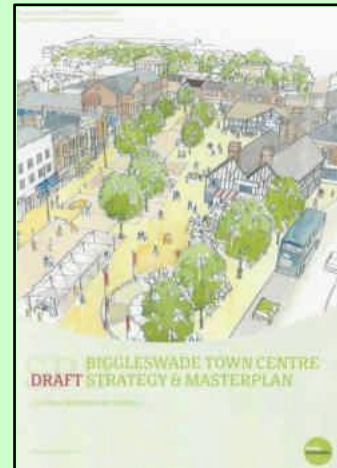
Central Bedfordshire Council are introducing Town Centre Master Plans into towns in the area as a basis upon which to reinvigorate their role of the main retail centres, secure investment and improve the retail and service provision offer. Currently, one plan is in place for Houghton Regis and two are being developed as follows.

Biggleswade

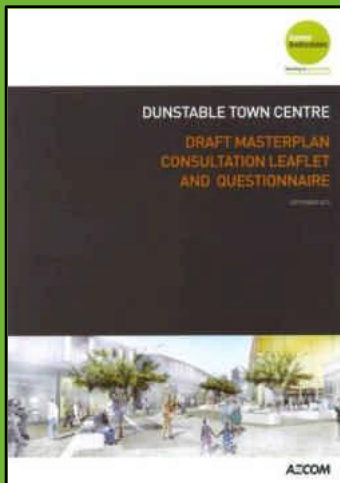
The draft vision for Biggleswade incorporates a desire to develop as a successful market town to meet the needs of the expanding population.

The town provides some 24,000 sqm of retail floor space between around 190 units, the vast majority of which are in the town centre, making it the third largest shopping destination in Central Bedfordshire.

The Masterplan seeks to build on its role as a major service centre to provide new services and facilities to enable sustainable growth.



Dunstable



Dunstable is set to develop as a connected 21st century town centre which is affordable, attractive and accessible, through the Master Plan for the town centre.

It will become a focus for retail activity, including high street brands and attract people throughout the day and into the evening.

Improvements to town centre accessibility and connectivity are envisaged to revitalise the town and ensure that it stands out from the crowd and punches its weight as the largest retail centre within the authority.



Theme 5: Access to Leisure, Culture and Tourism

The importance of leisure and tourism activities for the local economy and the importance of local leisure facilities such as parks, open spaces, leisure and sports centres provide local opportunities for more active lifestyles.

Access to Leisure and Cultural Provision Objective and Priorities

Objective	Priorities
Objective F: Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike by a range of modes of transport.	<ul style="list-style-type: none"> • Access to the countryside: Maximise the opportunities provided by the rights of way network and ensure that footways and bridleways form a connected and coherent network of routes throughout the authority. • Leisure Centres: Attract a variety of users with different levels of personal mobility. • Town Centres: Seek to improve access to town centres within the evenings and at weekends for public transport users and also to work to removing physical access restrictions for people with disabilities. • Parks and Open Space: Seek to improve access for all users to parks and open spaces.

Participation in sports activities can take place at a number of venues ranging from formal sports clubs to more informal arrangements on local green spaces. Leisure Centres provide a formal venue for participation in sports activities.

Over 16.3% of the adult population (16 years +) in Central Bedfordshire do sports at least 3 times a week.

Accessing the countryside is a popular past-time. 61% of the UK population aged over 16 years old said that a Day Out was a frequent leisure activity.

As well as providing access to nature and the countryside, many countryside sites can also act as centres for community activities, such as volunteer work and healthy living events.



Dunstable Library





Historic Ampthill Town Centre

Leisure and Culture past-times also have a dose link to accessing retail centres in particular town centres. Predominantly this is also the most popular location for visiting the local theatre and art exhibitions, both past-times closely linked to Central Bedfordshire as these services are sponsored and in part managed by the authority.

Access to leisure and culture is an important function not just in terms of improving residents' quality of life but also in terms of the economic implications of generating tourism revenue.

There are a wide range of activities which can be classed as leisure pursuits and the LTP will therefore focus upon a number of key areas which generate the greatest demand for travel locally and which may most effectively generate economic growth.

Distance & Method of Travel

There is a broad range in the length of trips undertaken to access residents main leisure activity, with just over a quarter of respondents (28%) to the Central Bedfordshire Householder Travel Survey travelling less than 2 miles, whilst some 13% travel over 20 miles.

The majority of local residents travel by car to access leisure provision (55%). Walking forms the second most popular mode of travel (26%).



Walkers on Dunstable Downs

Main Leisure Activities

The main leisure activities undertaken in Central Bedfordshire were ascertained through a Householder Travel Survey in April 2010, which revealed:

- Sport related activity accounted for the three most popular pastimes in terms of general sports (23%), swimming and the gym (20%) and walking / running (16%).
- Socialising was cited by 9% as a regular pastime, whilst 4% regularly attend the theatre or cinema.



Theme 6: Transportation of Freight

The Central Bedfordshire Freight Strategy forms the basis to the transportation of freight theme of the LTP. The full Strategy is contained in Appendix D.

Relevant policies in place at the National and European levels have been taken into account to provide a clear focus for the management of freight in the authority as set out in the table below.

Priority areas to be addressed within this remit are also detailed to highlight more specific issues to be addressed.



The majority of freight is transported by HGVs

Objectives and Priorities of the Freight Strategy

Objective	Priorities
Objective G: Enable the efficient and reliable transportation of freight.	<ul style="list-style-type: none"> • Carbon dioxide emissions: The contribution of freight traffic to overall levels of emissions from vehicle exhausts. • Air pollution: Through elevated concentrations of pollutants such as carbon monoxide, oxides of nitrogen and particulate matter due to emissions from exhausts of vans and lorries. This can affect the health of people living near busy freight routes, and affect ecological habitats. • Noise and vibration: Disturbance to people living near the main freight routes or freight facilities from the movement of vans and lorries. • Road safety: Actual and perceived safety concerns particularly for vulnerable road users in town centres and residential areas. • Other physical effects of freight traffic: The passage of lorries can affect ecological habitats or historic/heritage resources close to the main freight routes, and cause severance to local communities due to the volume of trips along particular corridors. • Accessibility: Accessibility of the authority for industry in terms of alternatives to road based freight such as the development of rail and air freight facilities within the authority and wider sub-region. • Direction of Growth: Development of growth in areas with access to alternatives modes of distribution particularly for those uses which generate a large proportion of freight related trips.
Objective H: Encourage the movement of freight by sustainable modes.	
Objective I: Minimise the negative impacts of freight trips on local communities.	



The Freight Industry in Central Bedfordshire

The freight and logistics industry is an important area of employment for local residents. Around one in 20 businesses registered in Central Bedfordshire, (equivalent to 310 businesses in 2008) are transport and storage operators.

A further 55% are engaged in sectors that rely directly upon transport operations including the construction, manufacturing, agriculture and retail sectors.

In terms of employment, 5% or around 4,100 people working in Central Bedfordshire in 2008 were employed by transport / storage operators. A further 47% worked in industries that rely directly upon transport operations. This breakdown is broadly comparable to that of neighbouring authorities and the East of England region as a whole.

Key Freight Generators, Routes and Destinations

The M1 corridor running through Central Bedfordshire is a strategic location for the warehousing and transportation industry, providing good and fast access to major markets further afield.

A number of large industrial parks, many home to national and regional distribution centres of large corporations are located close to the M1 between Junctions 9 to 13 and along the A421 linking Bedford to the M1. In addition there are a number of other large industrial estates located on the fringes of the main settlements within Central Bedfordshire such as the Stratton Business Park, Biggleswade, Sunderland Road Estate, Sandy and the Woodside Industrial Estate, Dunstable.

Improvements to M1 Junctions 10 to 13 and dualling of the A421 to the west of the motorway are partly in response to the impacts upon freight flows attributed to these large facilities. An indication as to the scale of road based freight movements throughout the authority is below:

Key Freight Corridors and Volume of Freight

Route	Volume of Freight		Proportion of Total
	Per hour	Daily	
M1	700 lorries	9,250 lorries	15%
A1	200 lorries	2,000 lorries	10%

Key Functions of the Freight Industry

- **Primary distribution (or trunking):** Where goods are moved in bulk between nodes of the supply chain (i.e. raw materials to manufacturing and onto warehousing). Large vehicles (such as heavy good vehicles (HGV) and rail) are utilised and travel predominantly along the national road and rail network over longer distances.
- **Secondary distribution (or delivery):** Occurs following sorting and break-up of bulk goods. Smaller road-based vehicles (such as delivery vans) transport goods from a single point (such as a warehouse – National or Regional Distribution Centre or other) to multiple destinations or customers. Delivery vans may travel along trunk and other local roads and through urban areas.
- **Aggregates and Waste:** Freight in Central Bedfordshire also includes the transport of aggregates and waste by road from local quarries to waste sites servicing London and other settlements in the region. Such movements can have considerable local impacts, especially where vehicles move from the strategic network onto local roads.



8. Areas of Intervention



8. Areas of Intervention

What types of schemes will be delivered?

A number of broad areas of intervention have been identified which will be funded through the LTP and other sources of investment, through which to help deliver the objectives and the priorities related to each journey purpose theme within the Plan.

This chapter sets out the basis for each of these interventions and details examples of types of schemes to which they relate, and which the authority will implement in the timeframe of the Plan focusing upon:

- **Land Use Planning**
- **Smarter Choices**
- **New infrastructure and Services**
- **Network Management**
- **Demand Management**

The interventions form broad approaches to investment in the transport network and don't focus on specific types of travel. As such they enable an integrated approach to meeting the goals of the LTP and the wider objectives investment in transport can contribute towards.

In addition, supporting strategies have been developed which focus more specifically on individual modes.

These add detail to the broad areas of intervention and in essence can be read as stand alone documents, in the context of how they will contribute towards the overarching strategy and journey purpose themes of the LTP itself.

The modal strategies are set out in the following appendices:

- **Appendix E:** Walking Strategy
- **Appendix F:** Cycling Strategy
- **Appendix G:** Public Transport Strategy
- **Appendix H:** Car Parking Strategy
- **Appendix I:** Road Safety Strategy



Freight in Dunstable Town Centre



Leighton Buzzard Station

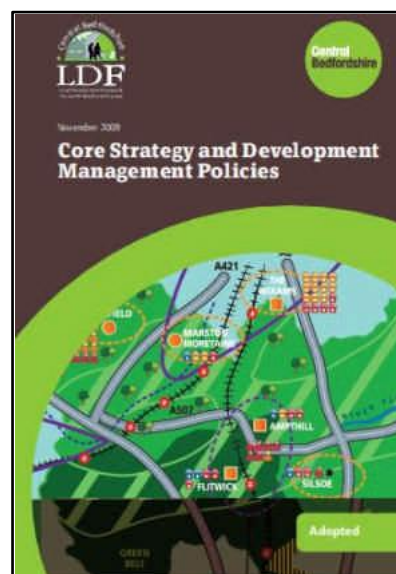


Land Use Planning

There are three Local Development Frameworks (LDFs) in place which cover Central Bedfordshire, the first relating to the northern part of the authority, the second to the joint Luton / South Central Bedfordshire area, which in time will be amalgamated into one comprehensive development plan and the third covering minerals and waste.

The LDFs form the framework upon which future housing and employment growth allocations are based and as such have the ability to influence the nature of commuting patterns through a number of different policy approaches. To be effective in these areas, close cooperation will be required between strategic planning and transport teams within the authority and with neighbouring authorities.

The role of the Joint Technical Unit which covers the Luton and former South Bedfordshire area is an important element of this and Central Bedfordshire Council remains committed to taking forward growth requirements in the area through such a partnership approach.



Mixed Use Development

The location of new developments, both in terms of housing and employment provision, will influence future commuting patterns within the authority, into the authority, out of the authority and through the authority. The location of sites identified through the Local Development Frameworks for housing and employment growth provide an opportunity for the local authority to reduce the need for current and future residents to travel further afield to access job opportunities.

Through the allocation of sites for mixed use development and by undertaking a balanced approach to housing provision and job creation, the LDFs may enable the development of the area as an economic powerhouse, reducing the current levels of out commuting and meeting employment demand locally.

Links to Existing Transport Networks

A key element of the location of new development will be to ensure that it can take advantage of existing transport networks. In doing so the travel demand generated by new housing or employment provision may enable more marginal public transport services to become more viable and potentially provide a basis for more commercial services to increase the frequency of operation.

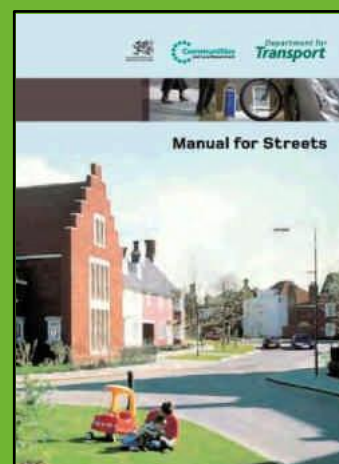


Embedded Sustainable Transport Provision

Integrating sustainable transport provision within new developments through the inclusion of wide footways, cycle paths, or the use of shared space, helps to create more pedestrian friendly, 'humanised' environments which are not dominated by traffic and which are more conducive to encouraging residents to walk or cycle.

The provision should link into networks in the local area and ensure that existing deficiencies are addressed through Transport Assessments for development sites.

It forms a cheaper approach to the 'retro-fitting' of schemes and helps to develop sustainable travel patterns from the first occupation of estates, as opposed to the more difficult task of changing entrenched travel behaviour.



Manual for Streets (DfT)

Manual for Streets (DfT, 2007) and Manual for Streets 2 (DfT, September 2010) set out examples of best practice in incorporating the needs of pedestrians and cyclists into new developments, whilst PPG13 on Transport advocates new development creating places that connect with each other sustainably, providing the right conditions to encourage walking, cycling and the use of public transport.

Smarter Choices

Smarter choices comprise methods which influence travel behaviour without the need for hard infrastructure schemes. They incorporate methods to change the perception of the public in terms of the way they travel and the consequences of those choices, whilst also raising awareness and the public's ability to use existing provision in place. This section explores some of these interventions in the context of influencing journeys to work.

A comprehensive study of the impacts of 'smart' travel behaviour change was undertaken by the DfT in 2004 entitled 'Smarter Choices'. The report concluded that investing in 'smart' measures could deliver significant changes in travel behaviour and provide excellent value for money in doing so. It estimated that a smarter choice programme implemented over ten years at a high intensity had the potential to reduce car use by:

- **Urban areas:** 21% during peak hours and 13% off peak
- **Rural areas:** 14% during peak hours and 7% off peak

Research has highlighted that the return on investment in small scale, sustainable travel schemes, such as the promotion of walking and cycling, is significant¹. On this basis of cost benefit analysis undertaken, Smarter Choices measures will be prioritised by the authority in the delivery of schemes at the local level.

¹ Value for Money: An Economic Assessment of Investment in Walking and Cycling; Department of Health / NHS South West / Government Office for the South West, March 2010



Car Sharing



Car Sharing involves two or more people travelling together, usually to a place of work. It helps to reduce the number of cars on the road whilst also enabling people to still benefit from the convenience of a car.

Whilst many cases of car sharing are informal, many people are not aware of potential travel partners, hence the development of dedicated car sharing schemes.

Such schemes involve the establishment of a data base of commuters, detailing the origins and destinations of members to allow matches to be made. The individual then has the opportunity to take up and establish a car share with a fellow member.

The schemes often contain a safety net in the form of a guaranteed taxi home if a user's lift was to let them down, and members may also benefit from prioritised car parking spaces through workplace organised schemes. Not all car sharing schemes are associated with specific workplaces however, and town and/or authority wide schemes have been established elsewhere in the country through which employees can access potential car sharing partners.

The largest and most established car sharing scheme was established by 'Liftshare' in 1998, and takes advantage of a database of over 300,000 members to match journeys and facilitate car sharing between individuals.

We will help develop community rural networks using car sharing schemes i.e. car sharing for reward, rural car clubs and lift giving particularly for those communities without bus services.

Car Clubs

Car clubs allow members to hire a car from a fleet of available vehicles, for a day, part of a day or for a number of days. Such schemes help to reduce the need for members to own a car themselves whilst providing ready access to one when required.

Car clubs usually require the involvement of a private organisation operating a scheme in conjunction with a local authority, particularly in terms of the provision of start-up grants and the designation of selected car parking bays. The financial risks associated with such schemes however, rest with the private operator and as such they may be seen as low risk by an authority.



Low Emission Vehicles

The use of low emission vehicles can help contribute to reducing CO2 emissions and other harmful emissions at the point of use. At present there are four types of low or no emission vehicles currently in production:



Toyota Prius Hybrid

- **Electric Vehicles (EV):** Use one or more electric motors to run the vehicle, which need to be charged at regular intervals.
- **Hybrid Vehicles:** Use two or more distinct power sources. The most common type in use is an internal combustion engine and an electric motor. Hybrid cars use the regenerative power of the braking system to charge a battery to help run the vehicle and reduce fuel use.
- **Alternative Fuel Vehicles:** Run on a fuel other than traditional petrol or diesel, such as Liquid Propane Gas (LPG).
- **Fuel Cell Vehicles (FCV):** Use hydrogen in a fuel cell to produce its own on-board electricity to run the vehicle. The vehicle's tail-pipe emission is pure water.

The authority will promote the uptake of low emission vehicles as part of a regional wide approach to provide electric vehicle charging infrastructure and comprising around 600 charging points across the region.

Travel Plans

Travel Plans seek to reduce the number of people driving by encouraging people to use public transport, to walk, cycle or car share. They may be produced for workplaces, new residential developments, schools or any other large development as a means through which to promote more sustainable, healthier, and cost efficient forms of travel. Benefits include:



South Leighton Welcome Pack

- **A healthier workforce:** More people walking or cycling to work results in a healthier, more productive workforce with fewer days taken off sick, added to the reduced levels of stress often associated with long delays experienced travelling by car.
- **Reduced costs:** Reducing the number of car parking spaces required at a place of work may in turn reduce the overheads of an organisation through reducing land requirements, the number of parking season tickets to be provided, and in a broader sense, costs associated with the distribution of goods as a result of congestion on the network.
- **Public perception:** The image of a organisation can be bolstered through recognition that it undertakes practices, such as Workplace Travel Planning, to reduce its impact on the local environment.



Ticketing

Reviewing the types of ticketing available for public transport across Central Bedfordshire will provide the opportunity to increase the attractiveness of using buses through reducing costs for passengers, improving interchange opportunities between services and different modes of travel, speeding up the journey times of buses themselves, and by addressing security concerns through reducing the need to carry money for tickets. Specific ticketing options which will be explored locally include:

- **Integrated ticketing:** Enabling the purchase of tickets which may be used on buses provided by more than one different operator improves interchange between services, and the perception as to the ease with which to use connecting services. Furthermore the ability to purchase combined rail/bus tickets will be explored with relevant operators over the course of the Plan.
- **Pre-paid ticketing:** The use of 'Smart Cards', the ability to top up credit on these cards and other forms of pre-paid tickets, reduce the need for passengers to carry cash, increase boarding speed, and thereby reduce journey times without the need for expensive bus priority measures.
- **Discounted ticketing:** Discounted travel is available to elderly and disabled people as part of the National Concessionary Bus Fare Scheme extended by the Government in April 2008. Opportunities to provide further concessions across Central Bedfordshire will be considered with operators.
- **SMS ticketing:** Technology is now in place which enables the purchase of public transport tickets via a mobile phone. The message on the phone acts as the ticket when presented to the driver. Such a form of payment again helps speed up the boarding process and appeals to younger generations more comfortable with mobile phones.



*Mobile phone ticketing
Picture courtesy of Arriva*



*Oyster Card
Picture courtesy of Transport for London*



Information and Marketing

The provision of information is important in ensuring that members of the public are aware of existing transport infrastructure and service provision. It can result in a greater take up of services and increased attractiveness of alternatives to the car for example, without the need for more resource intensive infrastructure schemes.

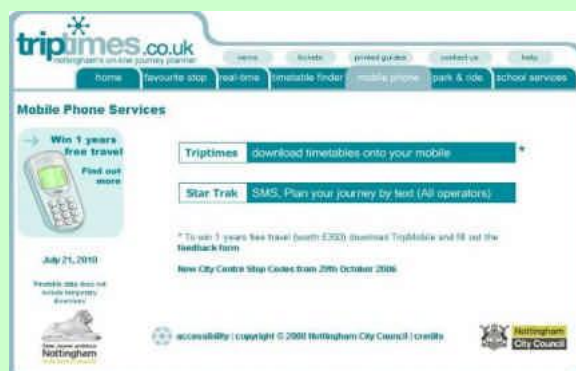
Through raising awareness, the viability of current bus service provision may be boosted, footfall on pedestrian routes increased and awareness of vulnerable road users such as cyclists improved. There are predominantly two forms through which the dissemination of information can be undertaken, notably paper based provision and electronic information, the key elements of which are set out below:

- **Paper Based Information:** Includes bus and rail timetables, cycle maps, and Resident Welcome Packs containing information for occupiers of new houses on travel options available to them. The provision of paper based information is the more traditional medium through which to engage with the public.

The tailoring of this provision however, through the use of bus stop specific timetables and Personalised Journey Planning can make such information more user friendly, accessible to wider audiences and therefore more effective in encouraging modal change.

- **Electronic Information:** Includes timetables accessible via mobile phones and the internet, real time information provision at bus stops, and variable message signs on roads providing details on parking spaces or road closures.

The use of electronic information allows more up to date information to be provided to users, allows access to travel times and delays before leaving the house and assists in the planning of end to end journeys.



Picture courtesy of Nottingham City Council

Various local authorities have developed their own dedicated step by step travel planning web pages, including Nottingham City Council whose 'triptimes' website highlights each leg of a journey and the time between each point via a simple online interface.

- **Personalised Journey Planning:** As well as ensuring that there is an integrated marketing and communications strategy with service providers an increasingly popular Smarter Choices technique being used is Personalised Travel Planning (PTP).

PTP is an approach to delivering targeted information directly to travellers, to help them make sustainable travel choices. It seeks to overcome habitual use of the car, enabling more journeys to be made on foot, bike, bus, train or by car sharing. It can also seek to discourage unnecessary travel, through the provision of local or site-specific information.



Communicating Freight Management Measures

The provision of accurate and up to date information to the freight industry, community and the neighbouring authorities is vital in the management of the logistics sector.

Road signs are erected throughout Central Bedfordshire to inform drivers on the road of upcoming weight and height restrictions. As yet however, there has been limited publicity to the industry regarding a designated route network.

Freight Quality Partnership

Central Bedfordshire is member of the East of England Freight Quality Partnership, a forum which facilitates dialogue between neighbouring authorities about freight issues.

The Council is seeking to expand membership and influence of this group such that it may become a key vehicle to engage with stakeholders and ensure a cohesive and coordinated approach to manage all modes of freight across the region.

Freight management measures and facilities such as a Designated Road Freight Network, lorry restrictions and provision of lorry parking facilities will only be effective if well understood by freight operators, drivers and businesses utilising freight.

Methods of information provision include poster boards erected at truck stops alerting drivers to restrictions and facilities in the area, satellite navigation, variable messaging signs on major routes and web based resources.

Notably the time and mode of delivery of information is critical. Not all drivers will have access to the internet or satellite navigation systems. Signs must be placed so as to provide sufficient warning of upcoming freight restrictions allowing drivers to adhere to and remain on the designated network, whilst images may be the most effective method of getting a clear message across when considering the needs of foreign drivers.

Freight operators work not only in Central Bedfordshire but across the region. As such the authority's approach to management of freight will be as consistent, as practicable, with those adopted by other agencies, including local authorities and the Highways Agency.

Action Areas

To disseminate information about freight management measures in Central Bedfordshire and foster an effective working relationship between government agencies and industry, the Council will:

- **Provide appropriate and accessible information** alerting freight drivers and operators to freight management measures in place in Central Bedfordshire and facilities for freight drivers in the area.
- **Encourage safer and more fuel efficient driving** and the use of more fuel efficient practices (e.g. loading bay pre-booking and computerised vehicle routing and scheduling). In doing so the Council will take account of vehicle emissions standards restrictions in place within Central Bedfordshire.
- **Work with regional and sub regional partners** to promote the development of the logistics sector, to support sustainable job creation high value added activities within the logistics sector.
- **Pro-actively engage with the freight industry** (including key freight generators and attractors) and neighbouring authorities to assist with delivery of the policies of this strategy.



Infrastructure and Service Provision

There are a number of different initiatives in terms of the provision of new transport infrastructure and services which will contribute towards achieving objectives of the Plan. Specific modal based strategies have been produced as part of the LTP and these detail specific measures in terms of walking, cycling and parking for example, and so this section provides a broader framework upon which investment will be directed into the provision of new schemes.

Connectivity

The connectivity of networks and between networks is an important consideration in the identification of new infrastructure or services to be provided. Connected, comprehensive and coherent networks are essential in maximising the attraction of all modes of travel, whilst the ability to interchange between different modes and service provision further adds to increased accessibility within the authority, which is essential to growth and encouraging modal change. As such improving the connectivity of Central Bedfordshire will be sought through investment in the creation of:

- **Pedestrian Network Improvements:** The establishment of a pedestrian network hierarchy in the Walking Strategy forms the basis to prioritising improvements for pedestrians. Efforts will focus on increasing the prioritisation of those travelling on foot, reducing the conflict with general traffic, and creating better lit, signed, and more pedestrian friendly streets and spaces.



Pedestrians in Dunstable

- **Dedicated Cycle Network:** As with provision for pedestrians, a cycle network hierarchy has been identified through the Cycling Strategy. It provides a framework upon which to prioritise investment in new cycle links, improve existing provision and maintain the network throughout the year.

Whilst large sections of the network are in place, a number of links are missing and these will form the priority areas for investment on the basis of their position in the hierarchy, current use and potential for use, allowing investment to be provided on a logical basis throughout the authority.



Signage in Leighton Buzzard

- **Bus Services:** The review and development of a subsidised bus network will help to support those provided on a commercial basis by private operators. The authority will seek to develop close links with operators to ensure that all areas have access to a service, particularly in peak periods to cater for commuting trips, and where possible, arrange services to coincide with rail timetables. Similarly the authority will work with operators and developers to improve inter-regional connectivity. New developments will also be required to provide high frequency, high quality and targeted services aimed at enhancing the capacity for mode shift.



Connectivity continued....

- **Bus Waiting Facilities:** To complement the provision of bus services, high quality waiting facilities will be rolled out across the authority. These will initially focus on priority routes and within new developments and will comprise modern shelters equipped with seating, real time information, raised kerbs and lighting, they will also be located so as to optimise use. Improvements to waiting facilities through such measures increases the attraction of public transport in association with better overall levels of provision.



The authority will introduce a minimum standard requirement for all bus stops aimed at ensuring that we are providing appropriate facilities for users with disabilities. We will work in partnership with local and town councils to harmonise ownership of bus stops and shelters, improving the long term management and maintenance of stops.

Accessibility

There are various facets to developing the accessibility of transport networks within Central Bedfordshire, aside from the actual coverage and connectivity of provision. Accessibility plays a vital role in ensuring that infrastructure and services in place are available to everyone, maximising the opportunities to utilise sustainable transport provision and reduce the reliance on the car. The key issues and areas through which they will be addressed relate to:

- **Physical accessibility:** Catering for disabled people and those with limited mobility is an important obligation of the authority and a lack of provision can impede the use of sustainable transport, particularly travelling on foot or by bus, and lead to a degree of exclusion from society and employment opportunities.

The provision of low floor, wheelchair accessible buses, complemented by raised kerbs at bus stops will seek to enable greater use of public transport, whilst dropped kerbs and tactile paving at crossings together with wider footways and more legible routing will be explored as part of encouraging more journeys on foot.



Access to platforms at Biggleswade Station

- **Affordability:** The affordability of public transport provision can form a barrier to use. Opportunity for discounted ticketing, integrated ticketing and pre-paid ticketing are detailed elsewhere in this chapter, and these will form key initiatives in reducing the actual cost of travel. In addition efforts will be taken to highlight the comparative costs of public transport use in relation to car based travel to emphasise the difference in costs and change perceptions as to the pricing of such provision.



Reallocation of Road Space

The reallocation of road space from the private car to more sustainable forms of travel is an important intervention in seeking to readdress the dominance of the car, particularly in town centres. It helps to increase the attraction of walking, cycling or using public transport, particularly through the use of:

- **Bus lanes:** Bus lanes give greater priority to buses allowing faster and more reliable journey times, especially in relation to the car. The reliability and speed of public transport are important factors in encouraging greater use of the services provided along a corridor.
- **Cycle lanes:** Cycle lanes increase the safety and perceived safety of cycling through raising motorists' awareness of cyclists whilst also helping to improve the coherence of the cycle network. As such they encourage greater numbers to cycle, particularly those who are less confident in cycling on the road.
- **Pedestrianisation:** The pedestrianisation of road space provides segregated areas for pedestrians. They may comprise permanent pedestrian zones or only apply at certain times of the day.

In both cases they ensure the safe movement of pedestrians through the removal of all vehicles from an area, creating safe and attractive urban environments which are often seen as destinations in their own right, as opposed to a place which is passed through.



Bus lane in Dunstable



Cycle lane in Leighton Linlade

Shared Space



Shared space in Ashford, Kent

The creation of shared space in affect blurs the lines between road user priorities. It creates doubt in the minds of drivers who in turn reduce their speed as a result of the prevalence of pedestrians and other road users.

It increases the priority of pedestrians whilst maintaining access for vehicles, helping to create an urban environment needed to support economic development and improve the quality of life of local residents, together with reducing road casualties and the dominance of general traffic.



Access for people with disabilities

The Access to Services report recognises the need to ensure that we provide infrastructure which is designed to enable people with disabilities to access core services. Similarly in accordance with the Disability Discrimination (DDA) Act we will be working with bus operators to ensure that all buses are DDA compliant by 2015.

- **DDA compliance:** It is a requirement of the DDA to ensure that all buses are compliant by 2015, we will be working with bus operators to ensure that this happens. Similarly we will be implementing a programme of works that will aim to ensure that all bus stops within the authority are also DDA compliant.

- **Design:** We will ensure that all new infrastructure schemes are constructed as such that the disabled users needs are specifically catered for.

- **Access:** We will work with service and retail providers such as the NHS and local town councils to review the pedestrian access facilities around their sites with a view to ensuring improvements are made that enable people with disabilities to have better access.



DDA Compliant Bus



Network Management

The main aim of Network Management is to identify and where practicable, deal with issues that could cause congestion and disruption to the transport network. Good Network Management deals with the needs of all road users and provides a safe network that helps to reduce the level of CO₂ emissions.

The Network Management Duty requirement placed on local authorities reflects the importance placed nationally on making the best use of the existing highway network with the overriding aim that it should operate efficiently, without unnecessary delays to all highway users, including pedestrians and cyclists, as well as motorists.

The Duty is not limited to actions only as a local traffic authority and there is a need to consider the duty when exercising any power that can affect the highway network.

It therefore extends to the exercise of powers as a highways authority, a street authority and any power used to regulate and coordinate the uses made of any highway by any person. The New Roads and Street Works Act will play an important role in this element of management.

New Roads and Street Works Act

The New Roads and Street Works Act (NRSWA) is the existing legislation under which highways authorities attempt to control the disruption of utility companies' street works. Through the NRSWA the council has the powers to:

- Operate permit schemes to manage utility companies
- Embargo systems after major works.
- Direct utility companies to resurface larger stretches of road than initially specified.
- Introduce lane rentals to reduce utility company time on network
- Charging companies for prolonged use on the network
- Specifying time periods for work on the network.

Network Management Duty

The Traffic Management Act of 2004 placed a requirement upon local transport authorities to co-ordinate the management of their road network, known as the Network Management Duty (NMD). The remit of the Duty focuses on seeking to maintain the free flow of traffic on the road network within the scope of the responsibilities of the authority.

The authority will need to demonstrate and provide evidence to the Secretary of State for Transport that it has taken appropriate action to comply with the requirements of the Network Management Duty. The DfT has issued intervention criteria as detailed below:

- Considering the needs of all users
- Coordinating and planning works and known events
- Gathering information and providing information needs
- Incident management and contingency planning
- Dealing with traffic growth
- Working with all stakeholders
- Ensuring parity with others.

In addition to utilising the powers of the NRSWA appropriate measures will be designed to keep the flow of traffic moving, offer a safe and inviting environment for pedestrians and cyclists, and make available the successful movement of public transport wherever possible using some of the following methods:



Intelligent Transport Systems

Intelligent Transport Systems (ITS) provide local authorities with the ability to use information they possess on the network to control and influence traffic movements, through adjustments to traffic signals, and enforcement of access and speed restrictions for example via:

- **Real Time Information:** Provision of Real Time Information in terms of indicating delays in specific locations or the timing of pending bus services also helps in enabling travellers to make more informed choices as to how, when, and the direction in which they travel.
- **Automatic Number Plate Recognition:** The use of automatic number plate recognition technology would assist the authority in the enforcement of access and other restrictions within Central Bedfordshire, together with wider benefits should as the acquisition of journey time information and the crime detection / prevention potential.
- **CCTV:** The use of CCTV can assist in understanding current traffic conditions, the information from which can then be relayed to travel bulletins, variable message signing or the internet for example.



Picture courtesy of Centro

To enable effective management of new technology Central Bedfordshire will investigate the feasibility of creating an **Urban Traffic Control** facility, and explore the possibilities of utilising the other Intelligent Transport Systems detailed above.

Partnership Working and Information Sharing

The ability to effectively communicate network information to other partners and the general public is essential in managing the network efficiently particularly when dealing with unplanned incidents:

- **Management of unplanned incidents:** In partnership with the Emergency Services and the Highways Agency an action plan will be created which will detail how we can better manage unplanned incidents on the network including:
 - Road traffic accidents
 - Emergency utility works
 - Flooding and other adverse weather related incidents
 - Vehicle break downs
- **Information & communication:** Particularly when dealing with changing road/driving conditions and where unplanned incidents have occurred, a variety of communication channels will be used in order to try and alleviate congestion on the effected network and divert traffic to unaffected roads, such as:
 - Variable Message Signing
 - Text messaging and social networking sites i.e. twitter
 - Media announcements
 - Co-ordination with satellite navigation companies and automobile associations



Signage

The effective advanced signage of destinations across Central Bedfordshire and those outside of the authority itself can have a significant impact upon the operation of the network.

Well signed routes enables the bulk of trips to be concentrated upon the most appropriate routes, minimises the impact on local communities of through trips and reduces the number of vehicles on the network which are in effect, lost. Signage is particularly relevant in the management of freight movement, non-local traffic and for diversions.



Signage on the A1 near Sandy

The use of Variable Message Signs (VMS) allows real time information to be displayed on the road network warning drivers of incidents, delays ahead, diversions or the availability of parking spaces. It provides a more flexible and responsive approach to the routing of traffic to help alleviate stress and delays on the network.

Speed Management

In terms of managing the whole network cohesively it is recognised that if you regulate and manage speeds in order to produce a consistent flow of traffic, it helps to reduce congestion. The following measures will therefore be implemented to minimise delays on the network:



- **New developments:** Should not normally be allowed direct access onto priority 1 roads. Where allowed, developers should agree to fund measures which maintain or improve capacity or resolve existing road safety issues.
- **20mph limits:** Where appropriate a network of 20mph limits will be introduced to actively manage speeds in residential areas.

- **Rat running:** In order to discourage the use of residential streets as short cuts and to help manage speed limits the authority will use techniques to 'design out' speed such as the use of 'shared space' principles to discourage excessive speeds. In some cases prohibiting certain turning movements or motorised vehicles could be implemented.
- **Speed Indicator Devices (SID):** Town and parish councils will be given the opportunity to own and operate their own SID's with support from the authority.



Managing Freight on Roads

One of the simplest means for encouraging goods vehicles to adhere to suitable routes is to provide a co-ordinated network of appropriate routes.

In and around Central Bedfordshire, the highway network is relatively well positioned to cater for the needs of the freight industry and there are a number of improvement schemes that have already been implemented, or will be in the near future to address congestion issues in Central Bedfordshire.

Designated Road Freight Network

A Central Bedfordshire Designated Road Freight Network (DRFN), has been identified to provide links between key freight generators and attractors within the area whilst minimising impacts on local communities. It is comprised of:

- **Primary routes:** Running through the authority providing access to major destinations of regional and national significance.
- **Secondary routes:** Linking identified freight generators and destinations to the primary route network and restrict lorries to roads where a minimum of environmental and infrastructure damage will occur.

It is intended that freight vehicles travel only on these roads, avoiding town centres as feasible, unless servicing local communities and moving to generators or destinations not on the designated network.

Planning Regulations

- As the planning authority, the Council may exert influence over the location of new developments, promoting sites with good access to DRFN primary routes as preferred locations for new warehousing and other freight generating land uses.
- The Council will require that development proposals sufficiently mitigate any forecast freight impacts on local communities and the environment, and utilise freight movement controls and developer contributions (Section 106 and Section 278 Agreements) to achieve these aims.
- Controls can include limits over the number of lorries accessing a site, allowable access routes and limits on the times at which freight vehicles may access the site both during the construction and operation phases.
- Private sector funding linked to new developments can be secured to enhance the road network and freight facilities addressing any freight growth associated with development.



Access Restrictions

The DRFN is supported by a series of signed weight, height and width restrictions zones across Central Bedfordshire that limit freight movements.

There are two types of restrictions in force in Central Bedfordshire. Under the first, large vehicles (over 7.5 tonnes) may not enter many towns and villages unless making a delivery or pick up.

The second type of restrictions relates to constraints on the road network such as narrow road widths or low height bridges. Whilst the Council has put in place a comprehensive system of road freight management measures to ensure vehicles utilise the most appropriate roads it will only be effective if observed by drivers, enforced and remains fit for purpose as the authority grows.



Monitoring initiatives such as automatic number plate recognition are required to ensure drivers adhere to designated roads and where this is not the case the Council will need to consider enforcement. Unlike parking regulations, restrictions on the movement of vehicles (including those relating to height and weight) are not decriminalised outside of London.

Action Areas

To manage freight on roads the Council will:

- **Maintain a Designated Road Freight Network (DRFN)** of primary and secondary routes, in order to protect the safety of other road users, the amenity of communities and their local environments, and the integrity of highway infrastructure. In managing this route the Council will identify diversionary routes during road works and traffic incidents.
- **Continue to utilise traffic management techniques** (weight and height restrictions, traffic calming etc) to ensure most road freight uses the DRFN.
- **Commit resources to support the police in enforcement of the DRFN** and restrictions on freight traffic where other measures to contain freight to designated routes has proved ineffective. Key areas of concern will be areas close to key generators and attractors of freight traffic and where local residents are particularly vulnerable to its effects.

Freight Facilities

The provision of rest and parking facilities is important to maximise highway safety and to support European Union regulation (EC 561/2006) which governs the working hours and rest periods of drivers of large vehicles.

Such facilities should provide adequate rest areas for drivers and allow for the safe parking of large vehicles whilst minimising impacts on other road users, in accordance with guidelines established under the European Union's European Truck Parking Operational Services (SETPOS) and LABEL initiatives.

Where there is unmanaged use of lay-bys for parking by lorries, the visual impact of parked vehicles, possible noise disturbance caused by lorries arriving / leaving and litter and health issues arising from a lack of formal facilities may be a cause of concern for residents living nearby.

Formal HGV Rest Areas

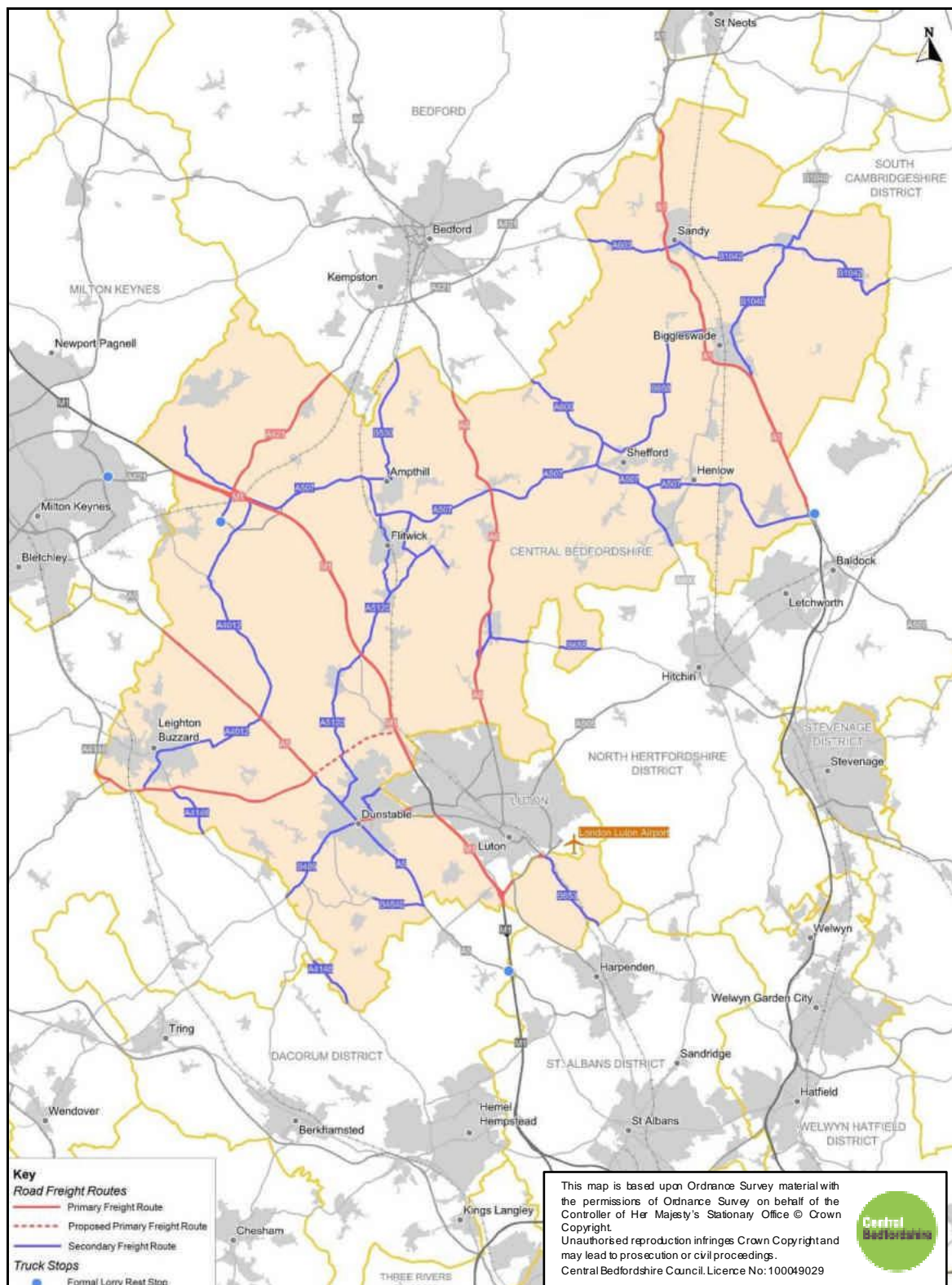
Formal rest stops in and near Central Bedfordshire include:

- Truckstop Café (Crawley Crossing Bunker Stop) near Junction 13 of the M1
- Baldock Services at the A1 / A507 junction (Hertfordshire)
- Watling Street Café on the A5 south of Dunstable (Hertfordshire)
- MK Lorry Park by M1 Junctions 13 & 14 (Milton Keynes).

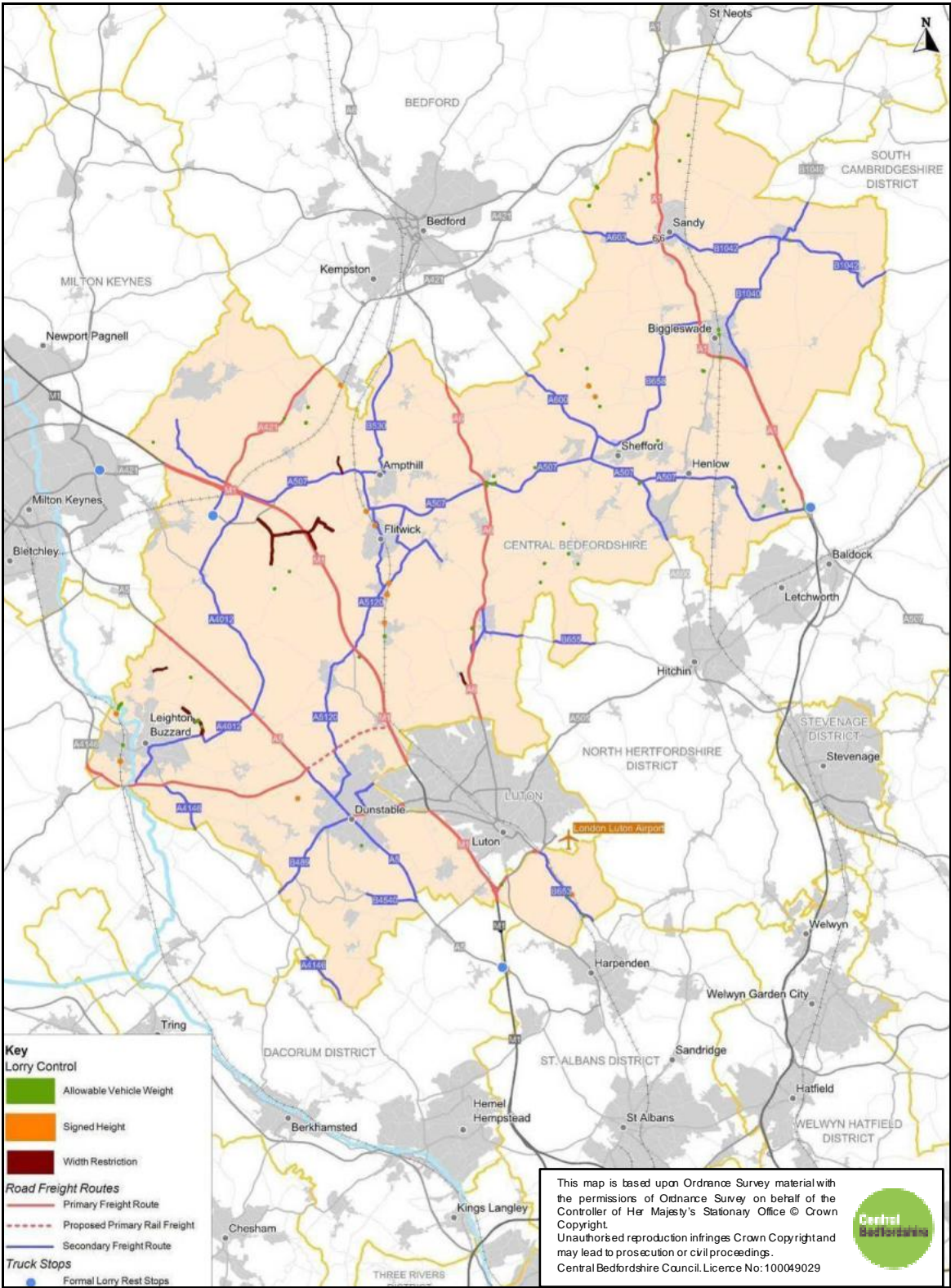
No rest site within immediate proximity of Central Bedfordshire has lodging facilities for drivers.



Designated Road Freight Network



Freight Access Bans



One important consideration in the provision of new facilities for freight traffic will be to ensure that the take-up of emerging technologies aimed at reducing the environmental effects of freight traffic are properly supported.

For example, it will be a requirement that, where appropriate, new facilities include supply and delivery infrastructure for less polluting fuels (such as biodiesel, liquefied petroleum gas or electricity).



Action Areas

To provide for effective servicing and deliveries in Central Bedfordshire, the Council will:

- Seek to ensure that there are adequate arrangements for deliveries to and servicing of business in the towns within Central Bedfordshire, taking account of the local amenity and community.
- Ensure servicing and deliveries are adequately provided for in new developments.
- Examine the need to support development of consolidation centres for construction materials, spoil waste for removal and / or other bulk goods in Central Bedfordshire and neighbouring local authority areas.

Action Areas

To manage the effective use of freight facilities in Central Bedfordshire, the Council will:

- Ensure provision of lorry parking and driver facilities to facilitate safe freight operations and minimise any adverse impacts upon the local community and environment; and
- Ensure sufficient land is provided for the anticipated freight facilities associated with new developments including construction traffic.

Servicing and Deliveries

Delivery traffic can be an issue of concern to Central Bedfordshire residents. Roads through many of its historic market towns are of insufficient width to accommodate large freight vehicles.

Servicing and delivery can contribute to already congested conditions, vehicular noise and pollution. Poorly parked vehicles may inhibit access for local residents and can be a safety hazard.

Opportunities to manage servicing and deliveries include restrictions or voluntary agreements regarding the times at which deliveries may occur and the use of smaller and more environmentally sound vehicles.

In some locations, for example, it may be desirable to encourage delivery outside of core shopping hours to improve amenity for pedestrians, although this may be disruptive for local residents, and may cause delays if deliveries coincide with peak times for journeys to or from work.



Demand Management

To encourage greater take up of the schemes to be delivered through the LTP and encourage a modal shift from the private car to more sustainable forms of travel, in effect the supply side of the Strategy, efforts are also required to address the actual demand to travel, and this sections draws out initiatives through which this may be achieved locally.

Central Bedfordshire Council see demand management measures as a 'last resort' and will focus on encouraging more sustainable transport. However, there will be occasions when the demand is simply too great. In these circumstances, the council will consider the following measures.

Car Parking

Car parking is an important tool in encouraging economic growth and curbing demand to travel by car. The amount, location and pricing of provision all help to influence the travel choices made by commuters.



Commuter parking in Sandy

Due to the complex nature of the subject a Car Parking Strategy is being produced and will be incorporated into the LTP when it is complete. The plan will contain the specific policy areas to be applied locally.

The Strategy will include consideration to the amount, location and cost of on and off street parking across the authority, focusing on issues including:

- Commuter parking
- Residents parking schemes
- Parking for shoppers and visitors

Park and Ride / Transport Hubs

Park and Ride sites are recognised as a suitable alternative to the car and are seen to offer a favourable compromise to the car user both in terms of cost and time. The conventional focus of park and ride is on edge of town parking sites linking to the nearest town centre. This can, however, result in a large number of private vehicles travelling along main inter-urban routes wishing to access the same park and ride site.

There are a limited number of current suitable locations within Central Bedfordshire however, although consideration will be made for the implementation of such schemes as part of the Luton-Dunstable Guided Busway.

A similar effect could be achieved by providing a 'Transport Hub' or 'Kiss and Ride' site at a location on one of the main inter-urban bus routes, to provide access from a number of surrounding villages to the bus service to one or more main towns at greater frequency than could be provided directly to the villages. This idea would offer potential for villagers using the local rail stations.



Tele Working

Tele Working, or working from home as it is often known, reduces the actual need to travel. This is particularly effective in terms of reducing demand to use the network at peak periods when congestion is at its greatest.

Around 10% of Central Bedfordshire residents work from home, and this is something the authority will actively encourage through ensuring access to the internet in all new developments and the inclusion of company policy on tele-working within Travel Plans.



Transporting Freight by Non-Road Modes

Encouraging the transportation of a greater proportion of freight by modes other than road based vehicles is a key objective of this strategy. Central Bedfordshire is well served by rail, and to a lesser extent air and pipeline freight networks and facilities.

Measures to support industry to make greater use of existing infrastructure will go some way to achieving the Council's sustainable distribution aspirations.

Rail Freight Routes

There are three principal routes in Central Bedfordshire which are critical to national rail freight operations and result in a large volume of rail freight moving through the area.

- **The West Coast Main Line (WCML):** Runs from London Euston through to the West Midlands, North Wales, and Scotland. A short section of the route passes through Central Bedfordshire at Leighton Buzzard.
- **The Midland Main Line (MML):** Links London St Pancras with Luton, Bedford, and the East Midlands. It passes through the centre of Central Bedfordshire including the towns of Harlington and Flitwick. The MML has recently had an upgrade with the reinstatement of a third track in the Wellingborough area.

Freight Action Areas

- **Encourage new development** (including waste facilities and quarries) at locations which can realistically access and utilise alternative modes to road freight.
- **Support planning applications** that enable greater use of alternative modes to road freight subject to provision of appropriate facilities for freight, industry demand, community needs and anticipated environmental impacts.
- **Support proposed upgrades to rail freight routes** running through Central Bedfordshire, and development of the Strategic Rail Freight Network and opportunities for a new rail freight interchange.



- **The East Coast Main Line (ECML):** Links London Kings Cross with Peterborough, the North East and Scotland. The route passes through Central Bedfordshire between Biggleswade and Sandy. It includes the freight services at Plasmor Brick Terminal.

A new orbital rail route is in development to link the Haven ports with Cambridge, Bedford, Milton Keynes and Oxford and provide connections to the Great Eastern, East Coast, Midland, West Coast and Great Western main lines. This initiative is being promoted by the East West Rail Consortium.

Once complete the east-west rail link would provide a rail alternative to freight travelling between the ports and growth areas of the East of England and, with development of appropriate connections, to the north and south. It will provide a viable alternative to long distance road haulage as the route will be fully gauge cleared.

Air Freight

A small amount of freight is currently moved by air from nearby London Luton Airport. In 2008 the airport handled 40,000 tonnes freight (3,300 cargo movements), 1.8% of all UK airfreight volume. There are currently no plans for any significant increase in movements of air freight to or from Luton Airport.

Freight Terminals

There are a number of rail freight interchange facilities in and near Central Bedfordshire which see goods transferred from rail to road including:

- **The Plasmor Brick Terminal at Biggleswade:** Receives a range of construction material by rail for onward road distribution around the south east. Only three trains per week serve the terminal.
- **Forders sidings at Stewartby** on the Marston Vale line handles waste traffic and infrastructure maintenance trains as required.
- **Elstow and Luton interchanges** on the MML, which mostly handle construction material.
- **Daventry International Rail Freight Terminal (DIRFT)** which although located around 50 miles away in Northamptonshire, is a strategically important multi modal freight terminal, with the potential to move containerised freight to and from Central Bedfordshire via road connections.



Picture courtesy of therailwaycentre.com



9. Major Schemes



9. Major Schemes

What major schemes will be delivered?

In addition to the broad areas of intervention previously set out and which will form the basis to the bulk of schemes delivered over the course of the Local Transport Plan, a series of 'major' schemes (those costing more than £5million) are also envisaged to be implemented.

These schemes are required to support the growth which is envisaged for Central Bedfordshire or to resolve existing problems on the transport network have been identified through a number of different processes including the Local Development Framework, Masterplanning, and the National Roads Programme.

The progress of each scheme is affected by a number of factors, not all of them within the control of Central Bedfordshire Council, and so it is essential that the authority forms strong partnerships with the promoters of the schemes such as the Highways Agency to facilitate their delivery.

The funding of the schemes varies from totally public (either local or Central) through to totally privately funded ventures. Each scheme does not necessarily stand on its own but may interlink with other schemes so that the combined benefits are greater than any benefits that could be obtained from one scheme on its own.

On 26 October 2010 the Secretary of State for Transport announced they could not at that point consider any new local major scheme for funding in the Spending Review period up to 2014/15 other than those previously submitted to the Department for Transport, and warned promoters of further schemes to think carefully before incurring any further development costs, which would be at their own risk.

However the Government's announcement also signposted that they would discuss with promoters of new proposals on how best to proceed, in light of progress in developing a new major schemes funding framework from 2014/15 in line with the move to greater localism.

As we are setting a strategy for the next 15 years however this chapter sets out a number of schemes which we consider are necessary to support the growth in our area.

Core Strategies and Masterplans

The Core Strategy developed for the southern part of the Council's area and Luton was approved for pre-submission in October 2010. The Strategy has been prepared by a Joint Committee representing both Luton Borough Council and Central Bedfordshire Council. The Strategy calls for the construction of 22,500 houses in the area up to 2026 and it also identifies a number of transport schemes in and around Central Bedfordshire which are critical to the delivery of these dwellings.

A Masterplan for Dunstable Town Centre is being prepared and has identified how a number of major schemes will enable the centre of Dunstable to be improved. The A5-M1 Link, the Woodside Connection and the M1 Junction 10 to 13 improvements, should allow for the 'detrunking' of the A5 through the town centre. Such interventions should help reduce traffic flows



and congestion, in particular heavy goods vehicles, and allow for safer interaction between pedestrian and vehicles in the town centre. The following major schemes are identified in the Core Strategy:

Under Construction	Proposed
<ul style="list-style-type: none"> • Luton – Dunstable Busway • M1 Hard Shoulder Running (Junctions 10-13) 	<ul style="list-style-type: none"> • A5-M1 Link (Dunstable Northern Bypass) • Woodside Connection • M1 Junction 10a improvements • Luton Northern Bypass • East of Leighton Distributor Road • Park & Ride – A5/A505 to the north of Dunstable & the A6 north of Luton • New parkway station in the vicinity of M1 Junction 11a

The Core Strategy for the northern half of Central Bedfordshire, what was Mid Bedfordshire, was adopted in 2009. Additional schemes to the above which are identified in that document are:

- Flitwick-Westoning Bypass
- Biggleswade Eastern Relief Road
- East-West Rail

Central Bedfordshire Schemes

Luton Dunstable Busway and possible extensions

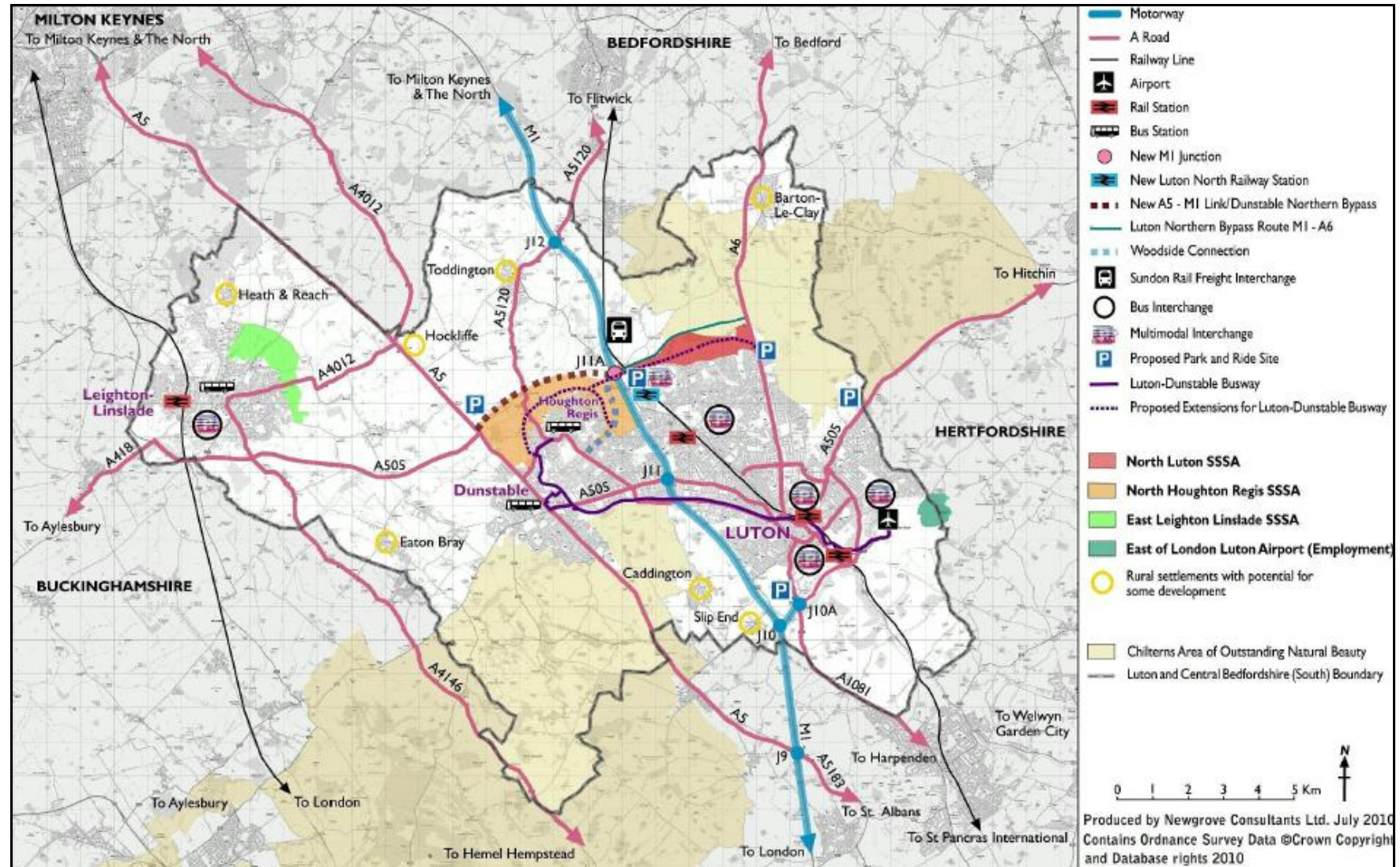
The £90m Luton Dunstable Busway is currently under construction and is on programme to open late 2012. The scheme is a joint venture between Central Bedfordshire Council and Luton Borough Council. Dunstable and Houghton Regis will benefit from the scheme via the improved access between residential, commercial, educational and industrial areas.

Reliable and improved journey times along the core route which includes the town centres, Luton railway station and Luton London Airport via an on highway section will increase the attractiveness of the towns to new investors. Additionally residents will be able to access the busway from local on street stops equipped with real time passenger information providing the journey time reassurance of this quality system.

The route runs between Houghton Regis and Luton London Airport at its extremes, whilst it provides a number of access points along route allowing buses to make use of specific sections to minimise use of congested routes. Extensions to the busway would penetrate the new development areas North of Houghton Regis and Luton, and the details of these schemes will be developed via the Masterplanning process for the two areas.



Major Schemes in the Luton / Dunstable Area



Woodside Connection

The Woodside Connection will help promote and support growth north of Houghton Regis and provide improved and more appropriate transport links to the commercial and industrial areas of Dunstable and Houghton Regis. Construction is expected to start late in 2014/15 but is dependant on the Highways Agency A5-M1 Link Road for a connection to the proposed M1 junction 11a.

The growth, proposed north of Houghton Regis is for an urban extension of 6,950 homes and 83ha of employment land by 2026 with potential for a further 4,050 homes and 17ha employment land after that. In addition, further development is proposed within the existing urban area. The Woodside Connection serves this development with links to the local road network, the proposed A5-M1 Link road and the M1 motorway.

The road will also link the Woodside Industrial estate with the M1 removing the need for heavy goods vehicles to travel through Dunstable town centre thereby reducing the environmental impacts from noise and vehicle pollutants and help promote the local town centre businesses.

M1 Junction 10a

This scheme, to construct a grade separated junction at M1 Junction 10A will improve access to Luton, Luton London Airport and surrounding villages, it is being promoted jointly by Luton Borough Council (LBC) and Central Bedfordshire Council with LBC as lead authority. The existing junction experiences severe congestion during the peak periods that needs to be addressed to cater for the proposed growth in Luton.

Funding has still to be identified with initial support from Growth Area funds and third party contributions. Further funding is required from both the private and the public sectors before this scheme can be constructed. A decision with regards to an application for Growth Area Funding is expected to be announced by April 2010.

East of Leighton Distributor Road

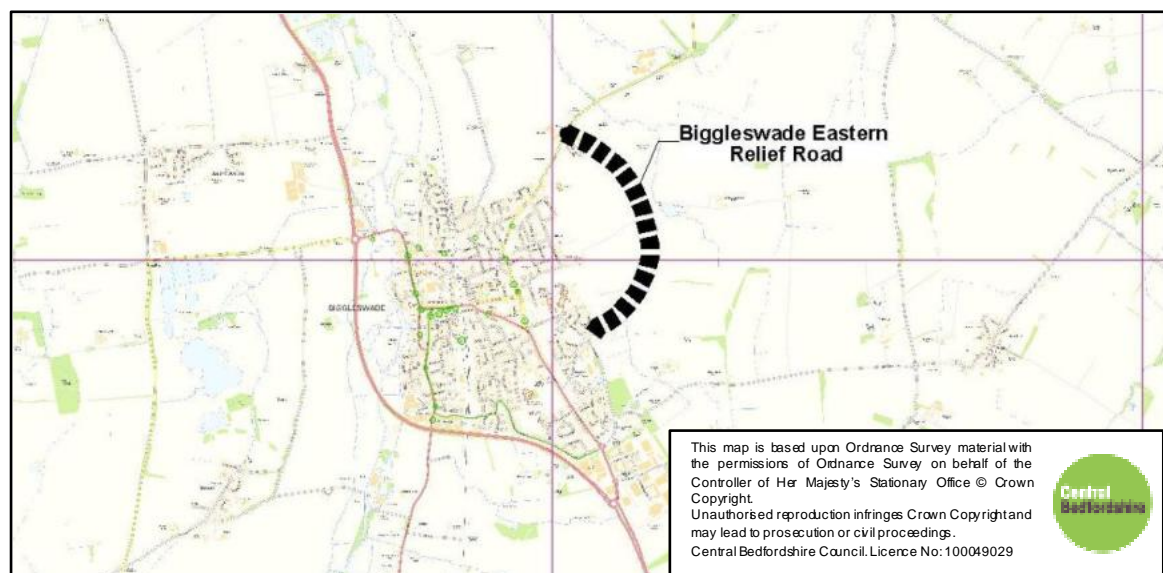
The Core Strategy identifies an urban extension to the east of Leighton Linlade with approximately 2,500 private and affordable homes to be delivered in the area. An Eastern Distributor Road will be provided through the development, between Heath Road and Stanbridge Road, so that it minimises impact on the existing road network. The potential benefits of this link include providing a link for traffic to avoid Leighton Buzzard town centre and providing a link that serves any proposed development, subject to planning considerations.

Full details of the transport strategy for the area, including this road, will be determined through the preparation of a Master Plan for the area which will also provide details of the proposed programme for the infrastructure. It is expected that the Distributor Road will be built by 2017 on a phased basis and will be wholly funded by the developer.



Biggleswade Eastern Relief Road

Considerable change will occur in Biggleswade over the LTP period with the eastern expansion of the town and which require new infrastructure to be provided locally. The new Biggleswade Eastern Relief Road will remove some through traffic from the town centre and will be accompanied by a reworked junction on the A1 south of the town.



Luton Northern Bypass

Between the M1 and A6 and North of Luton lies the North Luton Strategic Site Specific Allocation which is identified in the Core Strategy as having the capacity for approximately 1,800 private and affordable homes. The Masterplan for the area has not yet been developed and it will provide greater guidance about the scale and location of the infrastructure requirements but one of the key transport links in the area will be the Luton Northern Bypass (M1 to A6) which will link into Junction 11A of the M1 and thus into the A5-M1 link (Dunstable Northern Bypass).

The scheme between the M1 and A6 is wholly within Central Bedfordshire and we shall be fully involved in the development of the Masterplan for the area. This scheme will be constructed as part of the planned development north of Luton.

In March 2009 the results of public and stakeholder consultation were presented to the Joint committee. As a result the committee resolved to support an outer bypass subject to the outcome of further more detailed work.

East of the A6 proposals for a link through to the A505 are for the longer term (post 2026).



Flitwick – Westoning Bypass

A bypass to the West of Flitwick and Westoning to remove through traffic on the A5120 from the residential areas has been under consideration for some time. There is already a considerable amount of traffic on the A5120 and the development of a Center Parc to the West of Ampthill on the A507 is also expected to increase traffic. Other measures, such as the introduction of hard shoulder running and the improvements to Junction 12 on the M1 may also impact on traffic in the area.

A scoping report was started by the old County Council and completed by Central Bedfordshire in 2009. Two main bypass routes were assessed in this scoping process, as follows:

- The Western Bypass route links the B530 south of Stewartby to Harlington Road (A5120) south of Westoning, passing to the west of Westoning, Flitwick and Ampthill. The report identifies this as the preferred alignment.
- The Eastern Bypass route links the B530 west of Snow Hill to Harlington Road (A5120) south of Westoning, passing to the east of Westoning, Flitwick and Ampthill. However, due to unfavourable environmental impacts, this option was discarded in the report.

Based purely on economic grounds, analysis undertaken in this study suggests that the case for a bypass of Ampthill, Flitwick and Westoning is weak and under the current economic environment, it is unlikely that the finance for the scheme can be found. However, the bypass remains an aspiration for the authority because of the benefits it could bring and, should opportunities arise or the financial climate change, the council will seek opportunities to develop this scheme further.

Luton North Station

The addition of a new railway station onto the Midland Mainline North of Luton to serve the Northern urban extensions is identified in the Core Strategy as an aspiration for future implementation. It would help to increase sustainable access to the urban extensions and would have a key local role in helping to ease the pressure of the future development on the local transport network. However, the cost of the station may have to be the closing of either Harlington or Leagrave stations as their proximity to the proposed new station would have operational impacts on the railway service provided.

East-West Rail and the Marston Vale Line

The East-West Rail project is being promoted by a consortium across East and South East England and proposes a continuous rail route between Oxford and Cambridge, with additional movements also included. The route has been divided into 3 sections and Central Bedfordshire is affected by the Western and Central section proposals.

The Western section which will deliver train services between Oxford, Aylesbury, Milton Keynes and Bedford utilises the railway line through the Marston Vale between Bletchley and Bedford and any pattern of services proposed for that section has to allow for the current use of the line to ensure that Central Bedfordshire residents do not lose out from a through route that does not serve them properly.

The business case and detailed engineering design work (known as GRIP 4) has been completed and has revealed an exceptionally strong case for the project. The business case shows a benefit-



cost ratio (BCR) of 5 which is exceptional for railway enhancement. Central Bedfordshire Council will continue to support the East-West Rail Consortium in developing and delivering the Western section.

The Central section, between Bedford and Cambridge, is more problematic – the old direct route between the two towns which would utilise the old railway line between Bedford and Sandy cannot be replicated owing to past and future development on the trackbed. This route would probably continue down the East Coast Main Line to Hitchin before turning North to Cambridge and would therefore benefit the towns of East Central Bedfordshire.

Further studies have proposed alternative routes, some of which would benefit Ampthill and Flitwick by the construction of a chord between the Marston Vale line and the Midland Mainline.

However no definite decisions have been made on where this Central section should go but the authority will continue to participate in the development of options to ensure that the best options for the residents of Central Bedfordshire are represented.

As part of re-signalling works at Bletchley station taking place in December 2011, the train operating company London Midland is exploring the possibility of extending the existing Marston Vale rail service from Bletchley to Milton Keynes Central. The authority supports the extension of the service, as it will provide a direct public transport link from Central Bedfordshire communities in the Marston Vale to employment and other activities in Milton Keynes. The authority will work with the train operating company to secure the extension to the service and other future service developments that benefit Central Bedfordshire residents, such as Sunday services.

Highways Agency Led Schemes

M1 Widening Junctions 10-13

Although it was originally proposed that the M1 between Junctions 10 and 13 would be widened by the addition of a fourth lane in each direction, the success of a hard shoulder running trial on the M42, and the reduced cost associated with such a scheme, led to an announcement in January 2009 that the scheme would be taken forward as a Hard Shoulder Running Scheme. Works have started and the scheme is due for completion in early 2013.

The original intention that a new junction (Junction 11A) on the M1 should be built at the same time as the M1 scheme, in either widening or hard shoulder running form, is looking increasingly unlikely to happen owing to the delays now inherent in the decision making process for the A5-M1 link, which utilises Junction 11A (see below).

A5 – M1 Link (Dunstable Northern Bypass)

The busy A5 Trunk Road runs through Dunstable Town Centre as High Street North and High Street South resulting in excessive and inappropriate traffic using the town centre.

The Highways Agency have designed the A5-M1 link to act as a Northern Bypass of the town between the A5, close to its junction with the A505 Leighton Southern Bypass, and the M1 via a new Junction 11A on the motorway

The schemes traffic forecasting report has identified significant traffic reductions in and around Dunstable including up to 19% on High Street North, 12% on High Street South, 13% on the A505



Church Street and 30% on the A5120. The reduction of through traffic is forecast at between 15% and 22% of the traffic on the A5.

The alignment of the new road has been designed in sympathy with the Core Strategy to promote development between the new road and the urban area. The new M1 Junction 11A will cater for the M1 motorway, A5-M1 Link Road, the Woodside Connection and the Luton Northern Bypass, thus providing a link into the development areas and the industrial areas of Dunstable and Houghton Regis. There will be one intermediate junction on the road to allow traffic to move to and from the A5120 to Houghton Regis, Ampthill and Flitwick.

The delivery of the scheme was delayed when the Public Inquiry was postponed by the Coalition Government in June / July 2010. Following an announcement from the Secretary of State for Transport on 26 October 2010 the scheme will not now be built before 2015.

The Department for Transport reviewed the scheme following an offer of third party contribution resulting in a revised programme for start of construction in 2014/15. The scheme has provided the opportunity to work with Central Government to explore new ways of funding a scheme vital to the local economy and securing growth.

Rail Schemes

Thameslink Programme

Like many radial routes into London, services from Flitwick and Harlington on Thameslink services on the Midland Mainline and from Sandy, Biggleswade, and Arlesey on Great Northern services on the East Coast Mainline are often very busy. Many trains are overcrowded during the morning and evening peak periods, and there is little scope to increase capacity further within the limits of the existing infrastructure.

The Thameslink Programme aims to deliver additional capacity to tackle both the existing overcrowding and provide for future growth, whilst improving the quality and range of services on the affected routes. This is being delivered through an extensive programme of infrastructure works on the Thameslink and Great Northern routes, and a fleet of new trains.

The Thameslink Programme was given planning permission and formal legal powers on 13th December 2006. The Department for Transport confirmed that it was to fund the project on 24th July 2007. A further announcement by the Secretary of State for Transport on 25th November 2010 confirmed that there would be no cutbacks in funding for the project.

The delivery of the infrastructure elements of the scheme has been designed to be delivered in 3 separate phases:

- **Key Output Stage 0 (December 2009)**

This stage of the works introduced service changes that allow the major work to take place. For Central Bedfordshire, the key output from these works were changes on the Thameslink route, which saw changes to timetables, and new services to places like Rochester and Ashford. This has also seen the introduction of new rolling stock on the route.

- **Key Output Stage 1 (mid 2012)**

The major objective of this phase is to enable 12-carriage trains to be run on the Thameslink Route. This will consist of platform extensions at nearly all stations on the route, including Flitwick and Harlington, the rebuilding of Farringdon and Blackfriars



stations, and a new viaduct in the Borough Market area. Platform extensions have been programmed for Flitwick and Harlington during 2011.

- **Key Output Stage 2 (2012 to 2018)**

The main element of these works will be the rebuilding and remodelling of London Bridge station and the approaching lines. The link between the Thameslink Route and the Great Northern Route will also be opened up, increasing the number of destinations served both within and south of Central London from Biggleswade, Sandy, and Arlesey stations.

The Thameslink Programme also includes the £2bn purchase of new 12-carriage length trains for the route. The new carriages, 1100 in all, will have more spacious interiors, improved passenger information, air conditioned, and be more reliable than the existing trains.

The procurement of these trains is currently being led by the Department for Transport. The new trains are expected to enter service between 2015 and 2018.



The outcome of these works will be an extra 14,000 seats being made available on the Thameslink network during the peak hours, with a 50% increase in available capacity on trains. Central Bedfordshire residents will also be able to access a number of additional destinations within and south of London.

Central Bedfordshire Council supports the Thameslink Programme and its aims of increasing capacity, frequency, and range of destinations on both the Thameslink and Great Northern Routes. Whilst the scheme is a rail industry-led project, the authority will work in partnership with the rail industry to secure the best outcomes from this project for Central Bedfordshire residents and to mitigate the impacts of increased travel to and from our stations arising from this project.

The actions taken will be in accordance with the strategic direction and objectives of this LTP, and appropriate interventions will need to be considered in the most affected areas through the Local Area Transport Plans.

The Wixams Station

The Wixams Station will be a new 4-platform station that is planned to be located between Flitwick and Bedford. As well as the station building and platforms themselves, plans for the station area also include a 571 space car park, a station forecourt, a public square and ancillary shops and services. It is estimated that the station will be used by roughly 900 passengers per day. This scheme is being funded and delivered by a partnership of Network Rail, First Capital Connect, and Gallagher Estates.

The primary role of this station will be to serve the new settlement of The Wixams, a 4500 home development taking place on the Elstow Storage Depot Site on the border of Central Bedfordshire Council and Bedford Borough Council. The station forms a key part of the sustainable transport plans of this new development, playing a particularly important role in encouraging the residents of The Wixams to travel to Bedford, Luton, St Albans, and London by public transport. The new station will also provide a new transport interchange for people living in the Northern Marston Vale area.



The planned location of the station is within the Bedford Borough Council area, close to the border with Central Bedfordshire. It is likely that the plans for the station will have a significant impact upon Central Bedfordshire communities in this area, and part of the access to the station will be in the Central Bedfordshire area. Planning permission has yet to be granted for the station, although construction is planned to be completed by 2014.

Central Bedfordshire Council supports the principle of the new station as part of developing a sustainable community at The Wixams, and improving access to public transport to residents in the Northern Marston Vale area. The authority is keen to work with Gallagher's Estate, Network Rail, First Capital Connect, and Bedford Borough Council to deliver an effective station interchange that will benefit current and future residents, whilst minimising its impact on existing communities.

Central Bedfordshire Council is also keen to provide a level of rail service at the station that will make rail travel to and from The Wixams station an attractive proposition. The authority will work with the rail industry to ensure that a good level of rail service is provided at the station.

Accessing The Wixams railway station will need to be considered when the Local Area Transport Plan is developed, in partnership with Bedford Borough Council, as part of this Local Transport Plan. In developing the Local Area Transport Plan, the authority will consider the impacts and requirements of the station, and potential schemes that will improve access to the station by non-car modes of transport.

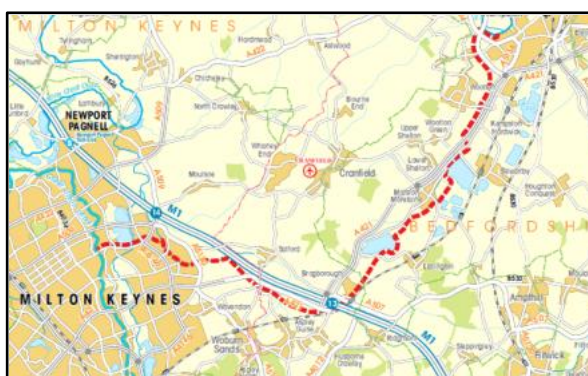
Midland Mainline Electrification

As part of the long term plans for the Midland Mainline, as outlined in the East Midlands Route Utilisation Strategy (February 2010), Network Rail intends to electrify the Midland Mainline north of Bedford. This scheme may be brought forward as part of Network Rail's programme of works for Control Period 5 (April 2014 to March 2019).

Whilst the infrastructure works are taking place outside of the authority area, Central Bedfordshire could potentially benefit through increases in capacity on the Midland Mainline and further development of local rail services (e.g. through extension to towns north of Bedford). The authority will work with Network Rail to ensure that Central Bedfordshire residents benefit from any future electrification scheme.

Bedford to Milton Keynes Waterway

The Bedford to Milton Keynes Waterway is a 20 mile water, walking, and cycling link connecting the River Great Ouse near Bedford to the Grand Union Canal in Milton Keynes. The vision for the link is to provide a green corridor through the heart of the Northern Marston Vale Growth Area, providing a green link between communities as well as a strategic water link between the Fenland Waterways and the canal network via the River Great Ouse.



*Bedford to Milton Keynes Waterway Route Map.
Provided courtesy of Bedford to Milton Keynes Waterway
Trust - map originally supplied by heron Maps Ltd, based
on an extract from Milton Keynes Official City Atlas*



The Waterway is being promoted by the Bedford to Milton Keynes Waterway Trust, of which Central Bedfordshire Council is a partner. The waterway currently has planning permission secured for 25% of its length, and provision for the Waterway has been included in the Local Development Framework for the North Area and the Bedfordshire and Luton Strategic Green Infrastructure Plan.

As a partner in the Bedford to Milton Keynes Waterway Trust, the authority supports the development of the Waterway. The impacts of the Bedford to Milton Keynes Waterway will need to be considered as part of the Local Area Transport Plan for the Marston Vale, as well as potential schemes that can help to facilitate the delivery of, and access to, the Waterway.



10. Implementation Plan



10. Implementation Plan

What is the Role of the Implementation Plan?

The Implementation Plan details the key funding sources through which the vision and objectives of the LTP will be delivered on the ground, and the specific schemes to be funded through these channels over a rolling three year period.

Due to the evolving nature of the Implementation Plan and the programme of schemes it contains, it will be updated on an annual basis to highlight the budget and list of schemes to be implemented over the following 12 month period, together with updates on progress towards longer term Major Schemes.

Finally it draws out how additional monies may be utilised through successful applications for further funding and contributions received through the development planning process.

What is the Budget of the LTP?

Central Bedfordshire Council receives an annual funding settlement through the Local Transport Plan. This is to fund the delivery of integrated transport and maintenance of the network.

The confirmed budget of the authority for 2011/12 and 2012/13 and the indicative budget for 2013/14 are set out in the table below:

Source	2011/12	2012/13	2013/14
Integrated Transport	£1.26m	£1.34m	£1.34m
Maintenance	£3.86m	£3.92m	£4.00m

Other sources of funding are subject to less certainty and therefore the ability of additional measures to be delivered within a particular timeframe will be dependant upon the scale of monies secured through the funding mechanisms set out opposite.

Funding Sources

There are a number of sources of funding from Central Government and elsewhere through which the vision and objectives of the Local Transport Plan will be delivered. These include:

- **LTP Integrated Transport Block:** This is the predominant source of funding for the LTP. It is 'capital' funding and as such must be allocated towards new infrastructure schemes as opposed to being used to fund service provision.
- **LTP Maintenance Block:** Funds structural maintenance of the highway and bridges and other structures which comprise the network.
- **Major Schemes:** Schemes over £5 million in value funded directly from Central Government, based upon bids submitted by local authorities across the country.
- **Local Sustainable Transport Fund:** Central pot of funding which local authorities bid for to deliver transport schemes that support economic growth and reduce carbon dioxide emissions.
- **Developer Contributions:** Secured through the planning process to mitigate the impact of new developments on the transport network in the local area.



What types of other funding are available?

The various sources of funding available to the authority are subject to differing processes in terms of their receipt, the types of schemes which may be provided and the broader policy goals being sought to be delivered as set out below.

Source	Type	Funding Mechanism	Role of funding
European Funding:			
European Regional Development Funding (ERDF)	Revenue & Capital	Bid	Benefit small and medium sized businesses
Civitas Plus II Funding	Revenue & Capital	Bid	Sustainable urban transport
LIFE+ Funding	Revenue	Bid	Environmental benefits
National Sources:			
Local Sustainable Transport Fund	Revenue & Capital	Bid	Facilitate growth Environmental benefits
Regional Growth Fund	Capital	Bid	Facilitate growth
Local Sources:			
LTP Integrated Transport Block (ITB) Funding	Capital	Annual grant	Improve transport choice
LTP Maintenance Block Funding	Revenue	Annual grant	Maintenance of the network
Planning Applications	Capital & Revenue	Developer contributions	Facilitate growth
Local Enterprise Partnership (LEP)	Capital	Bid	Facilitate growth
Service providers	Capital & Revenue	Lobby	Improve transport choice



Local Area Transport Plans

The LTP is structured around an area based approach to investment as opposed to a scheme led approach. This makes it possible to deliver a local agenda best suited to local needs and wishes. Such an approach also ensures that priority areas can be targeted for investment where need is greatest, and that the most appropriate interventions are delivered in each location. It also enables a more co-ordinated approach to the implementation of different types of scheme at a local level.

On this basis a series of Local Area Transport Plans have been produced following extensive consultation locally. These detail the key issues, priority origins, destinations and networks in terms of accessibility, and schemes to be delivered over the course of the LTP. They also contain detail as to the level of growth each area is set to accommodate and a full list of schemes which will be required to facilitate such growth in a sustainable manner, funded through not just the LTP but other sources of investment such as developer contributions for example.

Roll Out of LATPs

The table below details when Local Area Transport Plans will be produced for each part of the authority. The initial LATPs which have been produced, focus on the key growth areas within Central Bedfordshire on the basis of:

- Level of growth and increase in demand to travel
- Ability to contribute towards LTP and wider objectives
- Levels of need

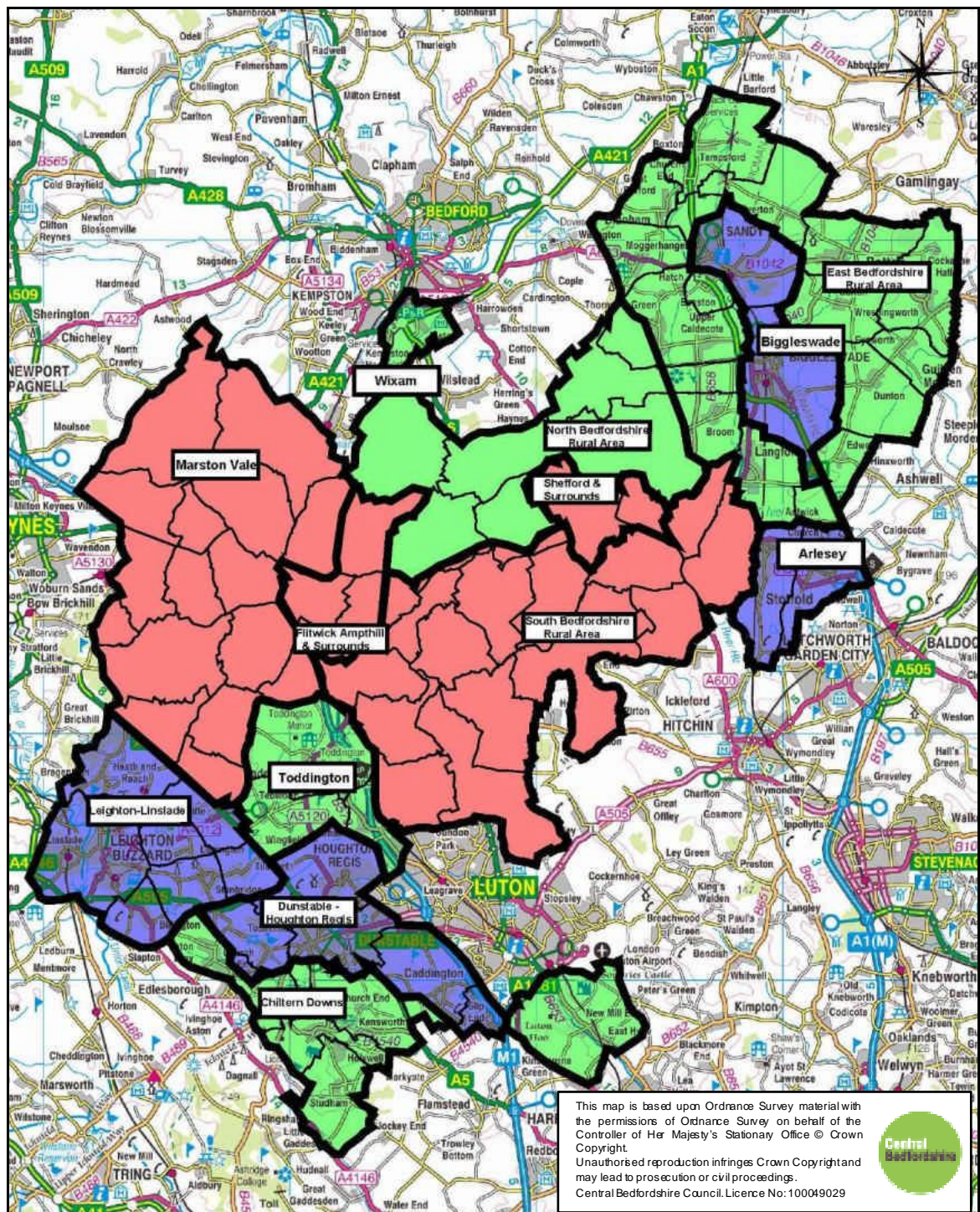
Year	Area	Year	Area
2011 / 2012	Biggleswade & Sandy	2013 / 2014	Toddington Chiltern Downs Wixhams North Bedfordshire Rural Area East Bedfordshire Rural Area
	Arlesey & Stotfold		
	Dunstable & Houghton Regis		
	Leighton Linlade		
2012 / 2013	Marston Vale		
	Flitwick & Ampthill		
	South Bedfordshire Rural Area		
	Shefford		

The LATPs themselves produced to date are included in the following appendices:

- **Appendix K:** Arlesey and Stotfold LATP
- **Appendix L:** Biggleswade and Sandy LATP
- **Appendix M:** Dunstable and Houghton Regis LATP
- **Appendix N:** Leighton Linlade LATP



Local Area Transport Plan Areas



The allocations for each LAMP area, in terms of Integrated Transport Funding, are set out in the table on the following page. Note that this does not reflect the totality of transport funding in Central Bedfordshire, as this would also include money spent on road maintenance and, where different criteria based on road condition are used.



Local Area Transport Plans Split of the integrated transport budget

LATP	2011/12	2012/13	2013/14	Total
Arlesey & Stotfold	£93,000	£121,800	£121,800	£336,600
Biggleswade & Sandy	£187,000	£182,700	£182,700	£552,400
Leighton Linlade	£187,000	£182,700	£182,700	£552,400
Dunstable & Houghton Regis	£478,000	£426,300	£426,300	£1,330,600
Rest of Central Bedfordshire	-	£304,500	£304,500	£609,000
Local Safety Schemes (Authority wide)	£320,000	£120,000	£120,000	£560,000
Total	£1.26m	£1.34m	£1.34m	£3.94m

Responsibilities for Delivery

Responsibilities for delivering the programme of works to implement the LTP rest with a number of different organisations. Central Bedfordshire Council will play a co-ordinating role in the process as well as being a direct provider of services. Responsibilities for each element of the programme are set out below.

- **Central Bedfordshire Council**

Central Bedfordshire Council is responsible for the delivery of schemes on the local road network. This includes all the roads within the authority apart from those which form part of the strategic road network (SRN) which are managed by the Highways Agency (see below). As a unitary authority, the Council also has planning responsibilities and can therefore influence the type and pattern of development and secure funding through the development planning process for the benefit of pedestrians.

- **Bedfordshire Highways**

The Managing Agency Contractor (MAC) for the delivery of highways works across Central Bedfordshire are responsible for implementing the capital programme of schemes prioritised through the Local Transport Plan. The authority will continue to work closely with the Contractor to ensure that the programme developed is in line with the priorities identified through the LTP and that the delivery of schemes maximises the benefits to all road users.

- **Highways Agency**

The Highways Agency is responsible for the operation of the strategic road network through Central Bedfordshire. This comprises the M1, A1, A421 and A5, and responsibility for taking into account the needs of all road users where feasible along this network rests with the Agency.



- **Developers**

Individual developers will be responsible for incorporating the principles identified in the LTP, through the layout of new housing estates as they come forward, and the funding of mitigating schemes on the surrounding transport networks. Developers will be expected to ensure a 20% modal shift from car based travel from new developments through investment in sustainable travel provision.

Partnership Working

Central to the successful delivery of schemes and in seeking to maximise progress towards the objectives of the Plan, the authority will build upon dose working arrangements in place with a number of different organisations to ensure the:

- Delivery best practise
- Levering in of additional funding
- Buy-in and commitment of stakeholders
- Provision of whole route treatments

In addition to the bodies the authority works with which are responsible for the delivery of schemes, the key partnerships in place and organisations the authority will work with include:

Organisation	Need for Partnership	Examples of Partnership Working
Local Authorities	<p>Important to address cross border issues and ensure that entire journeys are catered or route treatments provided, for in instances where they traverse more than one local authority area.</p> <p>Ability to build upon best practice and learn from past successes or failures elsewhere in similar authorities.</p>	<p>Public Transport: Collaboration with Luton Borough Council on the development of the Luton-Dunstable Busway.</p> <p>Freight: Best practice sharing with authorities from across the eastern region, established to ensure better management of cross border freight movements through a Freight Quality Partnership.</p> <p>Cycling: Engagement with other authorities containing designated 'Cycle Towns' to share best practice.</p>
Town and Parish Councils	<p>Enables more focused identification of local priorities and the methods through which they may be addressed.</p> <p>Help to secure local buy-in to schemes and provide a channel for the dissemination of information on services.</p>	<p>Maintenance: Provision of gritting bins to enable Town and Parish Councils to take greater responsibility / allow more flexibility in the maintenance of local routes.</p>
Police	<p>Key partners in addressing both the road safety and personal security aspects of travel, with input on the prevention of incidents</p>	<p>Road Safety: Local Police, community groups and the authority all form part of the Downside Community Forum, and have been working to addressing issues</p>



Organisation	Need for Partnership	Examples of Partnership Working
	and enforcement of measures.	concerning speeding traffic through the estate.
NHS	<p>Promoting healthier travel choices through supporting the improvement of walking and cycling to hospitals and GP surgeries.</p> <p>Prescribing active travel as a means of improved well being, including access to outdoor leisure activities.</p>	Smarter Choices: Development of Travel Plans such as that at Luton and Dunstable Hospital to encourage staff to travel to work more sustainably.
Public Transport Operators	<p>Working in cooperation with the public transport operators will be key to ensuring the long term success of the planned improvements.</p> <p>In particular planned measures to improve public transport information will need the full co-ordination of all operators that provide services to ensure all stops are provided with current up-to-date information both current and long term maintenance.</p>	Operations and Services: Development of an informal partnership between the authority and local operators to discuss operational issues and the provision of services across the authority.
Community and Voluntary Organisations	Engaging and actively working with voluntary and community groups helps to develop ownership and local input and knowledge into schemes to ensure their long term success on the ground.	<p>Rail Service Promotion: The Marston Vale Community Rail Partnership includes representatives from the Bedfordshire Rural Communities Charity, town and parish councils, the Forest of Marston Vale Group and the Bedford sand Bletchley Rail Users Association.</p> <p>It helps to promote the use of a community rail line in a rural area.</p>



How will risks associated with delivery be managed?

There are a number of risks associated with the delivery of the programme. The key areas of risk and the measures the authority will undertake to avoid and mitigate such risks are detailed below:

- **Public perception:** Negative media campaigns relating to specific schemes, and a lack of understanding as to the rationale behind interventions may result in a lack of buy in to the vision of the LTP and the programme of measures which reflect this.

Continued public engagement and marketing campaigns will therefore be required, together with a consistency in the branding of schemes at the point of delivery to emphasize the integrated approach and bigger picture which specific schemes will contribute towards.

- **Financial budgeting:** Inaccurate budgeting and escalations in costs may reduce the authority's ability to deliver the full programme of schemes in any financial year.

As such the costs designated to each scheme will include a contingency to mitigate for any unforeseen increase, whilst a longer list of schemes and their relative priority for implementation have been identified within each LATP and can be brought forward where a year's programme is deliverable under budget to enable the total allocation to be invested into the transport network.

- **Legal complications:** Land ownership and the statutory planning process can cause unforeseen delays in the delivery of the programme, affecting the timescales and costs of implementing individual schemes.

Where necessary the delivery of schemes will be reprioritised to address such issues whilst continued engagement between officers will seek to pre-empt significant barriers to the undertaking of works.

- **Political changes:** Changes in national and local political focus may require the realignment of the programme, whilst inabilities to gain consensus will undermine buy-in to schemes and their resultant success.

Ongoing engagement across the political spectrum and ensuring the programming of schemes reflect the evidence base established within the supporting strategies of the LTP will provide a sound and logical basis for the delivery of interventions.



Programme of Schemes

The individual Local Area Transport Plans contain the detailed list of schemes to be implemented over the next three years. Although initial costings for these schemes have been made to make sure that they are affordable from the amount of money Central Bedfordshire expects to have for transport in this time period, the specific amounts have not been included in the LATP programmes.

This is because precise costs will not be known until further detailed work and consultation on the schemes has been carried out. The table below sets out the types of schemes contained in each LATP. Reflecting local needs and wishes, the emphasis is different in each area, but the overall effects of all of these schemes are consistent with LTP objectives and targets.

Local Transport Plan Programme 2011/12 to 2013/14

Location	Type of Schemes
Dunstable and Houghton Regis	<ul style="list-style-type: none"> • Introduction of shared space • 20mph zones • Lorry / HGV bans • Bus stop and information enhancements • Cycling and pedestrian access improvements to employment and the hospital • Road Safety measures to enable safe crossing facilities for children
Leighton Linlade	<ul style="list-style-type: none"> • Public transport access improvements to train station • Access and parking improvements for residents surrounding the train station • Introduction of shared space in High Street, town centre • Bus stop and information enhancements • Road Safety measures to enable safe crossing facilities for children
Biggleswade and Sandy	<ul style="list-style-type: none"> • Introduction of shared space • Removal of guard railing • Preliminary works for the development of a bus/rail interchange at Biggleswade Station • Improved pedestrian and cycling crossing points
Arlesey and Stotfold	<ul style="list-style-type: none"> • Bus stop enhancements including information provision • Development of cycle network • New pedestrian crossing in the vicinity of Etonbury School



11. Targets and Indicators



11. Targets & Indicators

How will the success of the LTP be measured?

A series of targets and indicators have been identified through which to measure progress towards the vision and objectives of the Local Transport Plan. The authority has sought to build upon indicators historically monitored to enable the potential success of the authority over this LTP period to be viewed in the context of longer term trends in performance, enable benchmarking with neighbouring authorities where possible, whilst also identifying additional indicators that most accurately reflect the key issues and areas of investment locally.

The focus of the targets and indicators is on the actual outcomes and what has been achieved as a result of investment in local transport networks, as opposed to the inputs and outputs of the process. As such it provides a clear and focused approach to ascertaining relative levels of performance. In addition to the indicators contained within the Plan itself, additional indicators are included within the modal strategies for walking and cycling.

Are the targets ambitious and achievable?

In establishing targets, the authority has sought to set realistic goals and trajectories, whilst also ensuring that the Plan is ambitious and stretching to deliver value for money for local residents. This has been done with reference to:

- **National trends:** The growth in traffic and decline in public transport use, together with other national trends such as increasing car ownership are pertinent issues which have been factored into the development of local targets.
- **Past performance:** Trends in performance over the course of the two previous LTPs covering Central Bedfordshire indicate the historic level of performance locally, and particular successes to be built upon.
- **Comparison with other authorities:** Central Bedfordshire benchmarks its performance with other similar authorities, notably, Huntingdonshire, Aylesbury Vale and West Berkshire, which share similar characteristics and challenges.
- **Local priorities:** The Local Area Transport Plans provide a series of local priorities which influence the overall focus of the LTP and these have been reflected in the targets that have been established.
- **Wider context:** Changes in levels of car ownership, petrol prices, levels of growth and availability of funding will all influence the nature and number of trips made on the transport network in Central Bedfordshire.



Links to Objectives

The table below highlights how each of the indicators contained within the LTP relate to the overarching objectives of the Plan. Progress towards achieving each objective will be monitored by at least one indicator.

LTP Indicators and Related Objectives

Indicators / Objectives	Access to employment	Impact of commuting trips	School children travelling sustainably	Access to healthcare	Access to retail and other local services	Access to leisure, culture and tourism	Efficient transportation of freight	Movement of freight by sustainable modes	Negative impacts of freight trips	Risk of being killed or seriously injured
Condition of the principal road network	√	√		√	√	√	√			
Condition of the non-principal road network	√	√		√	√	√	√			
Condition of the unclassified road network	√	√		√	√	√	√			
Total killed or seriously injured		√								√
Children killed or seriously injured		√	√							√
Total slight casualties		√								√
Thousands of bus passenger journeys	√		√	√	√	√				
Accessible bus routes	√			√	√	√				
Accessibility to a hospital				√						
Accessibility to supermarkets					√					
Accessibility to town centres						√				
Impact of freight movements									√	
Ease of movement of freight							√			
Change in area wide road traffic mileage		√						√		
Cycling trips on the network	√		√	√	√	√				
Journeys to school by sustainable modes	√	√	√							√
Journeys to work by sustainable modes in urban areas	√	√								
Journeys to work by sustainable modes in rural areas	√	√								
Journeys to doctors by sustainable modes in urban areas		√		√						
Journeys to doctors by sustainable modes in rural areas		√		√						

The targets associated with these indicators and the historic performance of the authority in each instance, are detailed in the following pages. As a result of a lack of trend data available for Central Bedfordshire, due to being a relatively new local authority area, it may be necessary to alter trajectories when more data sets are available. They will be reviewed annually, and amended where appropriate.



LTP Indicators

Indicator	Definition	Year Type	Units	Plan Area		Historic Data				Baseline Data	Actual and Trajectory Data					
						2006/7	2007/8	2008/9	2009/10	2010/11	2013/14	2016/17	2019/20	2022/23	2025/26	Notes
Road condition (% of network in need of further investigation)	(1) Principal Roads	Financial	Percentage	Central Bedfordshire	Actual Figure	2.70% (Former Beds CC)	2.50% (Former Beds CC)	2.10% (Former Beds CC)	Top quartile	Top quartile						Source: Scanner Surveys. Medium quartile relates to comparative performance against other highway authorities across the country
					Trajectory						Medium quartile	Medium quartile	Medium quartile	Medium quartile	Medium quartile	
	(2) Non- Principal Roads	Financial	Percentage	Central Bedfordshire	Actual Figure	6.80% (Former Beds CC)	5.30% (Former Beds CC)	5.10% (Former Beds CC)	Top quartile	Top quartile						Source: Scanner Surveys. Medium quartile relates to comparative performance against other highway authorities across the country
					Trajectory						Medium quartile	Medium quartile	Medium quartile	Medium quartile	Medium quartile	
	(3) Unclassified Roads	Financial	Percentage	Central Bedfordshire	Actual Figure	10.00% (Former Beds CC)	9.90% (Former Beds CC)	8.20% (Former Beds CC)	Top quartile	Top quartile						Source: Scanner Surveys. Medium quartile relates to comparative performance against other highway authorities across the country
					Trajectory						Medium quartile	Medium quartile	Medium quartile	Medium quartile	Medium quartile	
						2006/7	2007/8	2008/9	2009/10	2010/11	2013/14	2016/17	2019/20	2022/23	2025/26	Notes
Road Casualties	Total Killed and Seriously Injured	Calendar	Casualties	Central Bedfordshire	Actual Figure	218 (Former Beds CC)	218 (Former Beds CC)	205 (Former Beds CC)	n/a	2004-08 (average) 136	2012	2014	2016	2018	2020	Source: Police STATS 19 Report. Equates to a 6% reduction in the period up until 2020, although are subject to review following publication of Government guidance in Spring 2011.
					Trajectory						134	132	132	130	128	
	Children killed or seriously injured	Calendar	Casualties	Central Bedfordshire	Actual Figure	22 (Former Beds CC)	13 (Former Beds CC)	17 (Former Beds CC)	n/a	2004-08 (average) 13	2012	2014	2016	2018	2020	Source: Police STATS 19 Report. Equates to a 50% reduction in the period up until 2020, although are subject to review following publication of Government guidance in Spring 2011.
					Trajectory						12	11	9	8	7	
	Total slight casualties	Calendar	Casualties	Central Bedfordshire	Actual Figure	1,413 (Former Beds CC)	1,510 (Former Beds CC)	1,458 (Former Beds CC)	n/a	2004-08 (average) 979	2012	2014	2016	2018	2020	Source: Police STATS 19 Report. Equates to a 6% reduction in the period up until 2020, although are subject to review following publication of Government guidance in Spring 2011.
					Trajectory						970	960	945	930	920	
						2006	2007	2008	2009	2004-08 (average)	2012	2014	2016	2018	2020	Notes
Public Transport Patronage	Bus passenger journeys	Financial	Thous and passenger journeys	Central Bedfordshire	Actual Figure	8,988 (Former Beds CC)	9,211 (Former Beds CC)	9,364 (Former Beds CC)	3,237	3,237	2013/14	2016/17	2019/20	2022/23	2025/26	Source: Bus operators. Trajectory indicates no growth in passenger numbers in 2010/11, 2011/12 or 2012/13. Numbers will grow by 2% in 2013/14, because of the Luton D unstable Busway, and 3% year on year thereafter.
					Trajectory						3,302	3,503	3,827	4,183	4,570	
Accessible bus routes	Number of fully accessible scheduled bus services	Calendar	Percentage	Central Bedfordshire	Actual Figure	n/a	n/a	n/a	n/a	54%	2012	2013	2014	2015	2026	Source: Bus operators. Relates to services which operate at least five days a week. Trajectory is based upon DDA requirements.
					Trajectory						60%	75%	90%	100%	100%	



Indicator	Definition	Year Type	Units	Plan Area		Historic Data				Baseline Data	Actual and Trajectory Data					
Accessibility						2006/7	2007/8	2008/9	2009/10	2010/11	2013/14	2016/17	2019/20	2022/23	2025/26	Notes
	Percentage of households within 30 minutes travel time of a hospital by public transport	Financial	Percentage	Central Bedfordshire	Actual Figure	Not previously monitored				18%						Source: Accession data (collected in October of each year).
					Trajectory					18%	18%	18%	18%	18%		
						2006/7	2007/8	2008/9	2009/10	2010/11	2013/14	2016/17	2019/20	2022/23	2025/26	Notes
	Percentage of households within 30 minutes travel time of a supermarket by public transport	Financial	Percentage	Central Bedfordshire	Actual Figure	Not previously monitored				94%						Source: Accession data (collected in October of each year).
					Trajectory					94%	94%	94%	94%	94%		
						2006/7	2007/8	2008/9	2009/10	2010/11	2013/14	2016/17	2019/20	2022/23	2025/26	Notes
	Percentage of households within 30 minutes travel time of a town centre by public transport	Financial	Percentage	Central Bedfordshire	Actual Figure	Not previously monitored				80%						Source: Accession data (collected in October of each year).
Trajectory					80%	80%	80%	80%	80%							
Impact of freight traffic						2007	2008	2009	2010	2011	2014	2017	2020	2023	2026	Notes
	Perceived impact of freight movements	Calendar	Percentage	Central Bedfordshire	Actual Figure	Not previously monitored				To be established in 2011						Source: Annual Householder Travel Survey
					Trajectory						To be established following identification of baseline.					
Movement of freight						2007	2008	2009	2010	2011	2014	2017	2020	2023	2026	Notes
	Perceived ease of transportation of goods	Calendar	Percentage	Central Bedfordshire	Actual Figure	Not previously monitored				To be established in 2011						Source: Survey of Freight Hauliers via Freight Quality Partnership
					Trajectory						To be established following identification of baseline.					
Volume of traffic						2006	2007	2008	2009	2010	2014	2017	2020	2023	2026	Notes
	Change in area wide road traffic mileage	Calendar	Indexed	Central Bedfordshire	Actual Figure	n/a	n/a	102	100	100						Source: Annual Average Daily Traffic counts at 10 sites across the authority. Target is commensurate with population growth forecasts.
					Trajectory					104	109	113	115	115		
Cycling use						2007	2008	2009	2010	2011	2014	2017	2020	2023	2026	Notes
	Cycling trips on the network	Calendar	Indexed	Central Bedfordshire	Actual Figure	n/a	n/a	n/a	n/a	100						Source: Screen line counts Equates to a 2% increase in cycling every year.
					Trajectory					106	112	118	124	130		
Mode share of journeys to school						2007	2008	2009	2010	2011	2014	2017	2020	2023	2026	Notes
	Share of journeys to school by sustainable modes	Calendar	Percentage	Central Bedfordshire	Actual Figure	72% (Former Beds CC)	73.0% (Former Beds CC)	74.4% (Former Beds CC)	76.6%	76.6%						Source: Annual School Census Equates to 0.5% increase in sustainable trips on an annual basis.
					Trajectory					78.1%	79.6%	81.1%	82.6%	84.1%		



Indicator	Definition	Year Type	Units	Plan Area		Historic Data				Baseline Data	Actual and Trajectory Data					
Mode share of journeys to work						2006	2007	2008	2009	2010	2014	2017	2020	2023	2026	Notes
	Share of journeys to work by sustainable modes in urban areas	Calendar	Percentage	Central Bedfordshire	Actual Figure	Not previously monitored				28.3%						Source: Annual Householder Travel Survey
					Trajectory					30.0%	31.0%	33.0%	34.0%	35.0%		
						2006	2007	2008	2009	2010	2014	2017	2020	2023	2026	Notes
	Share of journeys to work by sustainable modes in rural areas	Calendar	Percentage	Central Bedfordshire	Actual Figure	Not previously monitored				18.2%						Source: Annual Householder Travel Survey
					Trajectory					18.2%	18.5%	19.0%	20.0%	20.0%		
Mode share of journeys to doctors surgeries						2006	2007	2008	2009	2010	2014	2017	2020	2023	2026	Notes
	Share of journeys to doctors surgeries by sustainable modes in urban areas	Calendar	Percentage	Central Bedfordshire	Actual Figure	Not previously monitored				51.6%						Source: Annual Householder Travel Survey
					Trajectory					54.0%	56.0%	57.0%	59.0%	60.0%		
						2006	2007	2008	2009	2010	2014	2017	2020	2023	2026	Notes
	Share of journeys to doctors surgeries by sustainable modes in urban areas	Calendar	Percentage	Central Bedfordshire	Actual Figure	Not previously monitored				30.3%						Source: Annual Householder Travel Survey
					Trajectory					31.0%	31.0%	32.0%	33.0%	33.0%		



Central Bedfordshire in contact



on the telephone...

0300 300 8000



by email...

customer.services@centralbedfordshire.gov.uk



on the web...

www.centralbedfordshire.gov.uk



Alternatively, you can write to:

Central Bedfordshire Council Priory House, Monks Walk,
Chicksands, Shefford, Bedfordshire, SG17 5TQ.

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