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# Journey Purpose Strategy:

Access to Health, Food Shopping, Local  
Services, Leisure & Tourism

Appendix B

March 2011: Geraldine Davies

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# Contents

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<b>Foreword</b>	<b>6</b>
<b>1. Executive Summary</b>	<b>9</b>
<b>2. Introduction</b>	<b>10</b>
1.1 Local Transport Plan Framework	10
<b>3. Objectives</b>	<b>12</b>
<b>4. Policy and wider context</b>	<b>13</b>
4.1 Central Government	13
4.2 Central Bedfordshire Council – The Strategic Plan	13
4.3 Central Bedfordshire Council – Sustainable Communities Strategy	14
4.4 Central Bedfordshire Council – Local Development Framework	14
4.5 Local Area Agreement	15
4.6 Health	16
4.7 Social Inclusion & Equality of opportunity	17
4.8 Access for People with Disabilities	18
4.9 Economic Regeneration	19
4.10 Leisure, Culture and Tourism	19
<b>5. Accessibility Assessment</b>	<b>21</b>
5.1 Demographics & Social Need	21
5.2 Quality of life	22
5.3 Access assessment - Health	23
5.4 Access assessment - Food & local services	30
5.5 Access assessment – Leisure, Culture & Tourism	41
5.6 Future Provision	48
5.7 Our partners	49
5.8 Public Consultation – Barriers to Sustainable Transport	50
<b>6. Priorities</b>	<b>52</b>
6.1 Access to Services priorities	52



6.2	Access to Services priorities.....	54
<b>7.</b>	<b>Intervention Measures.....</b>	<b>57</b>
<b>8.</b>	<b>Targets and Indicators .....</b>	<b>59</b>
8.1	Local Area Agreement Targets.....	59
8.2	Access to Services Indicators and Targets .....	60
	<b>Appendix A: Major developments.....</b>	<b>62</b>



# Tables

---

Table 3.1 Objectives .....	12
Table 4.1: Sustainable Community Strategy Priorities.....	14
Table 5.1 – Method of transport used to local doctor .....	28
Table 5.2 – Method of travel to main Food Shopping .....	40
Table 5.3 – Main leisure activities (Householder survey 2010).....	46
Table 5.4 – Method of Transport used to main leisure activity.....	47
Table 5.5 – Public consultation – ‘What would encourage you to use more sustainable modes of transport?’ .....	51
Table 6.1 – Access origins.....	52
Table 6.2: Access Destinations.....	53
Table 6.3 - Access Networks .....	54
Table 6.4: LTP3 Local Area Transport Plan .....	55
Table 6.5: – Priority Action Areas for Access to Health .....	55
Table 6.6: – Priority Action Areas for Access to Food and Local Service .....	56
Table 6.7: – Priority Action Areas for Access Leisure, Culture and Tourism .....	56
Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike .....	56
Table 7.1: The Preference Hierarchy .....	57
Table 8.1: LAA Targets and Indicators .....	59



<b>Table 8.x – Access to Services Indicators &amp; Targets .....</b>	<b>61</b>
--	-----------

<b>Table5.x Planned Major Developments within Central Bedfordshire .....</b>	<b>62</b>
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# Figures

---

Figure 1.1: Access to Services Report within the LTP3 Structure .....	11
Figure 4.2: LTP & LDF Relationship .....	15
Figure 5.1 – Map of deprivation in Central Bedfordshire .....	22
Figure 5.2 – Journey time to GP surgeries by public transport (south area).....	24
Figure 5.3 – Journey time to GP Surgeries by public transport (north area).....	24
Figure 5.4 – Journey times by public transport to Hospitals (North area) .....	25
Figure 5.5 – Journey times by public transport to Hospitals (South).....	26
Figure 5.6 – Average travel time by Public Transport to nearest food store .....	30
Figure 5.7: Southern area Supermarkets & Grocery Stores .....	31
Figure 5.8: Northern Central Bedfordshire Supermarkets and Grocery stores.....	32
Figure 5.9: Southern Bedfordshire Convenience Stores .....	33
Figure 5.10: Northern area Convenience store locations .....	33
Figure 5.11: Southern area LGO locations .....	34
Figure 5.12: Northern area LGO locations .....	35
Figure 5.13: Southern area PO locations .....	36
Figure 5.14: Northern area PO locations.....	36
Figure 5.15: Southern area Library locations .....	38



Figure 5.16: Northern area Library locations.....	38
Figure 5.17: Southern area retail centres.....	42
Figure 5.18: Northern area retail centre .....	42
Figure 5.19: Southern area Leisure centres .....	43
Figure 5.20: Northern area Leisure centres .....	44
Figure 5.21: Southern area Countryside access .....	45
Figure 5.22: Northern area Countryside access.....	46
Figure 5.23 – Core Report Proposals .....	48



# Foreword

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Enabling our citizens to be able to access key services is essential in helping to achieve a sense of place and community and access to health, shopping and leisure activities is an integral element of ensuring we have thriving economic districts.

It is becoming more apparent both in terms of central government direction and our own local needs that we need to be able to help provide more sustainable travel options for our residents. To reduce congestion and enable more opportunities for residents without access to a car we need to ensure that there are viable alternatives available to single occupancy car travel and that walking, cycling and public transport is seen as a reasonable choice.

Enabling access is as much about influencing travel behaviour as it is about providing the physical solutions, it is also imperative that we work as a partnership with other key community organisations and representatives so that we can ensure a collaborative approach. Central Bedfordshire Council therefore sees one of its key roles as providing incentives, encouragement and new transport solutions in changing travel habits.



*Tom Nicols*

Tom Nicols  
Portfolio Holder for Sustainable Development





# 1. Executive Summary

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Ensuring our residents can access key services is an integral element of ensuring a sense of place within our communities. Furthermore the economic viability of an area is partly judged on the facilities on offer and the opportunities for accessing those services in a quick and convenient manner.

Accessibility depends on the inter-relationship between three components:

- Population/User groups (Origin)
- Services (Destination)
- Links between the two (Physical and communication)

When the links between the origin and destination are inadequate using none car modes, this leads to inequality of opportunity for segments of the community without access to a car and helps to contribute towards congestion on our roads through increased car use.

The delays experienced by private motorists, industrial and commercial deliveries and those using public transport reduces their quality of life and restricts the opportunities for growth. Therefore tackling the end-to-end journey experience is a priority of our Local Transport Plan 3 in contributing towards both National and Local priorities through providing sustainable transport solutions.

This report sets out the Councils approach for delivering those priorities and forms one of themes of the Journey Purpose Strategy, by focussing on access to the following key services:

- **Health care**
- **Food shopping & local services**
- **Leisure, culture and tourism**

Priority action areas have been identified for each of the strategic objectives of the report using information gathered in the accessibility assessment which then focuses on a five point plan based on the following principles:

**Land use planning**

**Smarter choices**

**Infrastructure & Service provision / enhancing the network**

**Network management**

**Demand management**

The five work areas are complementary to each other and will be used to deliver integrated transport solutions. Furthermore it is imperative that subsequent actions are provided in partnership with key organisations and stakeholders within the community so as to enable a comprehensive approach which would, most importantly, be owned and valued by the community members and service users.



## 2. Introduction

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'Making the Connections', a 2003 report by the Social Exclusion Unit, Identified that improving access to opportunities that are likely to have the most impact on life chances – such as Education, Employment, Healthcare and Food Shopping – would contribute to social inclusion, economic regeneration and welfare to work, reduce health inequalities and improve participation and attendance in education identifying and tackling the barriers is therefore a priority.

Barriers that can prevent people from accessing local services include:

- The availability and suitability of transport options
- Services and activities located in appropriate places
- Cost of transport options
- Safety and security
- Limited or the perception of a lack of information

As an arm of the 'Journey Purpose strategy' this report specifically subjects an analysis of the current evidence for the access options for people living within Central Bedfordshire and wanting to access services related to:

- 1. Health care**
- 2. Food shopping & local services**
- 3. Leisure, culture and tourism**

This report will be used in tandem with the other related Journey Purpose themes being prepared for Central Bedfordshire's Local Transport Plan 3 (LTP3) to create a comprehensive Journey Purpose Strategy.

### 1.1 Local Transport Plan Framework

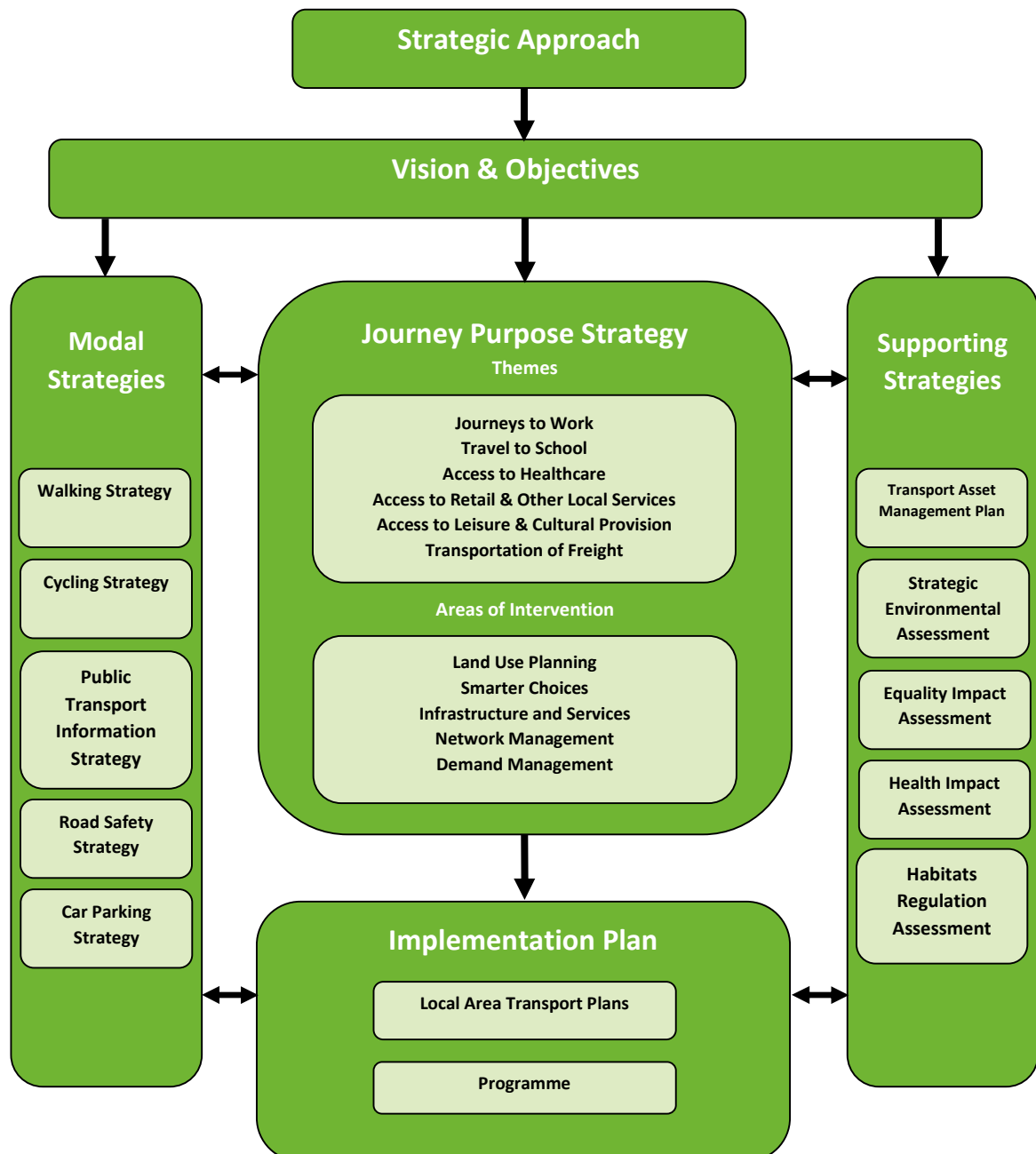
This report forms one of the themes that will make up the 'Journey Purpose Strategy' upon which the LTP3 for Central Bedfordshire is based, the other themes comprise of; Journey to Work, Freight and Education through the Sustainable Modes of Travel to School Strategy. The context of how each strategy is being produced is set out in Figure 1.1.



**Figure 1.1: Access to Services Report within the LTP3 Structure**

This report has informed and been informed by the modal based strategies which have been developed as part of the LTP3, enabling journeys to healthcare, food & local services and leisure to be considered in terms of each different type of transport.

Furthermore, the report has been produced in a context of other existing and emerging land use, transport planning and health strategy documents at a national and local level, and this report draws together these wider agendas in the identification of issues to be addressed.



### 3. Objectives

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The aim of this report is to assess current facilities for accessibility and to illustrate methods to help improve accessibility by enabling the integration between key communities, key locations and services and transport and communication networks. We will achieve this by:

- Working in partnership to ensure strategies and programmes are working cohesively to offer the most effective services, in the right places, to those who need them most.
- Sustaining and enabling a vibrant economy to ensure communities in Central Bedfordshire have a good quality of life
- Creating sustainable local communities where a range of quality services are accessible to all

Central Bedfordshire Council has a leading role to play by ensuring high quality, safe and accessible transport choices are available for residents and by ensuring that future communities have integrated transport solutions linking to the wider community through effective land use planning.

In order to achieve this three strategic objectives have been identified:

**Table 3.1 Objectives**

No.	Key Service Area	Objective
1	Health	Improve access to the primary healthcare provision (hospitals, NHS Direct, GP Services)
2	Food shopping & local services	Ensure access to food stores and other local services particularly in local and district centres
3	Leisure, Culture & Tourism	Enable access to a range of leisure, cultural and tourism facilities for residents and visitors

Priority action areas have been identified for each of the three strategic objectives using the information gathered in the accessibility assessment stage of this report. This has been designed to work with partners and has been developed to take into account major development programmes due to take place within Central Bedfordshire. This also includes proposed initiative measures, based on the five themes of interventions. A number of local accessibility action plans have been included in the proposed intervention programme and will act as guidance for focus within the Local Area Transport Plans being produced as part of the forthcoming LTP3.



## 4. Policy and wider context

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This chapter provides a summary of the related current policies and strategies that would influence the context of this report. This section is specific to the context of matters arising that could effect how we manage access to; Healthcare, Food & Local Services and Leisure facilities. Accessibility planning will allow Central Bedfordshire Council, in partnership with other local agencies that have a key role to play in delivering healthcare and other core local services, to develop a better understanding of accessibility needs for residents of Central Bedfordshire and how these can be met. The Access to Services Report will contribute to the delivery of the authorities' wider priorities as detailed below.

### 4.1 Central Government

Directive states that councils should focus on interventions at a local level that would enable changes to patterns of travel and to encourage more sustainable travel journeys in ways that stimulate growth, to assist this a new transport fund will be made available – 'The Local Sustainable Transport Fund'.

The Sustainable Transport Fund will enable local authorities to build on plans for sustainable travel through the measures identified within the LTP3 and to develop enhanced packages of measures that support economic growth and reduce carbon. DfT also indicate that these packages should help to tackle problems of air quality and deliver improvements in public health and transport safety in our local communities.

In summary early direction focuses on:

- Bidding for funding
- Strong focus on Sustainable Transport Solutions i.e. walking, cycling and public transport
- Initiatives to improve integration between travel modes and end to end journey experiences
- Improved traffic management schemes, such as 20mph zones.
- Partnership working with businesses, transport providers, users and the voluntary sector
- The requirement to include such measures into the LTP

### 4.2 Central Bedfordshire Council – The Strategic Plan

The Strategic Plan produced by the authority in September 2008 sets out the medium term priorities for the Council between 2009 and 2011<sup>1</sup>. It seeks to progress against five strategic priorities as detailed below:

**Priority 1:** Supporting and caring for an ageing population

**Priority 2:** Educating, Protecting, and Providing Opportunities for children and young people

**Priority 3:** Managing growth effectively

**Priority 4:** Creating safer Communities

**Priority 5:** Promoting healthier lifestyles

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<sup>1</sup> Central Bedfordshire Strategic Plan 2009-2011; Central Bedfordshire Council, September 2008



## 4.3 Central Bedfordshire Council – Sustainable Communities Strategy

The Sustainable Community Strategy (SCS) is the longer term vision for Central Bedfordshire, developed from a detailed evidence base that includes views from citizens and communities about quality of life and service delivery issues that are important to them.

The SCS and the priorities that are identified by it are agreed by all the main organisations working in the area – such as the local authority, police, fire service, health, businesses, the voluntary and community sector, and further education, prior to adoption.

The SCS is based upon the two key themes of:

- Creating conditions for economic success and community prosperity, and
- Raising standards and tackling inequalities.

The priorities of the SCS sitting underneath these themes are set out in Table 2.1 below.

**Table 4.1: Sustainable Community Strategy Priorities**

	Priority Area
A	Maximising employment opportunities and delivering housing growth
B	Ensuring our local people have the skills to prosper
C	Keeping our communities safe
D	Nurturing a sense of pride of belonging
E	Getting around and caring for a green and clean environment
F	Promoting health and reducing health inequalities
G	Educating, protecting and providing opportunities for children and young people
H	Supporting and caring for an ageing population and those who are most vulnerable

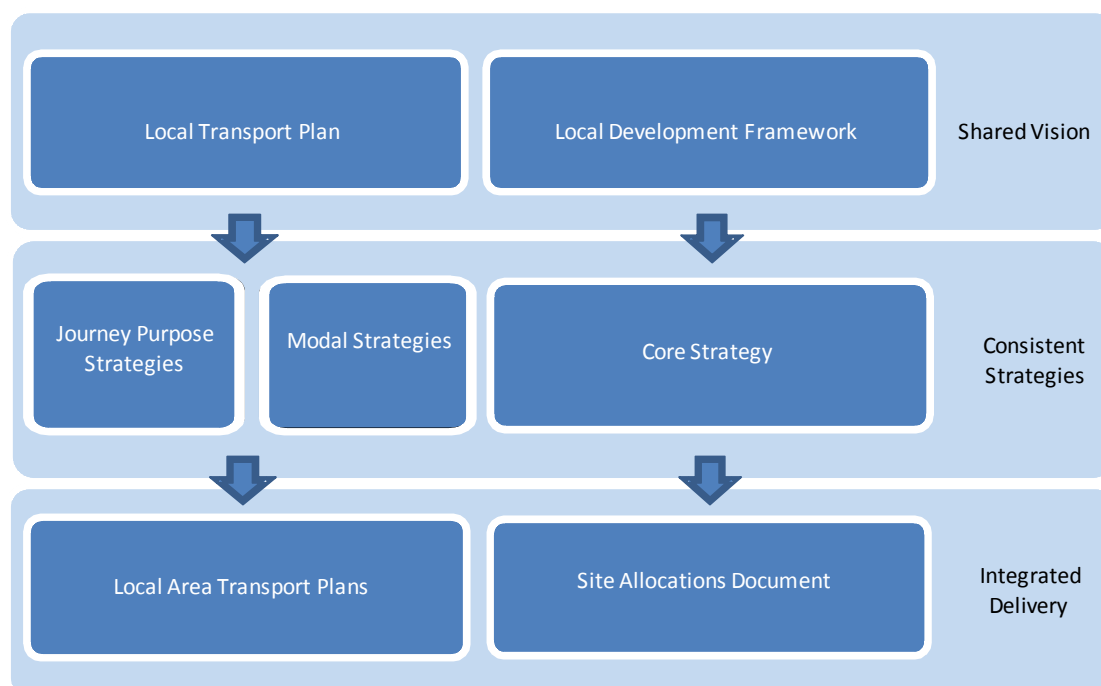
Source: Sustainable Communities Strategy 2010-2031; Central Bedfordshire Together, 2010

## 4.4 Central Bedfordshire Council – Local Development Framework

Is a statutory requirement for local planning authorities to produce a Local Development Framework (LDF). There are two LDFs in place within Central Bedfordshire, covering the former local authority areas of Mid and South Bedfordshire respectively. Transport and accessibility is closely related to planning issues, and the site allocations element of the production of the LDFs. This close correlation is depicted in Figure 4.2. The location of development determined by the LDF will influence trips across the authority, highlighting the particular inter-relationship with the Modal Strategies .



Figure 4.2: LTP & LDF Relationship



## 4.5 Local Area Agreement

The Local Area Agreement<sup>2</sup> (LAA) is a three year agreement that sets out the priorities for Central Bedfordshire to enable the Council and its partners to deliver national outcomes in a way that reflects local priorities.

The authority's LAA focuses on the key strategic priorities in the Sustainable Community Strategy and sets out measurable achievements in the form of an action plan for the 3 year period between April 2008 and March 2011. It also sets out the delivery arrangements for how each of the partners is planning to achieve those targets. The Agreement has the backing of all major public, private and voluntary sector organisations in Central Bedfordshire, together with key agencies from the voluntary and business sectors.

The five Local Strategic Partnership (LSP) thematic groups that deliver the LAA are set out below:

- Community Safety Partnership
- Stronger Communities Thematic Partnership
- Environment and Economy Thematic Partnership
- Healthier Communities and Older People Partnership Board
- Children's Trust

<sup>2</sup> Central Bedfordshire Local Area Agreement; Central Bedfordshire Council, April 2008





## 4.6 Health

It is a time of rapid and significant policy change in the NHS and there are several changes to the commissioning and deliver of services that could potentially have accessibility implications for Central Bedfordshire residents;

On the 12 July 2010, Health Secretary Andrew Lansley unveiled a new health White Paper describing significant structural changes to the NHS under the Conservative/Liberal coalition government. Among the changes announced, PCTs are to be wholly abolished by 2013 with GPs assuming the commissioning responsibilities they formerly held. The public health aspects of PCT business could be taken on by local councils. Strategic health authorities will also be abolished under these plans.

The national priorities in the operating framework do remain the same for the NHS on the whole however some of the targets are no longer applicable; The five priorities continue to be as detailed below with the priorities that have relevance to travel and transport highlighted:

- Improving cleanliness and reducing healthcare associated infections;
- ***Improving access through achievement of the 18-week referral to treatment pledge and improving access (including at evenings and weekends) to GP services;***
- ***Keeping adults and children well, improving their health and reducing health inequalities;***
- Improving patient experience, staff satisfaction, and engagement; and
- Preparing to respond in a state of emergency such as an outbreak of pandemic flu, learning from our experience of swine flu.

A current corner stone of the health service is the **NHS Choice Agenda** – Giving patients more choice about how, when and where they receive treatment. Since 2005, patients needing elective treatment have been offered a choice of appointment and at least four providers once their GP has decided that a referral is required. As well as choosing where they go, patients can choose when they go by phoning an appoints line, booking over the internet, or booking at the GP surgery. The agenda has had the result of those people with access to a car travelling further to receive treatment, whilst those patients without cars restricted to their local facilities. However the freedom to choose convenient appointment times in theory has helped patient's dependant upon public transport.

### A Healthier Bedfordshire

This is the strategic plan for NHS Bedfordshire and has three strategic priorities which will drive implementation plans:

1. Investing a greater proportion of our money into prevention (healthy lifestyles, early intervention and promoting independence.
2. Creating effective support in local communities to reduce the reliance on hospital care
3. Offering more choice and convenience, by commissioning quality services closer to home based on the needs and preference of Bedfordshire patients.





Central Bedfordshire's joint **Healthier Communities Strategy** describes Health Prevention actions focussing on those areas where the most serious health inequalities have been identified.

## **Healthier Communities Strategy 2010-2031**

This Report links to and supports delivery of the Sustainable Communities Strategy and seeks to deliver improvements within Central Bedfordshire that will underpin the conditions required to create economic success, community prosperity and reduce inequalities.

A study of 10 industrialised countries in the mid 1990s identified that better health increased the rate of economic growth by around 30%. By developing healthier communities there are typically concomitant increases in levels of employment, improved productivity and reduced sickness absenteeism. This, in turn, improves social capital and can assist in delivering the population level improvements reducing costs over time.

The strategy details how most of the deterrents of health sit outside the direct remit of the NHS. Place shaping, planning, housing, education, transport and access to services, together with projected population growth will all impact on population health and as such has close ties to the LTP3 and subsequent strategies.

The Healthier Communities Strategy has a number of themes that will positively impact on the population and support delivery of the Central Bedfordshire vision to enable economic growth and development, the key themes are:

- **Ensure a healthy start to life**
- **Supporting and caring for an ageing population**
- **Reduce health inequalities**
- **Improve lifestyle behaviours and promote active transport**
- **Improve access to services**
- **Early intervention and prevention**
- **Reduce risky behaviours**

## **Joint Strategic Needs Assessment 2010**

The purpose of the Joint Strategic Needs Assessment (JSNA) is to provide commissioners with an analysis of data to show the health and wellbeing status of local communities, including where inequalities exist. Using local knowledge and evidence of effectiveness of current interventions, the JSNA helps identify gaps in service provision and informs effective commissioning of services and interventions.

## **4.7 Social Inclusion & Equality of opportunity**

Overall health is better within Central Bedfordshire than the UK norm and in terms of deprivation no part of Central Bedfordshire falls within the worst 10% nationally. However, there are pockets of deprivation, and communities within Downside, Flitwick, Parkside, Sandy and Tithe Farm face particular challenges relative to the rest of the area. The Central Bedfordshire Local Strategic Partnership has designated three of these areas as '*Priority Neighbourhoods*':

- Parkside and Tithe Farm (Houghton Regis)
- Downside (Dunstable)

Through a multi agency approach each of the areas has an Improvement Plan in place aimed at improving the residents' Quality of Life.



Promoting equality of opportunity is all about making life better for all our residents, especially the most vulnerable people living in our communities, such as older or disabled people, carers, people with low levels of literacy and people experiencing socio-economic disadvantage.

## The Single Equality & Diversity Scheme 2010-2013

The council has developed a Single Equality and Diversity Scheme which demonstrates the council's commitment as community leaders and service providers to equality and diversity for local people, employees, partners and the community at large.

The scheme approved by full council in June 2010 underpins the Council's Strategic Plan and sets out the Council's vision and approach to ensuring that all sections of the community receive high quality services which are appropriate to their needs. Of the key themes contained within the scheme one area of key activity that links strongly to this strategy is that of:

***Access – ensuring that customers are able to access services in a manner that suits their individual needs.***

## 4.8 Access for People with Disabilities

Central Government aims to improve transport for disabled people – whether as pedestrians, public and special transport users, or motorists – while also improving accessibility in public places. While significant improvements in public transport have been made there are still some inaccessible environments that present barriers to mobility in particular barriers for disabled people to access the built environment need to be removed to enable equal access and independent mobility. There are a number of national policies and initiatives, much of which stem from the **Disability Discrimination Act (1995)** (DDA) which supports the travel options of people with disabilities, some of which are detailed below:

- **Blue Badge Scheme** – providing a range of parking concessions for people with severe mobility problems that have difficulty using public transport.
- **Buses and Coaches** – The powers in part 5 of the DDA (1995) allow regulations to be made requiring all new land based public transport vehicles – buses coaches and taxis to be accessible to disabled peoples including wheelchair users. A piece of legislation stemming from the DDA (1995) is the **Public Service Vehicle Accessibility Regulations 2000** (PSVAR), and covers the requirement for all single deck buses over 7.5 tonnes to be fully accessible from the 1 January 2016 and all double decker buses from 1 January 2017.
- **Rail** – The 'Railways for all Strategy' (2006) sets out how the rail industry will improve the accessibility of rail travel for disabled people in Great Britain. With the objective of increasing the number of journey opportunities for disabled people by improving our stations, trains and related services.
- **Pedestrian Environment and transport infrastructure** – Part 3 III of the DDA (1995) gives disabled people a right of access to goods, facilities, services and premises. From October (2004), service providers may have to alter the physical features of premises if the service continues to be impossible or unreasonably difficult for disabled people to use.

There is already a range of advice, guidance and codes of practice drawn up to guide Highway Engineers and others on local authorities and the transport industry on the best ways to meet the needs of disabled people. In particular British Standard (BS) 830,



Design of buildings and their approaches to meet the needs of disabled people code of practice.

Local authorities will need to assess the need for provision of more localised and specialist transport services, such as dial-a-ride or shop-mobility schemes. In addition, many disabled people have to rely on the use of the car and lack of accessible car parking space can be limiting. It is known that disabled people travel one-third less than non disabled people.

At a local level feedback from public and disabled group consultation has highlighted the need for the following improvements:

- Easier access to train stations within the authority, particularly in those locations which do not have a lift or other alternatives to using the stair.
- There is also a desire to see improvements for disabled people when accessing bus stops and a programme to see all stops in the authority with raised kerbs and DDA compliant.
- Support for operators in attaining DDA compliance for all buses by 2015
- Improvements to the pedestrian network for those with impaired vision or mobility, particularly within town and district centres.
- Commitment to making improvements for accessing council services and buildings.

Furthermore the requirements of people with disabilities should be taken into account when designing and implementing works on site.

## 4.9 Economic Regeneration

The location of health services, food stores, local services and leisure facilities affects the origins and destinations of journeys made by residents. How these services are delivered where they are located have a direct impact on accessibility. This report seeks to ensure that access to these services takes into consideration the access requirements of our communities in particular by ensuring that the interventions identified work with the existing and emerging regeneration projects being produced and delivered for our district centres.

There are a number of significant projects underway and planned in Central Bedfordshire, particularly in the areas town centres, these being:

- **Biggleswade Town Centre Masterplan**
- **Dunstable Town Centre Masterplan**
- **Flitwick Town Centre Redevelopment**
- **Leighton Buzzard Planning and Development Briefs**

All of the above projects seek to enhance the provision of services provided within the district centres and as such help to enable economic growth within Central Bedfordshire.

## 4.10 Leisure, Culture and Tourism

Leisure, Culture and Tourism may not be regarded as a critical nor local service however they do play an important role in our resident's lifestyles and our local economy. Central Bedfordshire is



home to a number of as a number of leisure assets including being set within the Chilterns area of outstanding natural beauty. There are also major local, regional and national attractions and facilities outside the Central Bedfordshire area that attract users living within boundary.

Leisure and tourism offer potential for economic regeneration and local job creation and sports and recreation provision have a key role in supporting local health programmes promoting health lifestyles. The **Rights of Way Improvement Plan (ROWIP)** has the aim of creating greater access to the countryside, achieving wider social and economic benefits and also protecting the environment.

In addition community leisure facilities are also a core service for the authority, such as leisure centres, community facilities and library services.



# 5. Accessibility Assessment

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The Accessibility Assessment largely draws upon existing data sources and information including the 2001 Census, the indices of Deprivation data, the 2010 householder survey, Local Development Framework as well as information gathered from partners and stakeholders. Fundamentally mapping has been produced using Accession including recalculations of the DfT's core accessibility indicator sets.

## Accession

Accession has been developed according to the UK Department for Transport's specifications and is designed to meet the guidelines for local transport plans in the UK and worldwide. And as such is deemed to be The most complete package for accessibility analysis and travel time analysis

Accession is a software package that addresses all aspects of travel time and cost mapping using digital road networks, public transport timetable data and flexible, on-demand transport. It is endorsed by the UK government and it is able to deliver key performance indicators through the analysis of geodemographic data using travel time, cost or distance.

## 5.1 Demographics & Social Need

The population in Central Bedfordshire is set increase by some 12% to 300,000 by 2021 but significantly the population of people over 65 is due to increase by 53%. The increase of people over 85 is estimated at 100%<sup>3</sup>.

### The population of the largest towns, 2009:

Leighton Linlade	37,000
Dunstable	35,120
Houghton Regis	16,670
Biggleswade	16,420
Flitwick	13,370
Sandy	11,620

Over half the population live in rural areas, with the remainder living in six urban areas<sup>4</sup>.

The biggest ethnic group in Central Bedfordshire were identified as being white with 89% classified as White British. More than 97% of pupils of compulsory school age speak English as a first language. However, more than 60 different first languages are recorded among the remaining children.

The area is relatively affluent with over 77% owner occupation (72,800 houses)<sup>5</sup>. There are no Lower Super Output Areas (LSOA's) of deprivation within the top 20% nationally. The three most deprived wards are in the south of the area in Houghton Regis and Dunstable and are in the top

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<sup>3</sup> Sources: 2009 from ONS, mid year estimate, next update: 2011 from Bedfordshire Population Model.

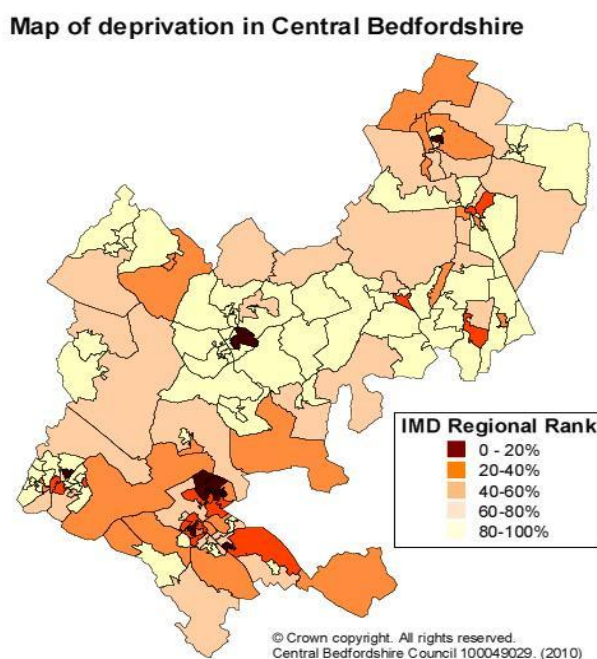
<sup>4</sup> Defra's Rural/Urban Definition, Local Authority classification

<sup>5</sup> ONS, 2001 Census



10% most deprived regionally, and a further six were in the top 20% most deprived wards regionally. The following map illustrates these areas and is shown as the darkest areas on the following map:

**Figure 5.1 – Map of deprivation in Central Bedfordshire**



*Source: DCLG, Indices of Deprivation, 2007*

In general Central Bedfordshire residents both live longer and feel healthier than that of the national averages. The average life expectancy of Males in Central Bedfordshire is 79.1 with Females being 82.4 in comparison to the National average of 77.9 and 82.0 respectively<sup>6</sup>. While 79% of people questioned in Central Bedfordshire considered themselves to be in good health compared to 76% for England.<sup>7</sup> Furthermore just 13.5% of people have a limiting long term illness in the area compared to 17.9% within England<sup>5</sup> above.

## 5.2 Quality of life

How people feel about their local neighbourhood can determine the places they travel to and how they make those journeys. If people feel afraid, intimidated or unsatisfied either by the local environment or anti-social behaviour this deters people from walking, cycling or using public transport. Traffic levels, road safety lighting, street maintenance, levels of graffiti, litter and

<sup>6</sup> ONS, Male & Female life expectancy at birth, 2006-08

<sup>7</sup> Central Bedfordshire Place Survey 2008





vandalism and perceptions of crime and actual crime levels can all create a negative and unwelcoming environment. Therefore these factors need to be considered within the strategy.

The Place Survey (2008) asked residents what is important in making somewhere good to live, and also what they feel needs improving in their local area. The responses to each of these questions were combined to show resident' priorities and are listed in alphabetical order below:

- Affordable decent housing
- Public Transport
- Shopping Facilities
- Level of Crime
- Level of traffic congestion

In 2009 the Citizens Panel Environmental Survey were asked how important both the general condition of road surfaces and the speed of repairing damaged roads were. The majority of respondents across Central Bedfordshire (98%) considered that the general condition of road surfaces was important. Similarly 97% thought that the speed with which damaged roads were repaired was important.

## 5.3 Access assessment - Health

For the purposes of this report, two key healthcare services have been focussed upon; hospitals and doctors surgeries.

### GP Surgeries

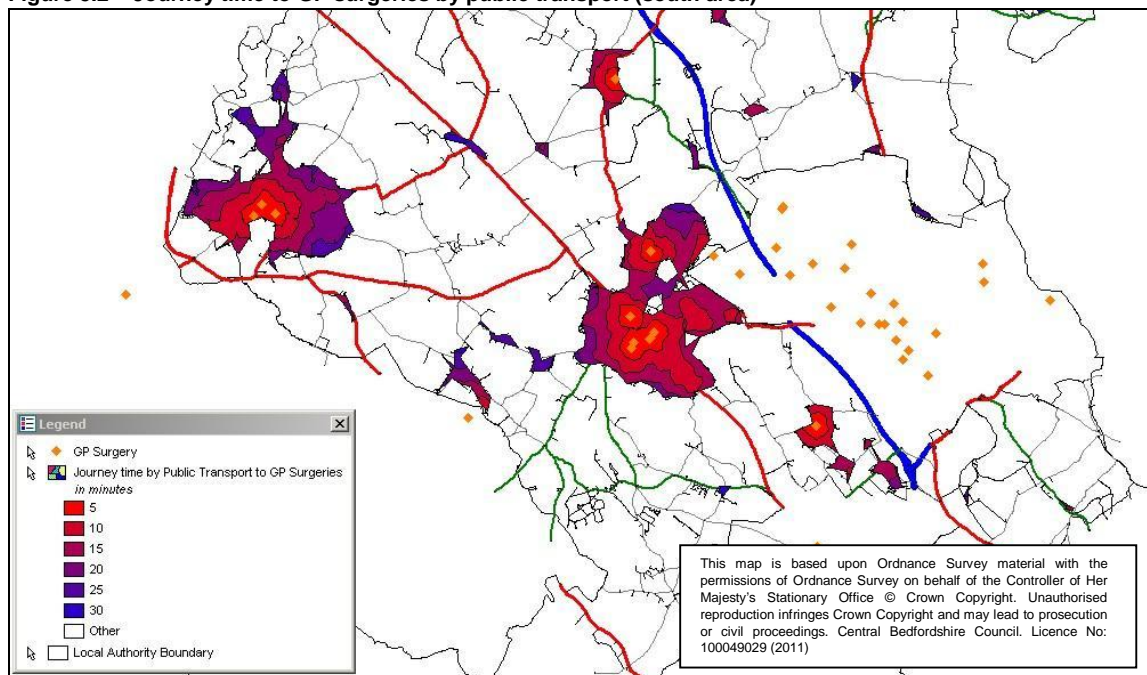
GP Surgeries are one of the main healthcare services that residents of Central Bedfordshire use, and are the main service through which the majority of non-emergency ailments are diagnosed and treated. Accessing this particular part of the health service is therefore essential for the healthcare needs of the residents of Central Bedfordshire. For this analysis, the GP Surgeries in Central Bedfordshire and in the surrounding Local Authority areas have been used.

The GP Surgeries in Central Bedfordshire are primarily concentrated in the larger towns, providing a good level of access for people who reside in these areas, as well as on inter-urban bus routes to these urban areas. There are also a substantial number of GP surgeries in nearby urban areas, notably Luton, which improve access to these facilities on the border areas of the authority.

In the south of the authority area, access to GP surgeries in the main urban areas is generally good. In Dunstable and Houghton Regis, a significant proportion of the urban area is within 15 minutes journey time of the nearest GP surgery, with a particular concentration of GP practices in the central areas of Dunstable. In Leighton Buzzard, the concentration of GPs in the centre means that most of the urban area is within 20 minutes journey time of a GP surgery. The largest of the more rural settlements, such as Hockliffe, Eaton Bray, Toddington, and Caddington also have reasonable access time to GP surgeries, with the latter two having GP surgeries of their own. Outside of these settlements, access to GP Surgeries is generally poor.

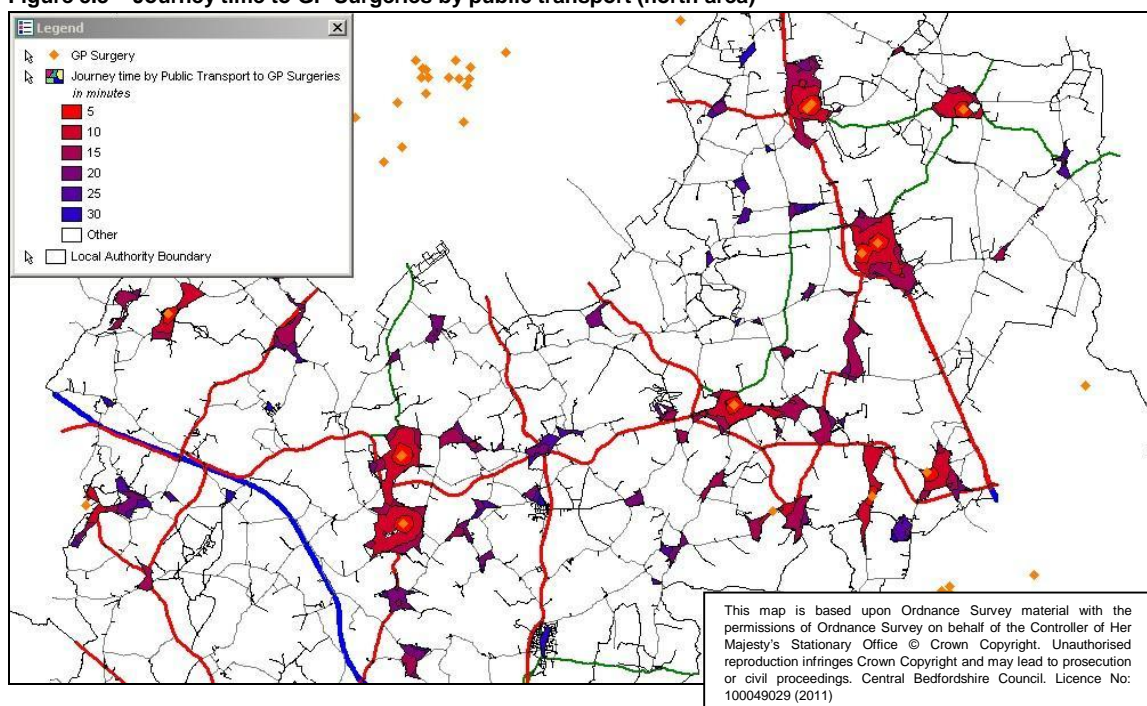


**Figure 5.2 – Journey time to GP surgeries by public transport (south area)**



In the north of the authority, access to GP surgeries is generally good in the larger towns. Nearly all areas of Ampthill, Flitwick, Shefford, Arlesey, Stotfold, Sandy, Biggleswade, and Potton are within 10 minutes journey time of their nearest GP surgeries. The larger rural settlements, such as Clophill, Houghton Conquest, Silsoe, and Henlow are further afield, but in most areas GP surgeries can be accessed in a journey time of around 20 minutes. In the more rural areas, particularly those outside of some of the larger villages, access to the nearest GP Surgery is much more difficult.

**Figure 5.3 – Journey time to GP Surgeries by public transport (north area)**





## Hospitals

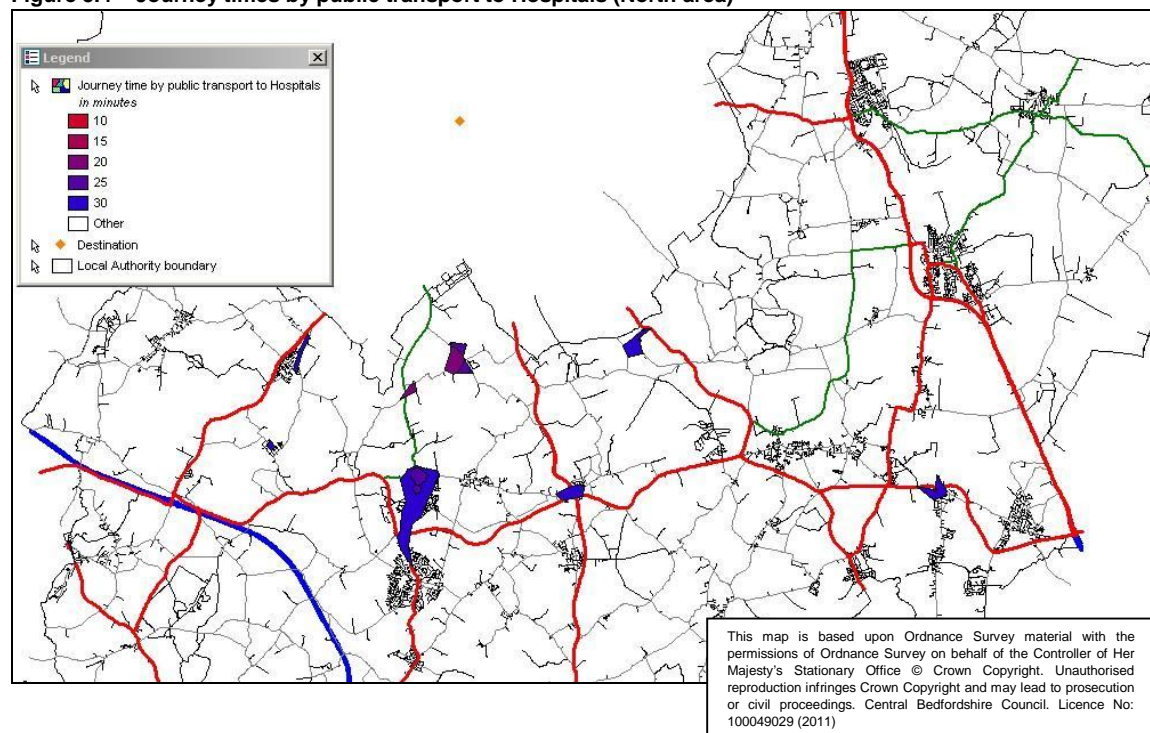
For more specialist care, emergencies, and medical treatments that cannot otherwise be provided at a doctor's surgery, Central Bedfordshire residents will be required to access a hospital. For this analysis, only hospitals which provide Accident and Emergency as well as other acute care facilities have been included.

Central Bedfordshire is a relatively unique authority in that there are no acute care hospitals within its area. Therefore, Central Bedfordshire residents are required to travel to neighbouring authority areas in order to access a hospital. Information obtained from the Bedfordshire Primary Care Trust, shows that the main hospitals that are close to Central Bedfordshire are:

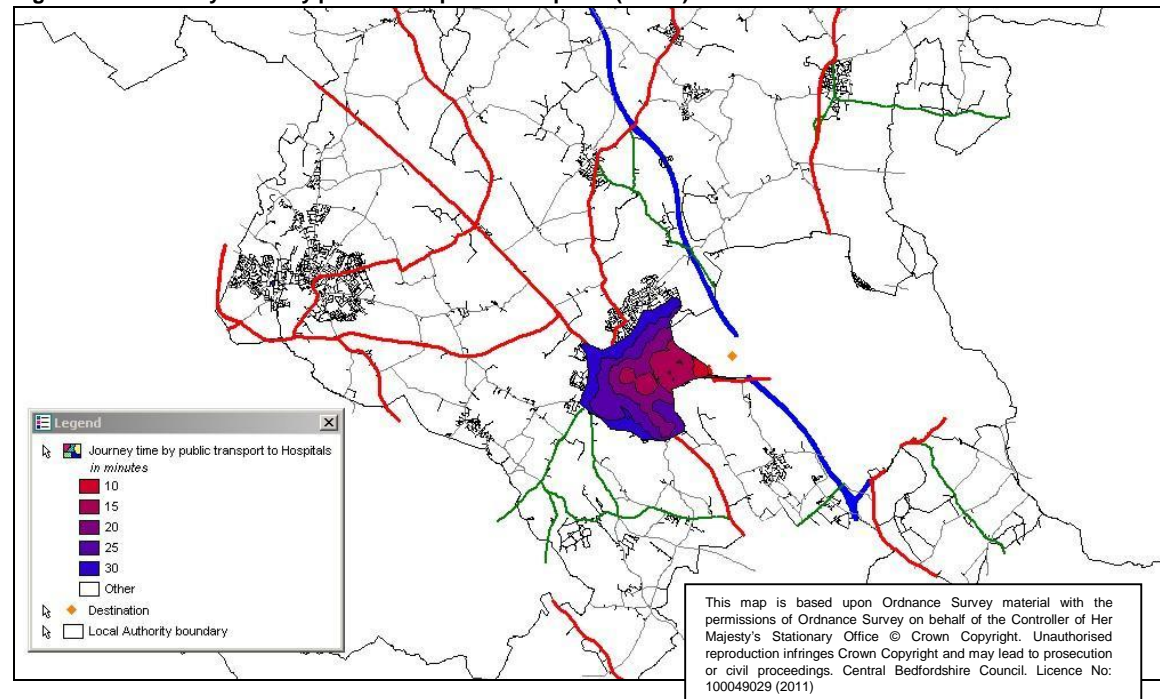
- Bedford Hospital (South Wing)
- Luton and Dunstable Hospital
- Milton Keynes General Hospital
- Lister Hospital, Stevenage
- Stoke Mandeville Hospital, Aylesbury

Because of the fact that there are relatively few hospitals, it will take longer for a significant proportion of the Central Bedfordshire area to access them. Figures 5.4 and 5.5 reveal that few areas of Central Bedfordshire are within 30 minutes travelling time of a Hospital. In the south of the authority, the majority of Dunstable is within 30 minutes journey time, as is much of Houghton Regis. This is due to the close proximity of the Luton and Dunstable Hospital in this area. In the north of the authority, all of Ampthill is within 30 minutes journey time of Bedford Hospital, as are Houghton Conquest and Clophill. Areas of Arlesey surrounding the railway station can reach the Lister Hospital in Stevenage within 30 minutes.

**Figure 5.4 – Journey times by public transport to Hospitals (North area)**



**Figure 5.5 – Journey times by public transport to Hospitals (South)**



## Other services to consider

The accessibility of NHS services is not only simply a matter of being able to access the nearest GP surgery or Hospital. A number of other services provided by the NHS also have accessibility implications.

### Patient Choice

Since 2008, patients treated by the NHS have had access to greater rights on how they choose their services. Patient choices in the NHS are wide-ranging and cover most aspects of patient treatment. The choices which are likely to have the most significant impact in terms of accessing services are:

- The right to choose and change your GP and your GP surgery
- The right to choose which hospital to go to when you are referred to a specialist

The transport implications of the patient choice agenda is that rather than patients being required to attend their nearest healthcare facility, something that can be planned relatively simply in transport terms, transport movements of patients will become more complex. Examples of this could include a person moving from Dunstable to Leighton Buzzard, but still have their family doctor in Dunstable, or somebody in Woburn choosing to see a physiotherapist at the Luton and Dunstable Hospital as opposed to Milton Keynes General.

### NHS Direct

NHS Direct is the national health and information service which can be accessed through telephone and the NHS Direct website. Users of the service are asked questions about the symptoms of their potential illness. By doing so, NHS Direct can provide at-home remedies for



more common ailments, preventing unnecessary trips to healthcare facilities, or they can be referred to their doctors or local specialists.

In addition to this core service, NHS Direct also operates a number of other services on behalf of the NHS. These include:

- Providing details of out-of-hours GP and dental care
- A telephone-based pre and post operative assessment for patients having surgery
- Allocating care managers to give regular coaching and advice to those with long term illnesses such as diabetes and cardiovascular disease
- Confidential webchat services about health issues
- Response system in the case of public health anxiety, for example Swine Flu

The use of NHS Direct is heavily promoted by Primary Care Trusts as a means of providing accessible healthcare services, particularly for common ailments, for those who may otherwise find it difficult to access healthcare facilities. Whilst travel to healthcare facilities is required, the NHS Direct facility significantly improves the accessibility of key NHS services, and reduces the need to travel to healthcare facilities for diagnosis and in some cases treatment.

### **Patient Transport**

In some cases, patients can be transferred to healthcare facilities at the cost of the NHS through the patient transport service. The Patient Transport is provided for non-emergency treatment by the NHS, and is organised by a health professional on behalf of the patient. In Bedfordshire, Patient Transport Services are provided by Medical Services on behalf of a number of health authorities and trusts covering Bedfordshire and Hertfordshire.

The eligibility for the use of this service is determined by a health professional with the aim of reaching healthcare facilities in a reasonable time, in comfort, and without harming the health of the patient. This takes account of a range of criteria, including:

- The medical condition of the patient
- Access to private transport
- Availability of public transport
- Distance to be travelled

The majority of patients who are eligible for patient transport do not have to pay for the service. The Patient Transport Service plays a key role in making follow-up treatments more easily accessible for those in a poor state of health, and who have limited access to other means of transport.

### **Specialist care**

When undergoing treatment for a variety of ailments, patients will often find that the care and treatments required are provided either by their GP surgery or at their nearest hospital. However, for clinical reasons patients can be referred to specialist treatment centres both within and outside of the authority, or they can choose these treatment centres themselves. At these centres, patients can find that they will have greater access to a wider range of treatments, specialist advice and facilities which may not be provided by their local healthcare facilities.

Referring patients or patients choosing to access these specialist care facilities can potentially have significant accessibility implications. It is difficult to be able to provide a public transport network that is able to cater for all trips to specialist centres. Therefore for those who do not have



access to a private car, greater demand may be required for demand responsive services, such as Community Transport, Patient Transport, and Taxis.

## Out-of-hours care

Outside of normal GP Surgery hours, residents can still call their local surgery, but will then be re-directed so that NHS Direct and the East of England Ambulance Service can handle the call, and dispense the appropriate medical care. In the south of the authority area, residents can also ring the Urgent Care Line (not emergency care) and receive help and advice from a trained professional.

Whilst not having the same level of accessibility as care during working hours, the provision of out-of-hours care by telephone does ensure that all residents have access to healthcare professionals at all hours. Where accessibility may become a significant issue is where residents may be required to access healthcare facilities such as Hospitals out-of-hours, which coincide with periods where bus services and Patient Transport are non-operational.

## What our residents say

The following information is taken from the results of the Householder Travel Survey which was carried out in March 2010 using the BedsVoice panel and other Central Bedfordshire residents.

### Ease of Access

Encouragingly 94% of respondents cited that they had not experienced a problem when trying to access healthcare, although for the social group D/E<sup>8</sup> told us they were more likely to experience more difficulty with 11% saying they found it fairly or very difficult to access healthcare.

### Method of travel

Over half (55%) of respondents normally drove to their doctor and 37% said that they normally walked to their nearest doctors. The following table illustrates the methods of transport used:

Table 5.1 – Method of transport used to local doctor

Method Of Transport used to Local Doctor		
Method of transport	Primary method (%) Base: 2004	Secondary method (%) Base: 2004
By car/van as driver	54.5	15.9
Walk	37.0	14.1
By car/van as passenger	4.5	6.6
Bus/coach	1.4	3.2
Bicycle	1.2	3.2
Taxi	0.6	1.1
Community transport	0.1	0.1
Motorbike	0.0	0.0
Train	0.0	0.2
Other	0.5	0.1
No other method of transport	n/a	55.3

<sup>8</sup> D/E – Working Class (unemployed and dependants, semi and unskilled manual workers, pensioners, state dependant, trainees, apprentices and unemployed)



Over 62% of respondents aged 35 to 44 reported driving a car or van when travelling to the doctors, making them more likely to use this mode of transport than other age groups. 39% of respondents aged 75 and over travelled by car/van as a driver.

Almost two thirds (65%) of rural respondents drove to the doctors in either a car or van compared with 44% of respondents living in urban areas.

The higher the socio-economic grouping the more frequently respondents said that they travelled by car or van as a driver when travelling to the doctors (60% of A/B<sup>9</sup>, 44% of D/E).

65-74 year olds (4%), 75 year olds and older (5%) and D/E (4%) are the most likely to use a bus to get to the Doctors.

Minority ethnic groups (50%) were the most likely to walk and rural respondents (27%) were the least likely to walk.

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<sup>9</sup> A/B – Upper Middle Class & Middle Class (Professional people, senior & intermediate managers & administrative, doctors, lawyers)



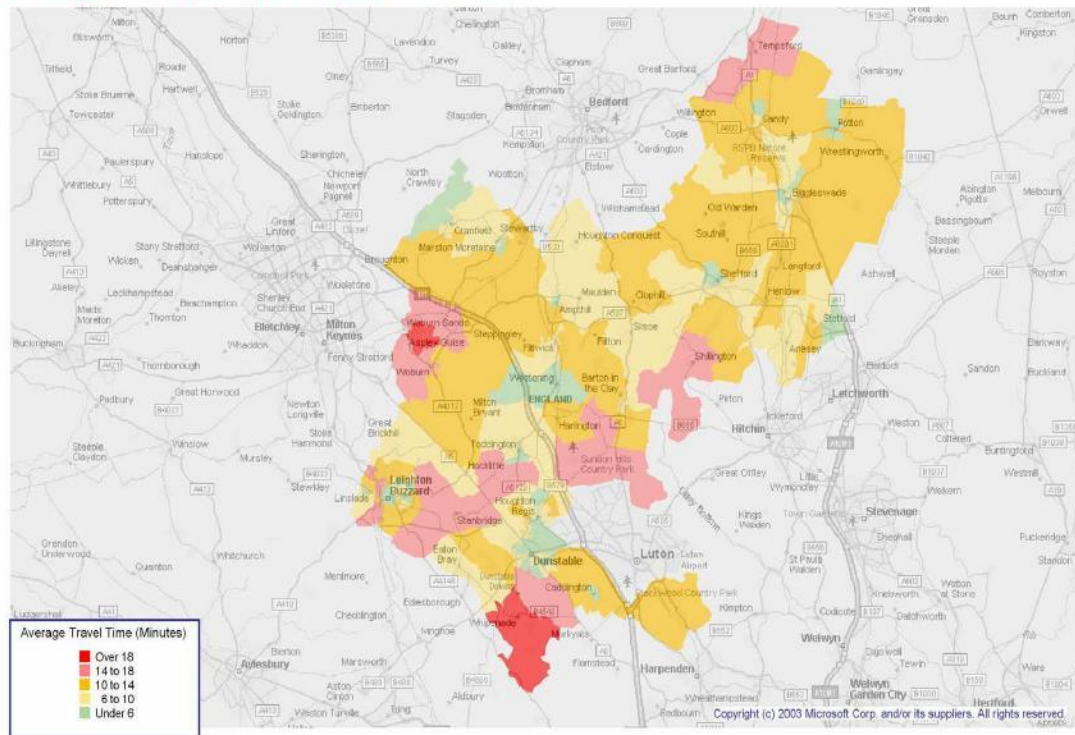


## 5.4 Access assessment - Food & local services

The following figure 5.6 illustrates pockets where journeys to the nearest food outlet can be over 18 minutes in journey time.

**Figure 5.6 – Average travel time by Public Transport to nearest food store**

### Average Travel Time by PT to Nearest Food Store



(c) The TAS Partnership Limited

The analysis includes grocery shops, supermarkets and convenience stores, however what the information is not able to tell us whether the food is either healthy or affordable and it is important to remember that these areas are more sparsely populated and levels of car ownership is higher.

In general access to council services are deemed as good however for those residents in the rural areas direct access can be a problem, however investment into IT and other methods of communication is progressing. Furthermore there is a very popular mobile library service in operation that reaches the more rural communities within Central Bedfordshire.

## Superstores and Grocery Stores

The primary locations through which the majority of residents access their food shopping are superstores and grocery stores. Whilst both facilities offer the same basic level of access to food shopping, the size and characteristics of these stores are significantly different.

Superstores are the most significant food and drink retailers in Central Bedfordshire. Typically with a 100m<sup>2</sup> floor area, superstores are characterised by having a large selection of food and drink available in the store. More recently, these stores have expanded their product range into a number of non-food items, such as clothing, electricals, and home entertainment. Due to their size and significant product range, these stores account for the majority of food retailing with the four largest companies between them accounting for over 75% of food and drink sales in the UK. The



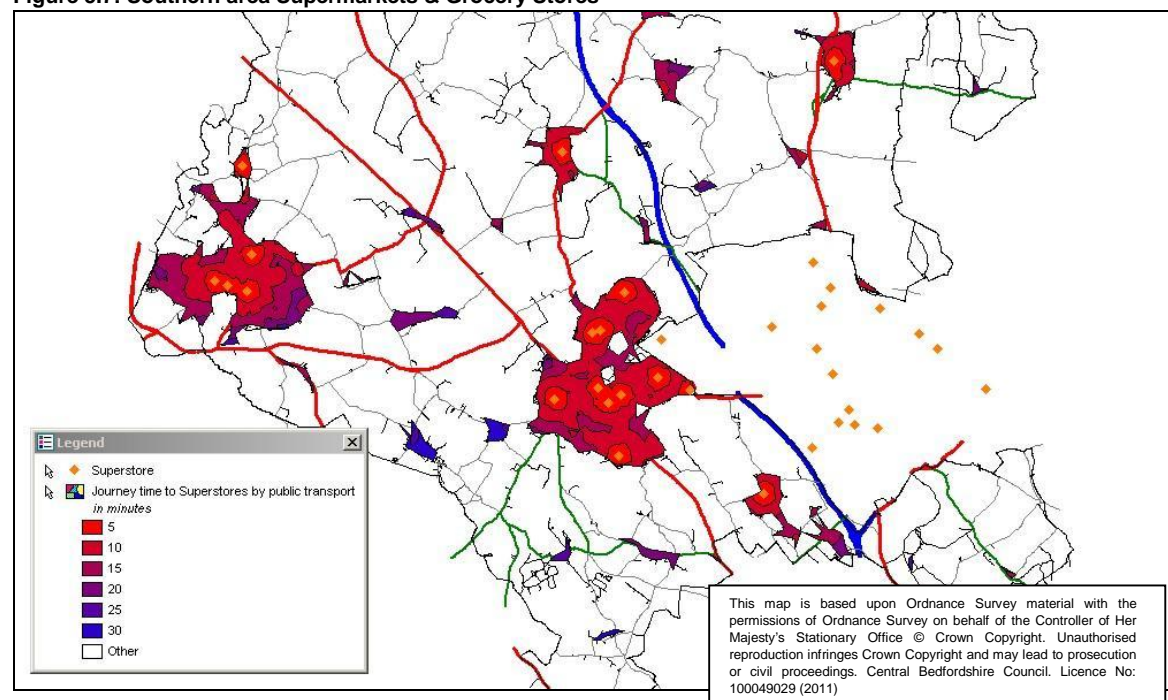
shopping patterns in superstores are generally dominated by the weekly shop, although some more regular shopping is also picked up. Examples of superstores include Tesco, Morrisons, ASDA, and Waitrose.

Grocery stores, in comparison, tend to be much smaller than superstores. The offer available in grocery stores is also much more limited, generally focussing on food and drink sales rather than comparison goods. As a result, the market for grocery stores tends to be much more local than those of supermarkets, and they can often be found in smaller shopping parades as well as in larger town centre premises. Grocery stores generally have a more even split between the weekly shop and more regular but smaller scale shopping. Examples of grocery stores include Budgens, Co-op, and Tesco Metro.

For the purposes of this analysis, data from the Department for Transport in 2009 on the location of foodstores was used, filtered by the category “Grocery/Supermarkets”. Such facilities in Central Bedfordshire and in the immediate surrounding authority areas were used as destinations, and were mapped to measure access between 10am and Midday on a weekday.

In the southern area, access to Supermarkets and Grocery Stores is good in the major urban areas, where the majority of areas are within a 10 minute journey by public transport of their nearest superstore or grocery shop. The larger rural settlements of Toddington, Caddington, and Barton-le-Clay also have good access because of shops in these settlements.

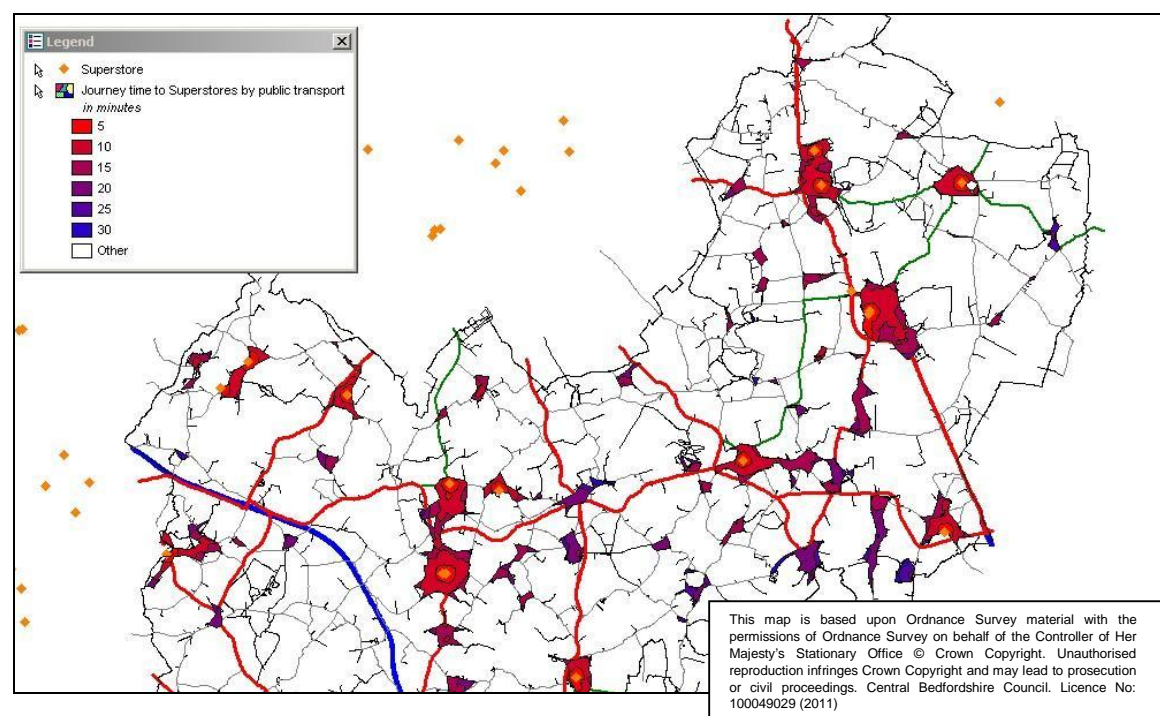
**Figure 5.7: Southern area Supermarkets & Grocery Stores**



In the northern area, access to supermarkets and grocery stores is good in the larger towns and rural villages. Due to the central locations of these facilities within the urban areas, villages on key public transport routes are also within 30 minutes journey time of their nearest facility.



**Figure 5.8: Northern Central Bedfordshire Supermarkets and Grocery stores**



## Convenience Stores

Convenience Stores are another type of food and drink retailing, which are significantly smaller than both supermarkets and grocery stores. They can best be described as the local corner shop or newsagents, where there is a limited selection of the basic food and drink such as bread, fruit and vegetables, and some chilled items. Some stores also provide some space for confectionary items and household products. The market for these stores is generally very local, usually within walking distance of the shop, with more frequent and smaller scale shopping taking place. These stores are generally independent stores.

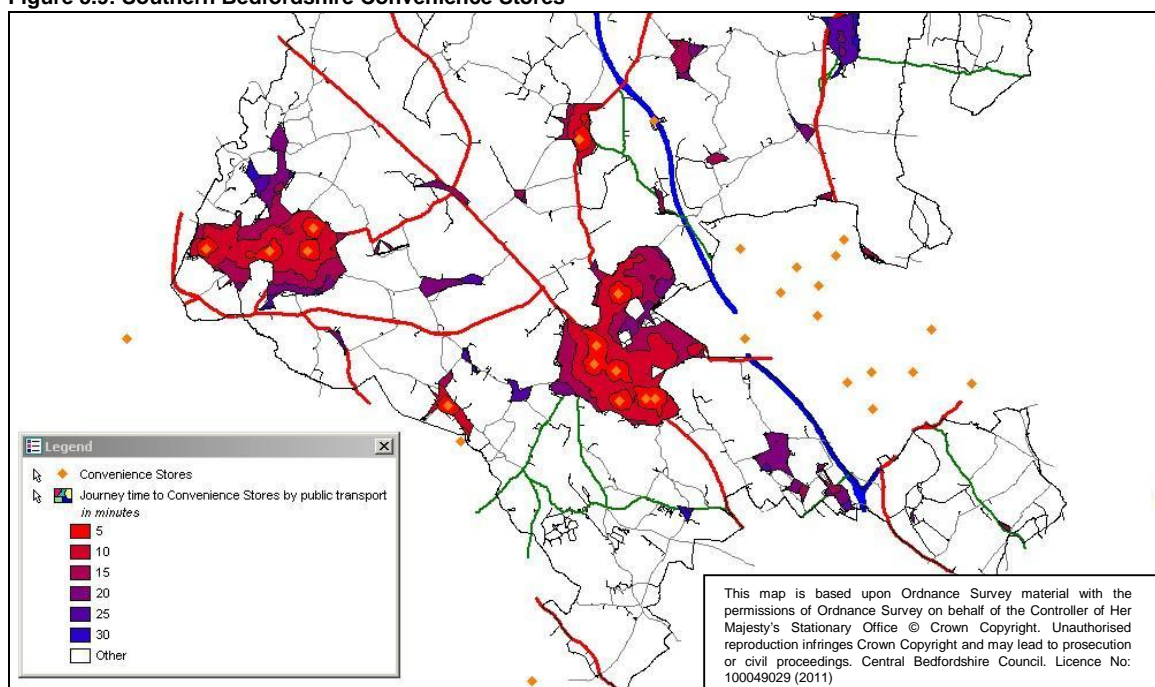
For the purposes of this analysis, data from the Department for Transport in 2009 on the location of foodstores was used, filtered by the category "Convenience Stores". Such facilities in Central Bedfordshire and in the immediate surrounding authority areas were used as destinations, and were mapped to measure access between 10am and Midday on a weekday.

In the southern area, access to convenience stores is good in the major urban areas and in the larger rural villages, where the majority of areas are within a 10 minute journey by public transport of their nearest superstore or grocery shop.



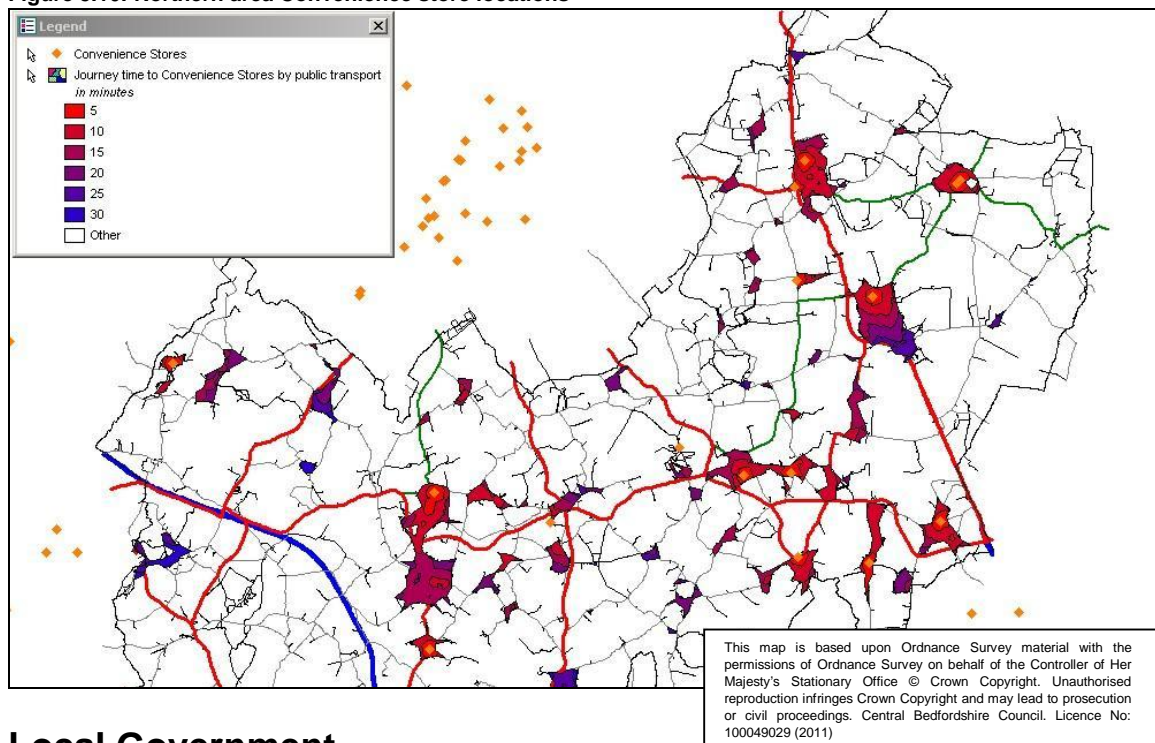


**Figure 5.9: Southern Bedfordshire Convenience Stores**



In the northern area, access to convenience store stores is good in the larger towns and rural villages. Due to the central locations of these facilities within the urban areas, villages on key public transport routes are also within 30 minutes journey time of their nearest facility.

**Figure 5.10: Northern area Convenience store locations**



## Local Government

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.



The types of services provided by each local authority depend largely upon its status as a district council, county council, or a unitary authority. Central Bedfordshire Council is a unitary authority, meaning that all local government functions are provided by a single authority.

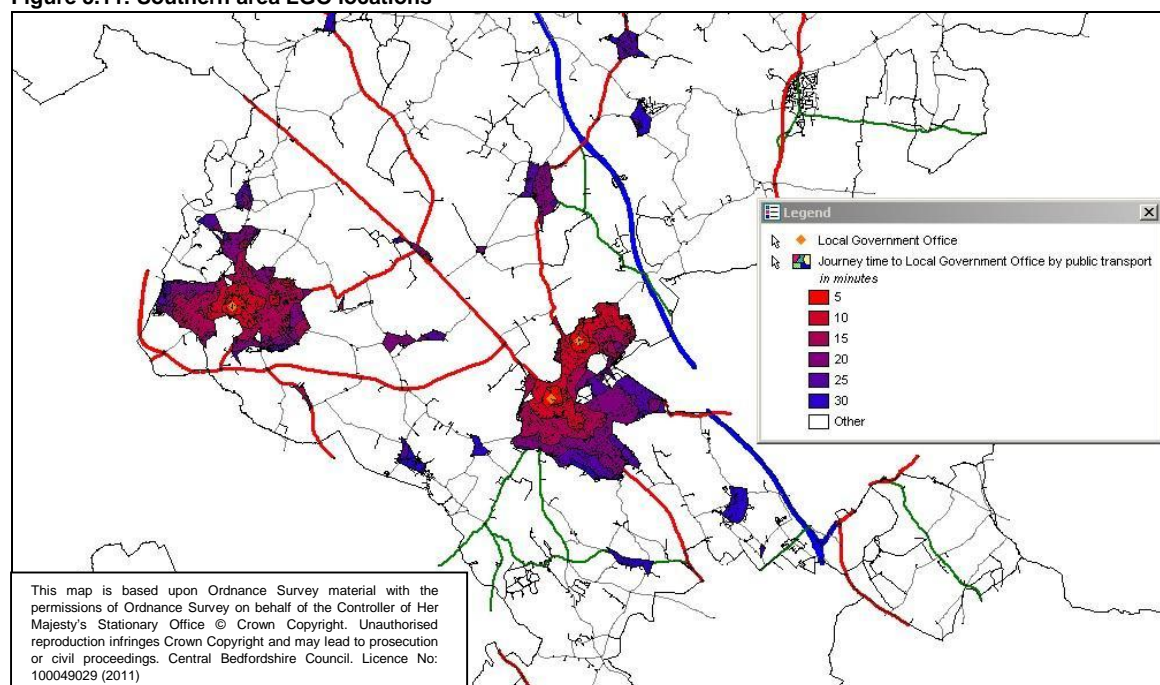
In Central Bedfordshire, residents can physically access Central Bedfordshire Council in one of two ways:

- **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

For the purposes of this analysis, the two main Central Bedfordshire Council Offices in Central Bedfordshire, and the four Customer Service Centres have been used as destinations. No local authority offices in surrounding local authority areas have been used. Public transport journeys to these offices have been mapped between 10am and Midday on a weekday.

In the south of the authority area, access to Local Government is generally reasonable within the main urban areas of Dunstable, Houghton Regis, and Leighton Buzzard. In Dunstable, owing to the Council Office location in the north of the town, access to local government is more difficult for residents in the Downside and Luton Road areas, with journey times by public transport of up to half an hour. In the rural areas, the larger rural villages such as Hockliffe and Toddington are within 30 minutes journey time of Local Government, with the exception of Barton-le-Clay.

**Figure 5.11: Southern area LGO locations**

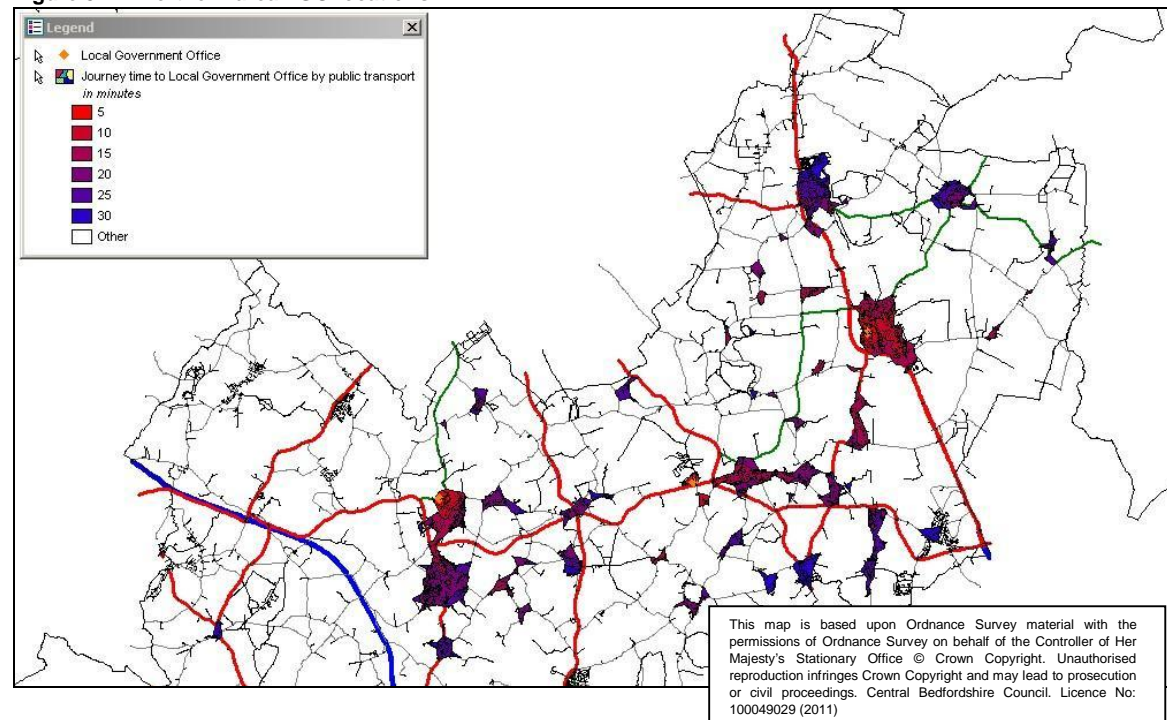


In the north of the authority area, access to Local Government is generally more difficult than in the southern area. The 4 main towns in the area, Ampthill, Flitwick, Sandy, and Biggleswade, are all within 30 minutes journey time of Local Government, as is Shefford due to the close proximity of Chicksands. Some of the larger rural villages which are on key public transport routes such as Arlesey, Houghton Conquest, and Potton can also access Local Government relatively quickly.



Notable exceptions to this are Cranfield and Marston Moretaine, where the lack of direct public transport links to Local Government means that they are inaccessible.

**Figure 5.12: Northern area LGO locations**



## 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. Being able to access the local Post Office is particularly important where people are using services that require the extensive use of the postal system, use the postal system personally (for example sending cards or letters to friends or relatives), or they do not have access to these services through the Internet.

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.

For the purpose of this analysis, Post Offices in Central Bedfordshire and in the immediate surrounding areas as defined on the Post Office website have been used as destinations. Public transport journeys to these Post Offices have been mapped on a Tuesday between 10am and Middyay.

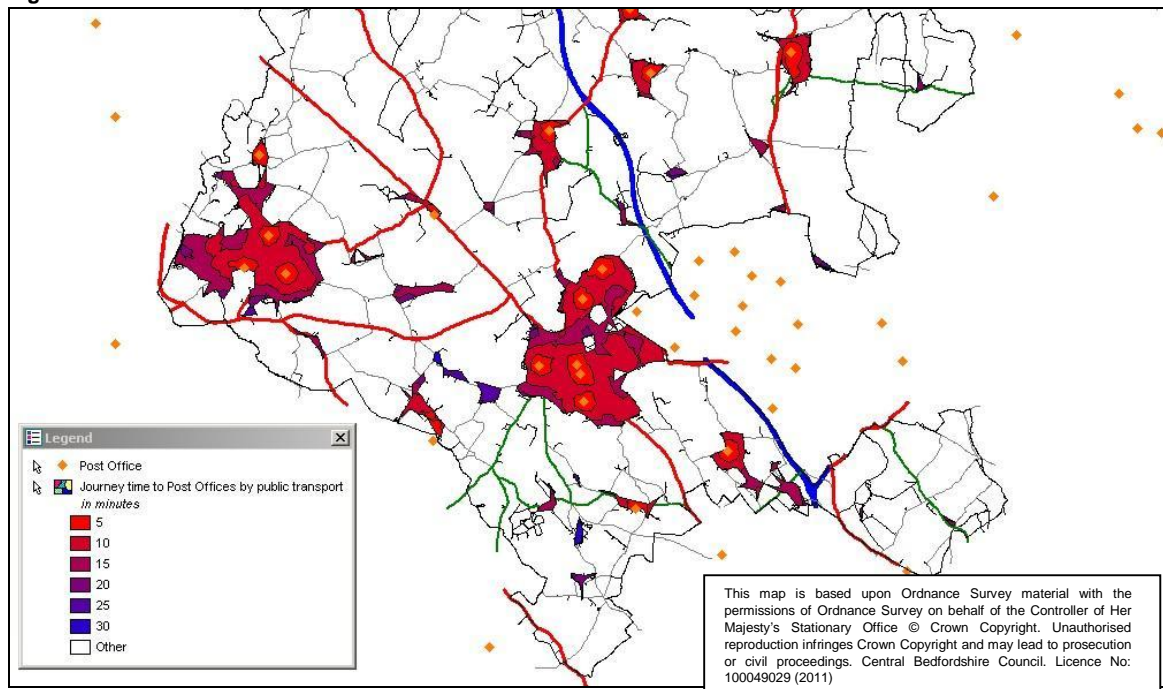
In the southern area, access to Post Offices is generally good both within the urban areas and in the larger rural villages, with the majority of areas within a 10 minute journey time by public





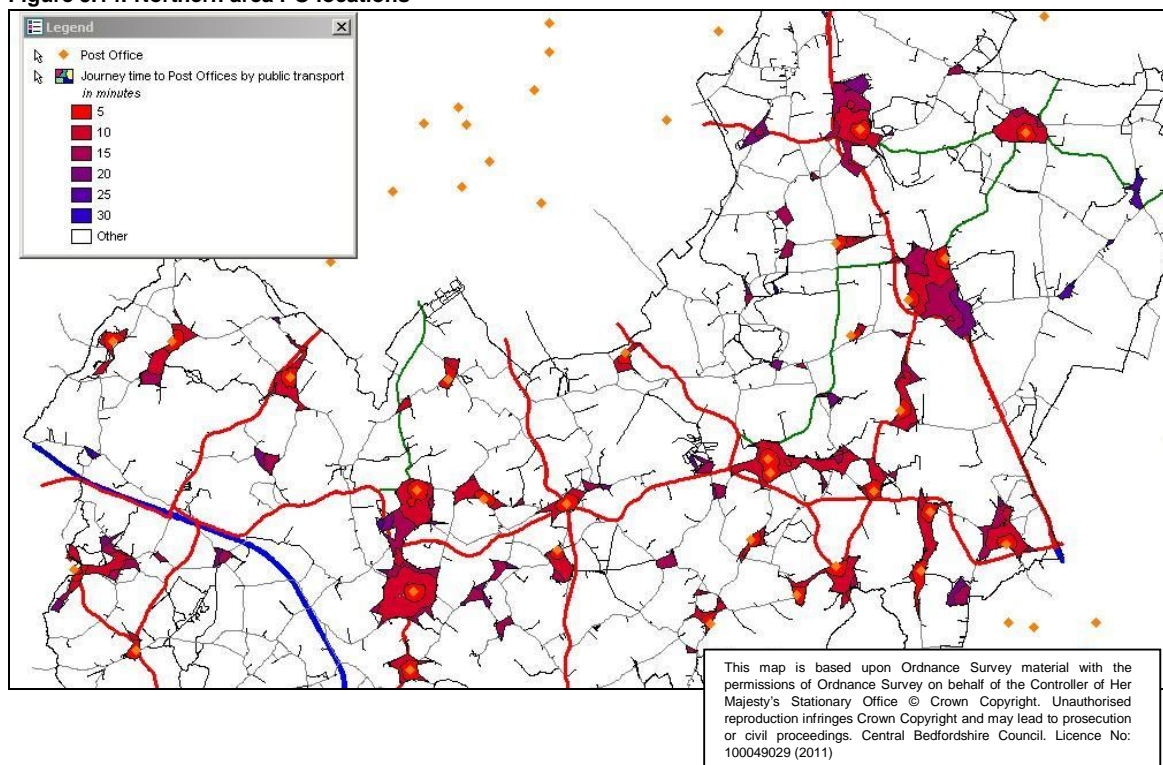
transport of their nearest Post Office. This can be explained by all major urban areas and larger villages having access to at least one local Post Office.

**Figure 5.13: Southern area PO locations**



In the northern area, access to Post Offices is generally good across the area, with all towns and the larger rural villages within 10 minutes journey time of their nearest Post Office. Many of the smaller villages, most notably Flitton, Greenfield, and Campton, are also within 30 minutes journey time of their nearest Post Office.

**Figure 5.14: Northern area PO locations**



## Libraries

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. Whilst the loaning of books, and acting as a reference for researchers still plays a key role, libraries now provide a wider range of services, developing their roles as valuable community resources and providing access to a number of services that more disadvantaged groups may otherwise have found it more difficult to access. 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 (subject to a charge)
- After school study sessions and classes
- Community meeting rooms
- Reference service for local businesses

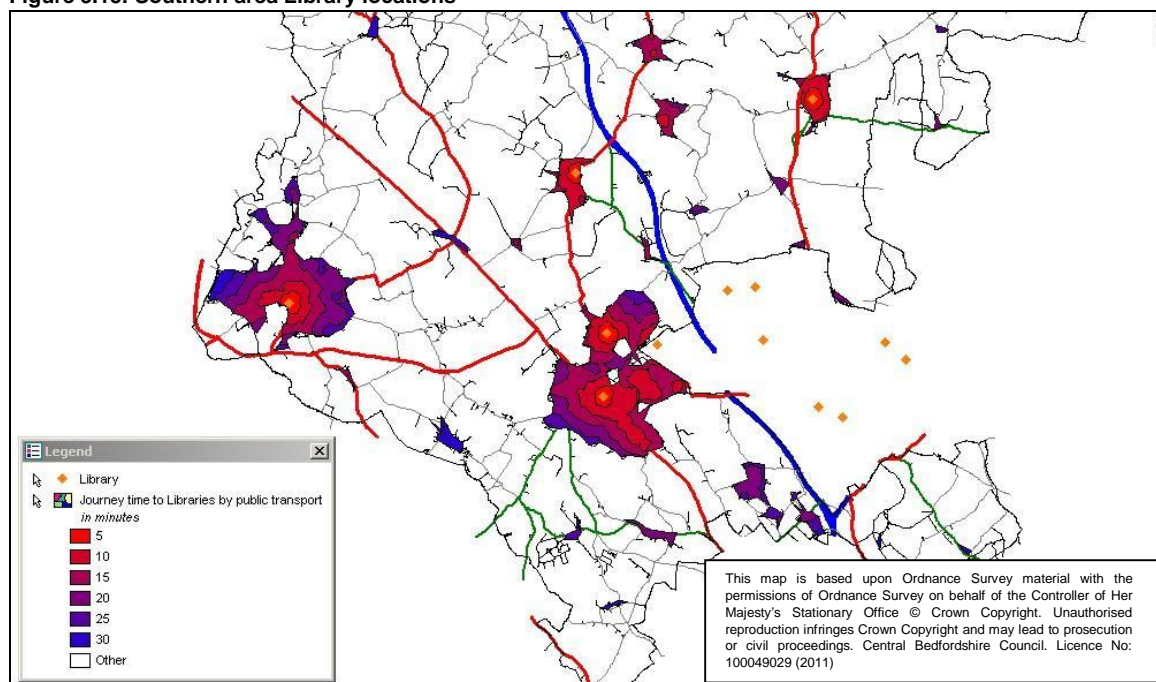
In Central Bedfordshire, there are 12 public libraries in the majority of the larger urban areas of the authority. Central Bedfordshire residents are also able to use the local libraries in Bedford and Luton with their Central Bedfordshire Library Card.

For the purpose of this analysis, libraries in Central Bedfordshire, Bedford, and Luton have been used as destinations. Public transport journeys to these libraries have been mapped on a Tuesday between 10am and Midday.

In the southern area of the authority, there is a good level of access to local libraries in the larger urban areas and in the larger rural settlements which contain libraries. The majority of these areas are within 25 minutes journey time of their local library by public transport. Access to local libraries in other areas is generally very restricted.

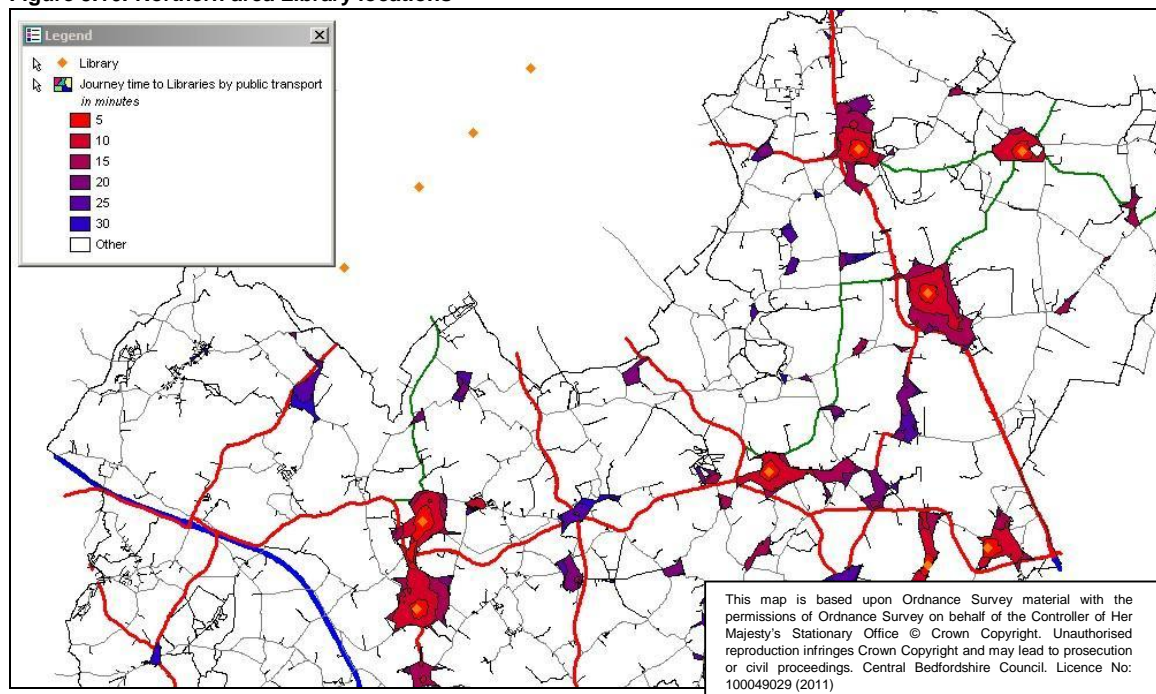


**Figure 5.15: Southern area Library locations**



In the northern area, access to local libraries is good in the larger urban areas, due to the central location of the libraries within them. These central locations, with corresponding close links to the public transport network, mean that a significant number of more rural settlements are also within 30 minutes journey time, such as Marston Moretaine, Clophill, Maulden, and Langford.

**Figure 5.16: Northern area Library locations**



## What our residents say

The following information is taken from the results of the Householder Travel Survey which was carried out in March 2010 using the BedsVoice panel and other Central Bedfordshire residents.



## Ease of access

Socio economic group D/E found it more difficult to get to their closest food shop than respondents from more affluent groups however the proportion who found it easy is still high at 90%

Respondents living in urban areas (97%) said that they found it very or fairly easy to get to their closest food shop more frequently than those in rural areas (91%). Furthermore around 79% said that they made the journey to their nearest food outlet once or twice a week and of the respondents questioned only 5% said that they travelled more than ten miles, not surprisingly those in rural areas reported travelling longer distances than those in urban areas.

It is also worth noting that 21% of respondents did their shopping on line however respondents aged 75 and over (84%) said that they had not considered using online shopping.

## Method of access

The most popular mode was that of car with 75% of all respondents travelling this way. However male respondents (81%) reported driving a car or van to travel to the food shops more frequently than female respondents (69%). The following table illustrates the methods of transport used:





**Table 5.2 – Method of travel to main Food Shopping**

Method of travel to main Food Shop		
Method of transport	Primary method (%) Base: 1564	Secondary method (%) Base: 1336
By car/van as driver	74.7	0.8
Walk	11.6	9.7
By car/van as passenger	10.2	9.2
Bus/coach	2.2	5.3
Bicycle	0.8	1.2
Train	0.1	0.5
Taxi	0.1	1.1
Motorbike	0.0	0.1
Other	0.3	0.1
No other method of transport used	n/a	71.9

Respondents aged 35 to 44 (86%) most frequently reported driving either a car or van when travelling to do food shopping. Respondents aged 75 and over (53%) reported driving to do their food shopping less frequently when compared with other age groups.

82% of respondents living in rural areas said that they drove a car/van when travelling to do their main food shopping compared with 68% of those living in urban areas.

Less than two thirds (64%) of D/E respondents drove a car/van when they did their food shopping, meaning they were less likely than others to do so.

Those over 75 years old and D/E respondents are most likely to use the bus to go food shopping (7% and 6% respectively).

16-24 year olds (15%), minority ethnic groups (20%) and urban (17%) respondents were the most likely to walk to food shop.





## 5.5 Access assessment – Leisure, Culture & 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.

In terms of retail spend for leisure recent research<sup>10</sup> shows that 74% of retail spend leaks out of Central Bedfordshire; 34% to Milton Keynes, 12% to Luton and 7% to Bedford and 8% to Central London. In the reverse direction Dunstable imports 36% of its trade from outside Central Bedfordshire mainly Luton.

When considering other leisure activities such as eating and drinking there is a 50% leakage from Central Bedfordshire with Luton being the main beneficiary, followed by Bedford, Hitchin and Milton Keynes.

### Retail Centres

Being able to access a retail centre provides an important function not just as a central area to access many services, but also because shopping is a key leisure activity. Shopping is the fourth most popular free time activity nationally, and is second only to visiting friends and family as the most popular free time activity that takes place outside the home<sup>11</sup>. Being able to access the main retail centres, therefore, performs a social function both as a means of accessing key facilities and services and as a leisure pursuit.

Any location that contains some retail facilities can claim to be a main retail centre. For the purposes of this analysis, data obtained from the Department for Transport on the location of key retail centres have been used. With Central Bedfordshire, the key retail centres have been defined as:

- Ampthill
- Biggleswade
- Dunstable
- Leighton Buzzard
- Potton
- Sandy

All retail centres in the surrounding authority areas have also been included in this analysis. The public transport journeys have been mapped between 10am and 4pm on a Saturday.

In the southern area of the authority, access to the retail centres is generally good in the urban areas, although it is more difficult in some areas of Houghton Regis where the nearest retail centre is in Dunstable. Access is also more restricted in the rural areas, with the even the largest urban villages such as Toddington, Harlington, and Caddington being around 30 minutes public transport journey time away from their nearest centre.

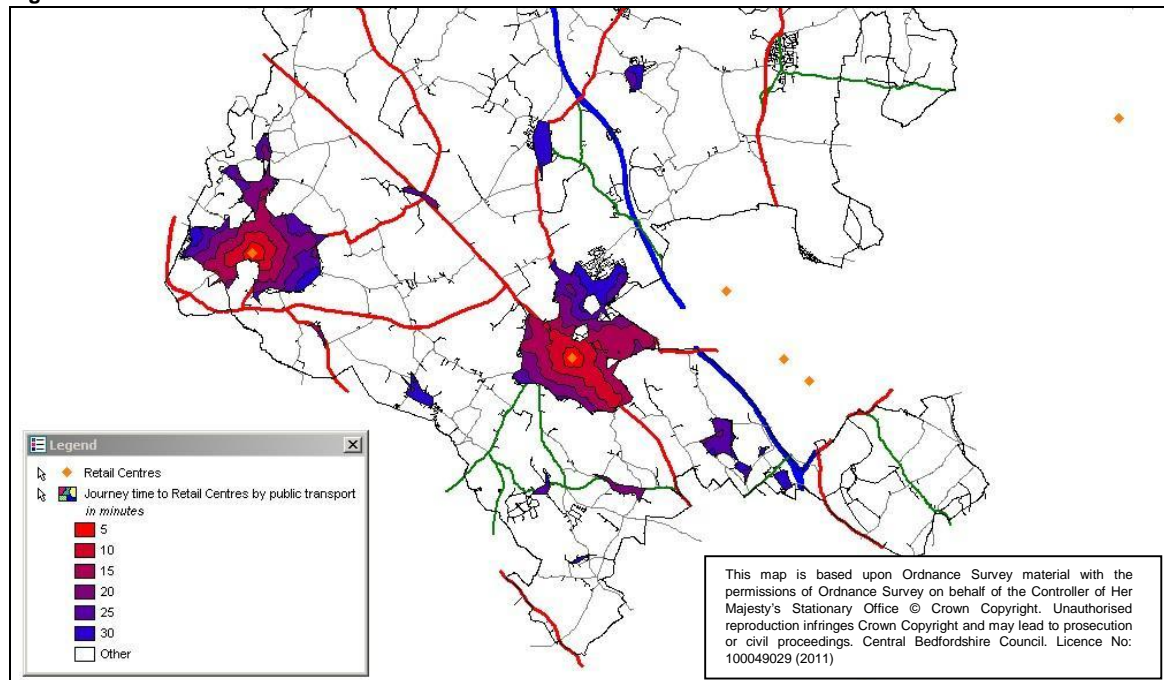
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<sup>10</sup> CACI Balance of trade reports 2010

<sup>11</sup> Social Trends 2010

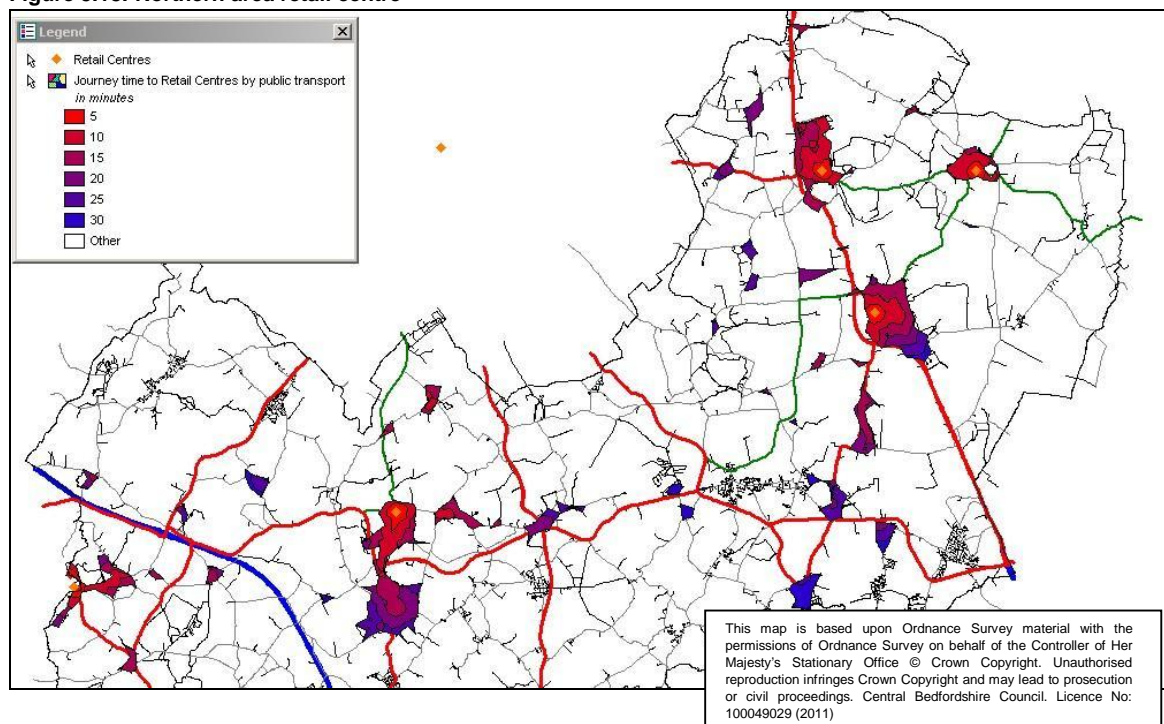


**Figure 5.17: Southern area retail centres**



In the north of the authority area, the most accessible areas are confined to Ampthill, Biggleswade, Sandy, Pottton, Woburn Sands and Aspley Guise, as well as the majority of Flitwick. Accessibility in rural areas tends to be focussed on communities on key inter-urban bus corridors, such as Clophill, Langford, and Houghton Conquest. Stotfold, Shefford, Marston Moretaine, and Cranfield are notable large rural settlements that are not within 30 minutes journey time of their nearest retail centre.

**Figure 5.18: Northern area retail centre**



## Leisure Centres

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. Usually operated by the local authority, Leisure Centres normally contain the following sports facilities:

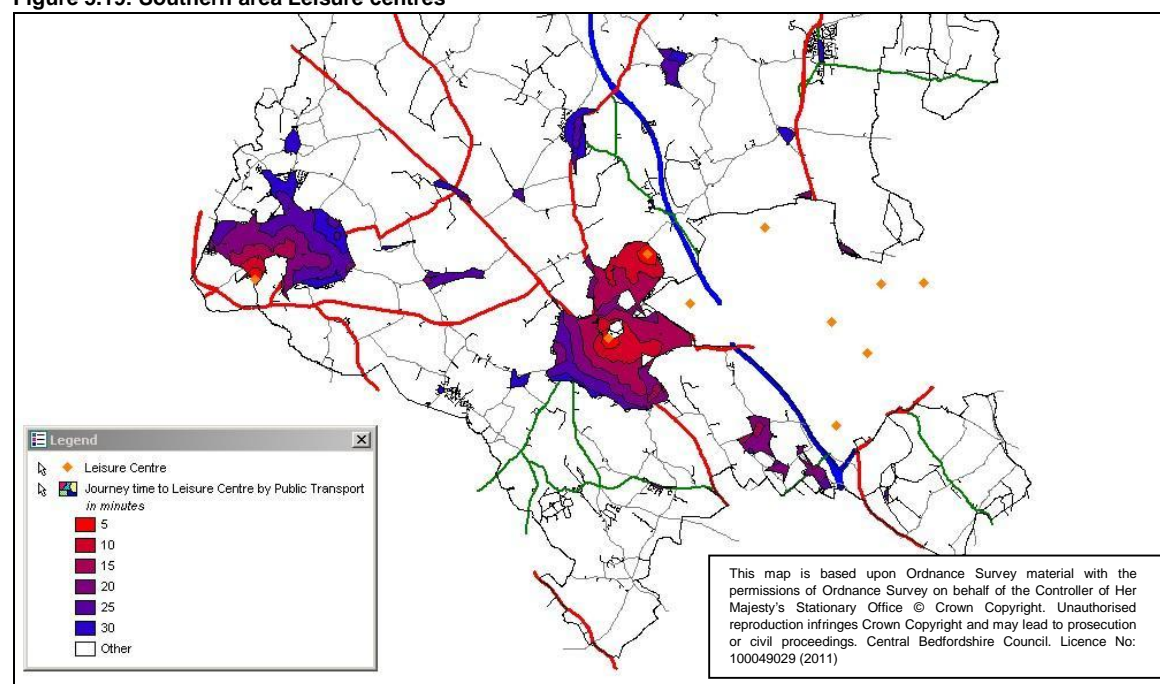
- Indoor sports hall
- Outdoor sports pitches, one or more of which may have an all-weather surface
- Swimming pool
- Indoor gym

Due to the variety of facilities that are provided, Leisure Centres are usually the base for sports clubs, whether for training or for competition, and many community clubs which offer discounted or free access to sports are also based here. It is also because of the variety of facilities that Leisure Centres tend to be located in the larger urban areas of the authority. Figure XX shows the location of the main leisure centres in Central Bedfordshire.

All Leisure Centres in the surrounding authority areas have also been included in this analysis. The public transport journeys have been mapped between 5pm and 7pm on a weekday.

In the south of the authority area, there is generally reasonable access by public transport in the Dunstable and Houghton Regis area, with the former aided by the central location of the Leisure Centre. In Leighton-Linslade, it is more difficult to access the main Leisure Centre at Tiddenfoot due to its location on the southern edge of the town. However, it is still possible to access the Leisure Centre within a 30 minute journey time. For the majority of rural areas, access to a Leisure Centre within a 30 minute journey time is not possible.

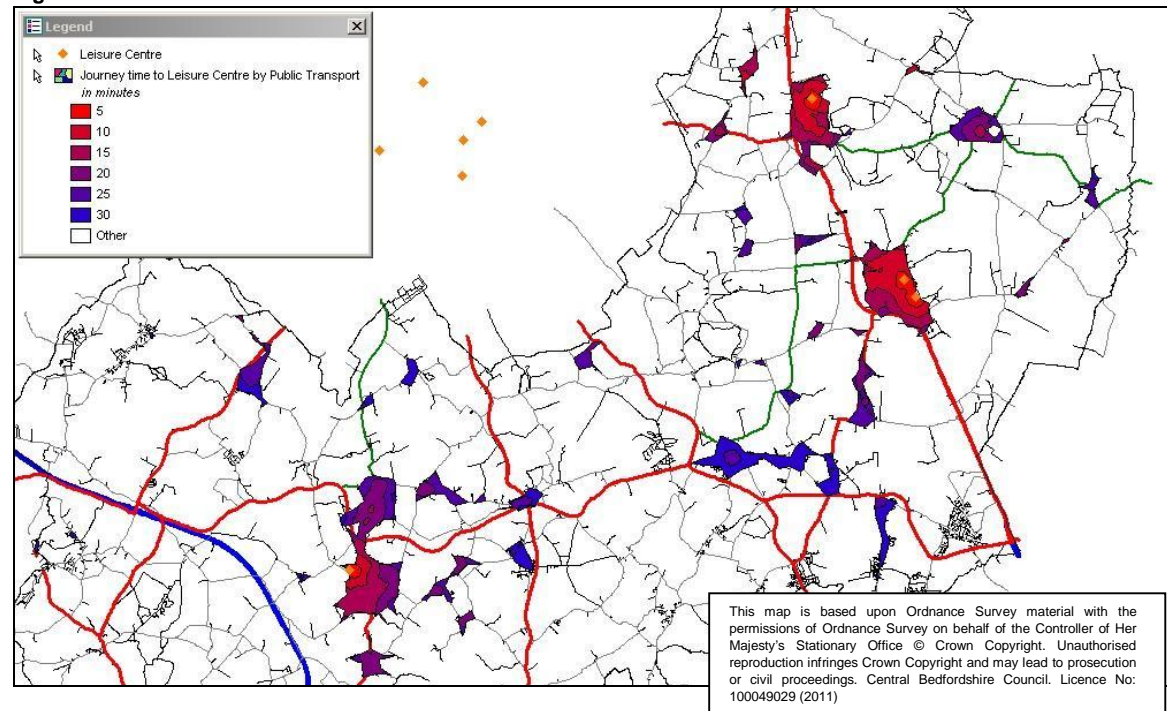
**Figure 5.19: Southern area Leisure centres**





In the north of the authority area it is more difficult for residents in even some of the larger settlements to access Leisure Centre facilities. Notable examples of this are Stotfold and Cranfield, both of which are in excess of 30 minutes journey time by public transport to their nearest Leisure Centre. The main reason for this is because the main Leisure Centres in the area are in Flitwick, Sandy, and Biggleswade.

**Figure 5.20: Northern area Leisure centres**



## Countryside sites

Accessing the countryside is a popular pas-time, with 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.

The countryside can be accessed in a number of ways, ranging from a small footpath to much larger visitor attractions. For the purposes of this analysis, the following countryside sites have been used:

- Country Parks
- Local and National Nature Reserves
- Sites of Special Scientific Interest
- Open Access Areas
- Other countryside sites promoted by the Central Bedfordshire Local Access Forum

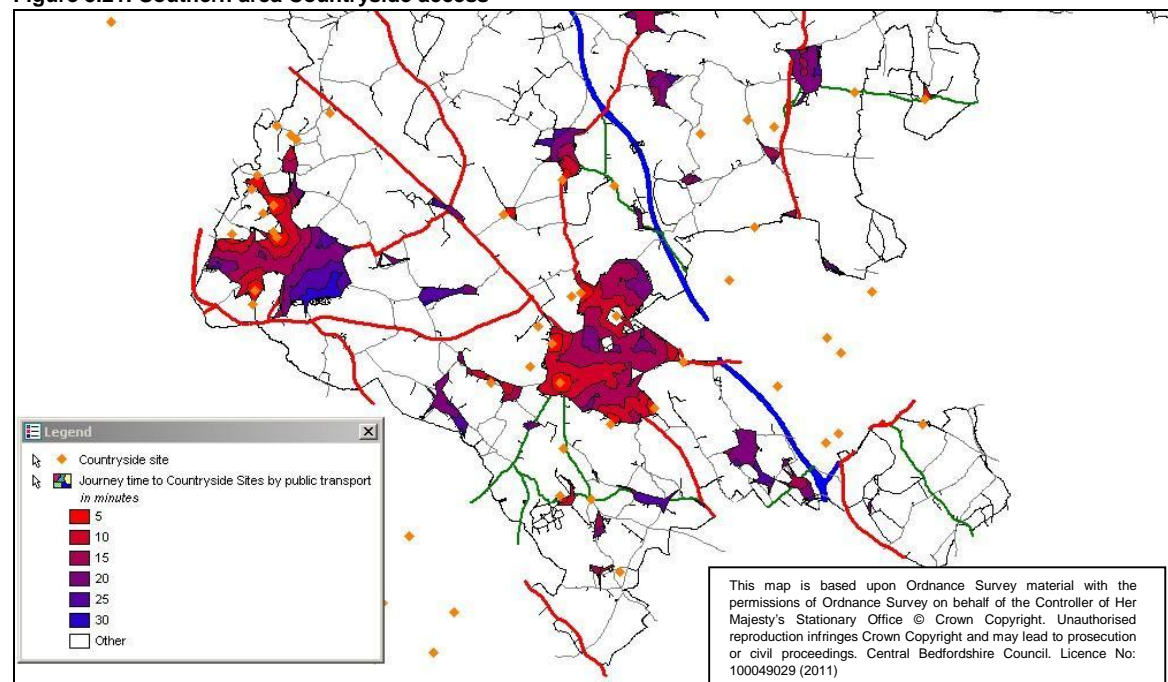
All of these sites are characterised as having public access, whether this be through public rights of way, through open access as agreed with the landowner (permissive access) or as designated under the Countryside and Rights of Way Act 2000, also known as the Right to Roam.

All countryside sites in Central Bedfordshire and in the surrounding authorities have been included in this analysis. The public transport journeys have been mapped between 10am and 4pm on a Sunday.



In the south of the authority area, access by public transport to countryside sites is generally reasonable in the larger urban areas and rural villages. In the majority of these areas, a journey time of less than 20 minutes to their nearest countryside site can be found. There are also pockets of the rural areas where accessibility to these sites are reasonable. The majority of rural areas are not within 30 minutes journey time by public transport of their nearest countryside site. Whilst this may seem counter-intuitive, on Sundays the public transport network is much less extensive than on weekdays, and is usually confined to a few key inter-urban routes.

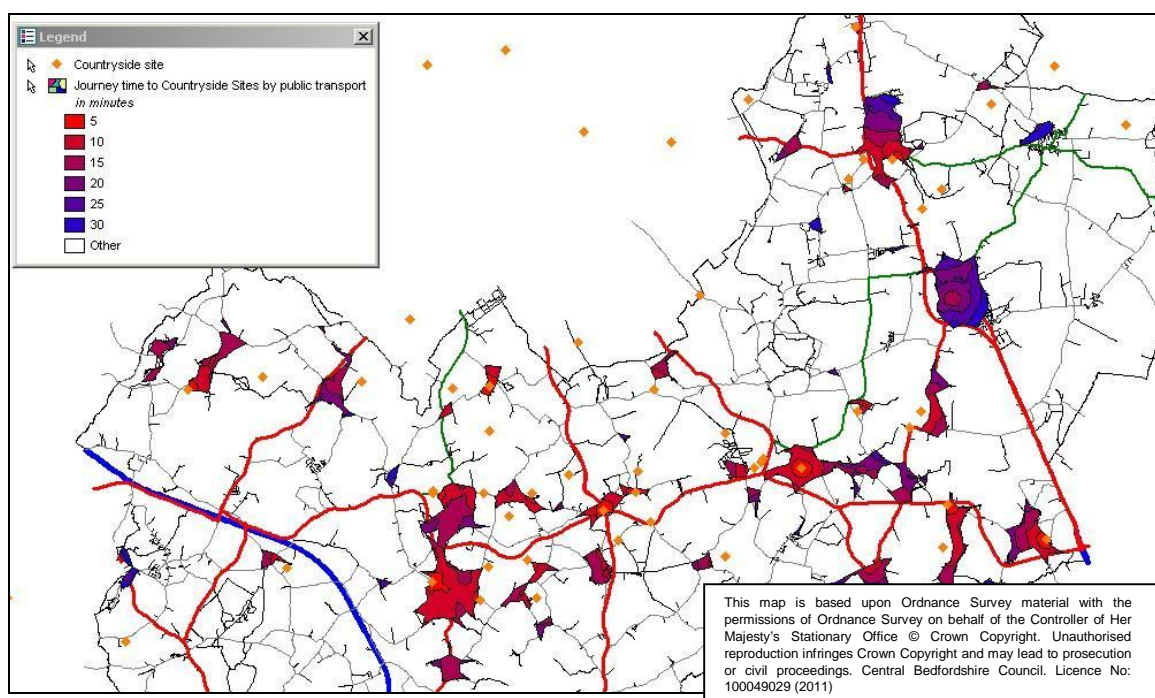
**Figure 5.21: Southern area Countryside access**



In the north of the authority area, access to countryside sites is generally good in the larger urban areas and rural villages, especially in Flitwick where nearly the entire town is within 10 minutes public transport journey time of its nearest site. Once again, pockets of rural areas are also within 30 minutes journey time of their nearest countryside site, particularly in areas within easy walking distance of these sites, and on key inter-urban bus routes.



**Figure 5.22: Northern area Countryside access**



## What our residents say

The following information is taken from the results of the Householder Travel Survey which was carried out in March 2010 using the BedsVoice panel and other Central Bedfordshire residents.

Respondents were asked what they considered to be their main leisure activity outside the home was. The three leisure activities stated more frequently were all sporting activities: general sports (23%); swimming/gym (20%) and walking/running (16%). The five most popular leisure activities are shown in the table below

**Table 5.3 – Main leisure activities (Householder survey 2010)**

Activity	Percentage %
Sports	23.4
Swimming/gym	19.9
Walking/running	16.1
Socialising	9.2
Cinema/theatre	3.7

Male respondents (34%) gave 'sports' as their main leisure activity more frequently than female respondents (13%), whereas female respondents said swimming/gym more frequently than male respondents (+13%).

With regards to age, respondents whose leisure activity was going to the gym gym/swimming decreased with age (30% of those aged 16-24, 7% of those aged 75 and over).

Respondents in socio-economic group grouping D/E (17%) said that sports were their leisure activity less frequently than other respondents.

Almost half (49%) of respondents said that they made the journey to their main leisure activity once or twice a week. Almost a quarter (23%) of respondents made the journey less frequently than once a fortnight.



Around a quarter (24%) of respondents aged 75 and over said that they made the journey to their main leisure activity most days, this was more frequently than amongst other age groups.

## Ease of access

Over a quarter (28%) of respondents travelled two miles or less when travelling to their main leisure activity. Just 13% of respondents travelled more than 20 miles.

Around three tenths (31%) of female respondents travelled two miles or less to their main leisure activity compared with 26% of male respondents.

Respondents aged 75 and over travelled the shortest distance to their leisure activity, with almost half (48%) travelling two miles or under.

Respondents aged 55 to 64 travelled further to their main leisure activity, with 16% travelling twenty miles or more.

Over a third (35%) of respondents living in urban areas travelled under two miles compared with 22% of respondents living in rural areas.

## Method of access

Over half (55%) of respondents drove to their main leisure activity in a car / van. Over a quarter (26%) of respondents walked to their main leisure activity. Table xx demonstrates the main methods of travel to leisure.

Table 5.4 – Method of Transport used to main leisure activity

Method of Transport used to main leisure activity		
Method of transport	Primary method (%) Base: 1805	Secondary method (%) Base: 1232
By car/van as driver	55.1	2.4
Walk	26.1	5.5
By car/van as passenger	8.5	10.3
Bicycle	4.2	1.8
Train	2.4	2.3
Bus/coach	1.5	1.9
Motorbike	0.2	0.1
Taxi	0.2	1.7
Other	1.8	0.8
No other method of transport	n/a	73.1



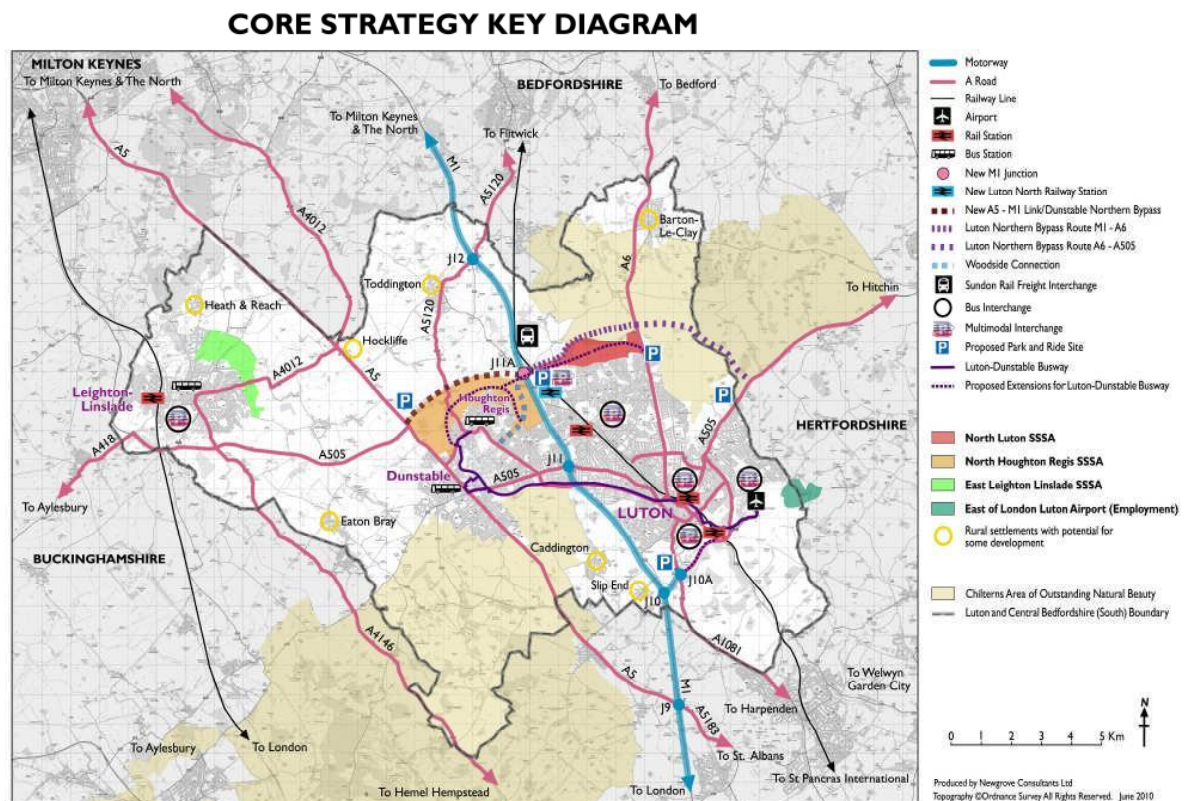


## 5.6 Future Provision

The Local Development Framework Core Strategy for the former Mid Bedfordshire part of the authority and the emerging Core Strategy for the South of Bedfordshire and Luton has been used to assess the future potential provision requirements within Central Bedfordshire.

The areas of Dunstable, Houghton Regis and Leighton Linlade have been identified as key growth areas. Sites of potential development include; land to the north of Houghton Regis, in the areas surrounding Leighton Buzzard. The following figure illustrates the current Core Strategy proposals for Central Bedfordshire:

Figure 5.23 – Core Strategy Proposals



The current economic climate has undoubtedly slowed the progress of major development. However the most recent programme of new development has been created in order to meet the needs of a growing population rather than a growing economy. Growth will take place all be it over a longer period of time. As the following table in Appendix A illustrates there are currently a large number of developments being processed:

It is a requirement for design and access statements to consider road layout, public transport links, and access to individual buildings within a site. In addition Planning Policy Statement <sup>12</sup> requires Development Plans to contain clear, comprehensive and inclusive policies – in terms of both location and external physical access. In particular the document notes that all members of the community should have access to jobs, health, housing, education, shops, leisure and community facilities.

<sup>12</sup> Planning Policy Statement 1: Delivering Sustainable Development, 2005





Furthermore, it can be seen from the developments planned that there is the potential to expand on our tourism and leisure facilities within Central Bedfordshire, and the prominence of this aspect of the Access To Services Report should take this into account.

## 5.7 Our partners

Throughout the process of developing this report a number of partners and stakeholders have been consulted. Accessibility is not just about transport but also about location, design and delivery of services furthermore a variety of bodies are responsible for delivering transport for differing services throughout the authority. Therefore to tackle issues effectively a cross sector approach has and will be taken.

### Who are our partners

The following list illustrates the partners involved in developing and implementing this report:

- NHS Bedfordshire
- Bedfordshire Police
- Public transport providers
- Connexions
- Voluntary Groups e.g. representing people with disabilities, transport users
- Community groups
- Central Bedfordshire
- District councils
- Neighbouring authorities

### What our partners say

- Residents in rural areas have difficulty accessing central health services because there is currently a lack of transport information and poor communication co-ordination between rural public transport and community and health transport schemes
- There is a perception that there are no alternatives to the car. Promotion of public transport would help alleviate car parking problems for staff and patients at Bedfordshire hospitals
- People with disabilities feel public transport can be restrictive and inconvenient
- There needs to be a focus on promoting walking and cycling in order to achieve healthier lifestyles
- The cost of post 16 travel is restrictive as is the cost of transport for those on a low income
- Poor access to key locations by public transport
- Congestion issues causes problems with accessing hospitals, better co-ordination between ambulance service and council needed for traffic management
- Supermarkets selling cheap and healthy food tend to be located within the main urban areas, where this can be difficult for older people and those on low incomes to access
- Supporting the economic vitality of our district and town centres is essential
- Public transport infrastructure is, in places, old and un-inviting. Also as a public transport operator we are struggling to find appropriate buses that physically fit into some of the older residential estates
- As public transport operators we want to work in partnership with other operators and the



### Wheels2Work

Lack of transport can be a major barrier to people living in rural areas in particular young people especially can face situations where without a job they cannot afford to buy a car or a motorcycle and without a vehicle of their own they cannot travel to work or take part in working life. Wheels to Work (W2W) schemes provide an innovative way to overcome transport barriers, with schemes offering their own transport solutions for a short period, until a longer term solution can be found. Solutions offered include the loan of mopeds/scooters, power assisted bikes or bicycles along with personal advice on travel planning.



The Central Bedfordshire Wheels to Work Scheme is a good example of partnership working to encourage better access to employment. The authority works in partnership with the Learning and Skills Council, local employers, local colleges, and the Bedfordshire Rural Transport Partnership (who administer and run the scheme). The scheme provides local people with travel planning advice, motorcycle training, loan of a motorcycle, and ongoing support to get to work or college until such time as they are able to provide their own transport.

To date there have been 175 referrals onto the scheme, 64 travel plans have been produced, with a final total of 33 clients accepted onto the scheme.

## 5.8 Public Consultation – Barriers to Sustainable Transport

As previously discussed in march 2010 a householder survey was undertaken in order to establish recent and relative information with regards to our residents travel methods and behaviour when accessing local services. In addition to this we have also been actively seeking to engage the public through a variety of methods these being:

- **MyJourney on-line campaign** – whereby we have been working alongside the Lets Talk Central project and encouraging on-line interaction and debate on a variety of transport related subjects.
- **Road shows & exhibitions** – A number of roadshows took place during August and September to gauge the views of people living within the four LATP areas with the aim of helping to inform their local plans.
- **Community groups** – we have attended local community and focus groups
- **Youth parliament** – we have conducted a workshop with the youth parliament and continue to engage with them.

In addition to the more detailed responses specified in the Householder Survey the remainder of the public consultation has evolved around establishing the key issues for people with regards to transport.



Within the 2010 Householder Travel Survey respondents were questioned on their travel habits when making journeys to; Employment, Health, School/College, Food Shops and Leisure activities. When asked what the main barriers were towards using more sustainable modes of transport the following were the most common reasons cited:

- **Walking** – Too Far to Walk
- **Bicycle** – Too far to cycle
- **Bus / Coach** – No direct route too expensive
- **Smarter choice i.e. car sharing** – Don't know how, non-one to share with

With regards to other consultations that have taken place people were asked to tell us what they thought would help to encourage more sustainable modes of transport within the community, the following table offers a summary of those responses:

**Table 5.5 – Public consultation – ‘What would encourage you to use more sustainable modes of transport?’**

Method	Responses
Walking	Less congestion to make it a nicer route. More accessible pavements particularly for buggies/motor scooters/wheelchairs. Maintained roads (splashes from puddles).
Bicycle	Less congestion. Clearer markings to show where we can and cant cycle. More secure storage at destinations. Lessons! Nicer routes away from main roads. More direct routes to destinations.
Public Transport	Information provision. Direct routes or quicker services. Better links to local towns. Cheaper tickets. Integrated tickets. Buses should start and finish earlier to link in with employment sites and shift patterns. More frequent buses to railway stations which link in with main trains to London. Shelters. Use of IT for buying tickets and for finding out times. Friendlier bus drivers.
Smarter Choices	Don't know who I would car share with. Preferred parking if I car shared.
Other	Concerns over proposed new developments and the ability of existing infrastructure to cope. Parking at railway stations. Speeding is an issue of concern for walking and cycling.



# 6. Priorities

Following on from the previous chapter which detailed the Accessibility Assessment, this chapter sets out the priorities for Central Bedfordshire and explains why specific issues, groups and areas have been selected for action. More detailed accessibility analysis and actions will be available within the Local Area Transport Plans.

## 6.1 Access to Services priorities

Chapter 4 of this report details the policy context in which access for both Central Bedfordshire and our partner organisations should be focussed. While chapter 5 of this report offers an initial scoping report on the accessibility issues facing Central Bedfordshire residents and where future need could be required over the lifetime of the LTP3 in terms of key origins, destinations and networks as summarised below:

### Origins

Access requirements need to be considered for key population groups, with particular focus on those without access to a car, plus those living in specific communities prioritised by the council as 'Priority neighbourhoods' and in particular need. Accessibility origins are detailed in the following table:

Table 6.1 – Access origins

Type of Origin	Priority Segment/Areas
Key populations	Low income families Young people 0-19 Elderly people People with disabilities Commuters
Priority Neighbourhoods	Downside Parkside Tithe Farm Isolated 'pockets' within other urban districts Isolated rural communities
Development Sites	Fench's avenue – Dunstable South Leighton Buzzard Trico site – Dunstable West Linslade urban extension Center parcs Urban extension Eastern Leighton Buzzard Fairfied park – Stotfold Houghton Regis town centre masterplan Dunstable masterplan Biggleswade masterplan Land east of Biggleswade Urban extension, south of Stotfold Luton & Dunstable Guided Busway



## Destinations

The priority destinations set out in table xx below, include new leisure destinations, district centres, local centres, major health destinations, shopping locations and other key service destinations. Some destinations are relevant to more than one accessibility theme e.g. district centres are both relevant to food and local service provision and leisure. Furthermore some locations are outside of Central Bedfordshire boundaries.

**Table 6.2: Access Destinations**

Type of destination	Key destination	Priority locations
<b>Health Services</b>	Bedfordshire NHS	Bedford Hospital (South Wing) Luton and Dunstable Hospital Milton Keynes General Hospital Lister Hospital, Stevenage Stoke Mandeville Hospital, Aylesbury
	NHS Direct	Virtual networks
	GP Surgeries/Health Centres	Town & district centre locations
<b>Food &amp; local Services</b>	Town & district centres	Dunstable Houghton Regis Leighton-Linslade Stotfold Arlesey Sandy Biggleswade Flitwick Amphill
	Major Supermarkets	Non-town and district centre locations
	Council customer Service centres	Amphill Biggleswade Dunstable Houghton Regis Leighton Buzzard Priory House, Chicksands
<b>Leisure, Culture &amp; Tourism</b>	Leisure & sports centres	Central Beds Leisure centres
	Library Service	Town & District Centres Rural mobile service
	Visitor & Tourist attractions	Dispersed locations across area including: Woburn Safari Park Dunstable Downs The Grove Theatre Dunstable Chiltern Gateway centre Leighton Buzzard Theatre
	New developments	Various town centre masterplans CenterParcs Nirah project - Bedford



## Networks

The origins and destinations are linked by networks. These include not only transport networks and interchange points but also other methods of enabling access made possible by the use of I.T. and Smarter Choices techniques. The next chapter goes into further detail with reference to the potential intervention measures available, however the following table xx details in summary central Bedfordshire main sources of networks:

**Table 6.3 - Access Networks**

Type of Network	Transport Mode/Intervention
<b>Transport</b>	Walking network – including primary pedestrian routes and Rights of Way Strategic cycle network & local links Bus network and priority lanes Voluntary & community transport including dial a ride Hospital patient service Taxi services Safer Routes to Schools schemes Local pedestrian crossings
<b>Major Interchanges &amp; strategic routes</b>	Train Stations – Leighton Linlade, Flitwick Local strategic routes - A505, A5120, A507 Trunk Roads – A1, A421, A5
<b>Other network access solutions</b>	Shopping - home deliveries NHS Direct Virtual customer service operations – i.e. lets talk central Realtime passenger information & Leighton Exemplar scheme Home working and tele-working

## 6.2 Access to Services priorities

As detailed in Chapter 4 the Access to Services report is reflective of the wider policy context both nationally and locally. The Accessibility assessment detailed in Chapter 5 and continuing discussion with partners has enabled us to filter the number of priority actions detailed under each of the Access to Services objectives.

The rationale used to select these priorities is as follows:

- **Contribution to wider policies** – ensuring that the policies are key in enabling the wider objectives of both Central Bedfordshire Council and partner organisations.
- **Need** – need for action evidenced from accessibility assessments (mapping and other data sources), discussions with partners, feedback from the wider public and community.
- **Opportunity & Integration** – in the current economic climate it is essential to be able to maximise and integrate with existing programmed schemes/interventions and development opportunities as well as the other Journey Purpose Strategies.
- **Deliverability** – the actions need to be feasible, affordable, practical and achievable.





➤ **Partner support** – essential in terms of expert input.

There will need to be a short-medium-long term focus in terms of implementing potential intervention measures. Some elements will be able to be take immediate effect however some schemes such as the development of Dunstable town centre will have to take a longer term approach in line with development proposals and other major projects planned for the area.

The programmes of interventions will also need to focus on the priority area programme agreed within the LTP3 for the creation of Local Area Transport Plans, the programme being:

**Table 6.4: LTP3 Local Area Transport Plan**

Local Area Transport Plan	LTP3 program year
Dunstable & Houghton Regis Leighton-Linslade Stotfold & Arlesey Sandy & Biggleswade	2011-2012
Flitwick & Ampthill Shefford & Surrounds South Bedfordshire Rural Areas Marston Vale	2012-2013
Chiltern Downs Toddington North Bedfordshire Rural Area East Bedfordshire Rural Area Wixam	2013-2014

It is important that Central Bedfordshire Council ensure effective provision of our own services which will also help to inform the development of joint services, particularly for Children's Services, Social Services Transport. This is also being addressed by the Passenger Transport Review.

Central Bedfordshire Council also needs to be mindful of the needs of local people balanced with needs of visitors. With current and future developments within our region and major events due to take place within a close proximity (i.e. the 2012 Olympic Games), accessibility needs to be considered for local communities living and working within the area as well as visitors who make a valuable contribution towards the local economy.

The following Tables 6.5 – 6.7 set out the priority access to services actions that each of the LATP's should follow. The programmes and timetables for implementation will be outlined within the LATP reports. The following Chapter outlines in more detail the specific areas of intervention that will be used to achieve the actions as outlined in the following tables.

**Table 6.5: – Priority Action Areas for Access to Health**

Objective 1: Health	Improve access to healthcare provision by core health services (hospitals, NHS Direct, GP Services)
Priority H1	<b>Enabling access to healthcare services:</b> Enable the availability of alternatives to the car, particularly in rural parts of the authority, and for those households within priority neighbourhoods.
Priority H2	<b>Physical restrictions:</b> 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.
Priority H3	<b>Promotion:</b> Work with the NHS to promote the links between health and active



	travel.
<b>Priority H4</b>	<b>Partnership:</b> 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.

**Table 6.6: – Priority Action Areas for Access to Food and Local Service**

<b>Objective 2: Food &amp; Local Services</b>	<b>Ensure access to food and other local services particularly in the town and district centres</b>
<b>Priority FLS1</b>	<b>Town centre master plans:</b> Support the delivery of the town centre master plans and aim to improve overall accessibility to other local centres.
<b>Priority FLS2</b>	<b>Online Services:</b> Promote access to online council services to help reduce the need to travel.
<b>Priority FLS3</b>	<b>Location of development:</b> 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.

**Table 6.7: – Priority Action Areas for Access Leisure, Culture and Tourism**

<b>Objective 3: Leisure, Culture &amp; Tourism</b>	<b>Enable access to a range of leisure, cultural and tourism facilities for residents and visitors alike.</b>
<b>Priority LCT1</b>	<b>Access to the countryside:</b> 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
<b>Priority LCT2</b>	<b>Leisure Centres:</b> Attract a variety of users with different levels of personal mobility.
<b>Priority LCT3</b>	<b>Town Centres:</b> 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.
<b>Priority LCT4</b>	<b>Parks and Open Space:</b> Seek to improve access for all users to parks and open spaces.



# 7. Intervention Measures

This chapter sets out the broad areas of intervention through which the objectives and priorities will be delivered. It forms a framework to enable scheme specific solutions to be identified at a local level through the Local Area Transport Plans.

More details of interventions in relation to walking, cycling and parking are set out within their respective strategies in the Local Transport Plan, taking into account the context of the priority areas for intervention established within this policy framework.

The Report addresses these demand and supply side elements through the policy areas of:

**Land use planning**  
**Smarter choices**  
**Infrastructure provision / enhancing the network**  
**Network management**  
**Demand management**

These policy areas are in not particular priority order and embrace all forms of trips regardless of the mode; furthermore the intervention areas can be used in isolation or integrated.

## Preference Hierarchy

Within the Local Transport Plan a *Preference Hierarchy* has been developed which prioritises investment in certain modes of travel over others on the basis of their contribution to transport and more the objectives of the respective Journey Purpose Strategies. It is based upon the concept that certain modes of travel should be prioritised for particular journeys, subject to the length of trip being undertaken.

For journeys under 2 miles in length, walking is the mode which offers the greatest opportunity to encourage sustainable travel and provide a realistic alternative to the private car. Between 2 miles and 5 miles, the potential to encourage cycling as an alternative to the car is a more realistic option, whilst for trips over 5 miles in length, public transport and car sharing form the focus of investment as realistic opportunities for sustainable travel, and this is detailed in Table xx.

**Table 7.1: The Preference Hierarchy**

Priority	0-2 miles	2-5 miles	Over 5 miles
Higher	Walking	Cycling	Public transport
↑	Cycling	Public transport	Cycling
Lower	Public transport	Car sharing	Car sharing
	Car sharing	Car	Car
	Car		

It is the establishment of the principle of a Preference Hierarchy which underpins the areas of intervention. The following table therefore details each of the Access to Services Strategies and the potential Intervention Measures that could be used to help deliver the which would be detailed by specific schemes within the Local Area Transport Plans.



Intervention Heading	Intervention initiative
<b>Land Use Planning</b>	Mixed use developments
	Links to existing transport network
	Sustainable transport Provision
	Accession runs for all new developments
	20% mode shift targets for all developments – linked to site travel plan
<b>Smarter Choices</b>	Travel plans
	Volunteer drivers – rural
	Car share schemes
	Car clubs
	Ticketing
	Information & marketing
<b>Infrastructure &amp; Service Provision</b>	1 <sup>st</sup> Cluk promotions
	Transport Interchanges
	High frequency PT services
	Assessment of existing PT services
	Improved Inter-regional services
	Re-allocation of road space:
	Bus lanes
	Cycle Lanes
	Shared Space
<b>Network Management</b>	Pedestrianisation
	VMS signing
	RTPI
	CCTV
	ANPR
	Maintenance & NRSWA review
	Speed reduction Measures (20mph zones)
	Management of unplanned accidents
	Freight management
<b>Demand Management</b>	Car parking provision
	Park & Ride and transport hubs
	Access restrictions
	Tele-working



## 8. Targets and Indicators

This chapter details the targets and indicators against which progress towards the objectives of the Access to Services report will be assessed, both in terms of authority wide targets and Access to services targets.

Existing data sources will be used to reduce the monitoring burden on the authority of charting the performance against the indicators identified, whilst trajectories have been set to enable the determination of whether the authority is on track to achieve its targets by the end of the Plan period.

### 8.1 Local Area Agreement Targets

Central Bedfordshire Council has adopted a number of national indicators through the Local Area Agreement process, against which the success of the authority as a whole is assessed, as set out in Table 8.1. The areas of intervention contained within this Report contribute to a number of these areas far beyond the typical remit of transport policy.

In this respect the following National Indicators will be assessed to examine the contribution of the Access to Services Report as a tool in meeting these targets.

**Table 8.1: LAA Targets and Indicators**

No.	Indicator	Description	Baseline 2007/8	Target 2010/11
<b>NI 8</b>	Adult participation in sport	Percentage of the adult population who participate in sport and active recreation, at moderate intensity, for at least 30 minutes on 3 or more days a week.	21.9%	25.9%
<b>NI 175</b>	Access to services and facilities by public transport, walking and cycling	Based upon access to core services and facilities by individuals via non-private modes of transport which may include public transport, walking and cycling.	99%	75%
<b>NI 186</b>	Per capita CO <sub>2</sub> emissions in the local authority area	Based upon a calculation of energy covering domestic and business uses, and transport.	6.3 tonnes (2005)	5.62 tonnes
<b>NI 198</b>	Children travelling to school – mode of travel usually used	Based upon school census data which records mode of transport usually used by 5-10 year olds and 11-16 year olds to travel to school.	27.4% (2006/7)	23%
<b>NI 120</b>	All age, all cause mortality	Forms a direct age standardisation method to enable comparison of mortality rates between different years and across different geographical areas.	647 (males) 480 (females)	595 (males) 440 (females)
<b>NI 56</b>	Obesity among primary school age children in Year 6	Measures the percentage of school children in Year 6 with a height and weight record of who are obese.	13.7%	13.4%

Source: Central Bedfordshire Local Area Agreement 2008/9 to 2010/11



## 8.2 Access to Services Indicators and Targets

In setting Access to Services specific targets and indicators, the authority has sought to balance the need to be realistic as to what can be achieved with a desire to be stretching in our ability to deliver a step change in the access capabilities within Central Bedfordshire.

Table 8.X details the indicators and associated targets of the Report. The focus has been placed on the actual outcomes of the areas of intervention, actual changes in travel behaviour for example, as opposed to monitoring specific outputs of investment into the transport network.

For ease of reference, the objectives the indicators will measure the progress towards consist of:

1. Improve access to healthcare provision by core health services (hospitals, NHS Direct, GP Services)
2. Ensure access to a food stores and local public services by maintaining and enhancing the viability of local and district centres
3. Enable access to a range of leisure, culture and tourism facilities for residents and visitors in order to enhance economic growth





Table 8.x – Access to Services Indicators &amp; Targets

No	Indicator	Target	2011 (Baseline)	2016	2021	2026	2031 (Target)	Data Source	Related Objectives
01	Bus journey times	The number of services that have benefited by a 5% reduction in journey times	tbc	tbc	tbc	tbc	tbc		
02	Bus reliability	Percentage of scheduled services operating	tbc	tbc	tbc	tbc	tbc		
03	Accessibility to healthcare	Percentage of households within a 30 minute travel time by bus of a hospital with no more than a 400m walk to a bus stop	tbc	tbc	tbc	tbc	tbc		
04	Accessibility for the elderly	Percentage of eligible population taking up elderly concessionary entitlements							
05	Accessibility for young people	The number of young people accessing public transport							
06	Satisfaction with Public Transport information	Percentage of users satisfied with public transport information							
07	Rights of way	Percentage of footpaths and other rights of way which are easy to use by the public							
08	Accessible bus routes	Number of fully accessible bus services							
09	Real time information provision	Number of services where buses are real time enabled							
10	Real time information	Number of service locations where real time displays are available							



# Appendix A: Major developments

Table5.x Planned Major Developments within Central Bedfordshire

WHAT DEVELOPMENT IS OCCURING?
<b>Land at Frenchs Avenue and Hillcroft/Weatherby, Dunstable and land to the west of Hill Croft including Maidenbower.</b> 650 dwellings, a small scale neighbourhood centre, public open space area, access and utilities infrastructure (outline).
<b>South Leighton Buzzard</b> 219 dwellings. Reserved matters on 330.
<b>BTR Site, London Road, Dunstable</b> Hotel, Care Home, offices and 64 dwellings
<b>Site 31 Brickyard Quarry, Leighton Buzzard</b> 209 Dwellings
<b>Land at former Hartwell Ford Compound, Church Street, Dunstable</b> Phase 1, 55 flats Phase 2, 32 flats
<b>Sandringham Drive, Leighton Buzzard</b> 179 Dwellings
<b>Former Forticrete Site, Churchill Road, Leighton Buzzard</b> 199 Dwellings
<b>Former Unit 1 Industrial Estate, High Street, Houghton Regis</b> 93 apartments
<b>Trico Site, High Street North, Dunstable</b> 378 dwellings
<b>Land at Houghton Quarry</b> 140 Dwellings
<b>West Linslade Urban Extension</b> 900 dwellings
<b>CENTER PARCS, WARREN WOOD, MILLBROOK</b> 700 Villas; 75 Bed Hotel; Two 12-18m High Centre Buildings; Retail Units; Conference Facilities for 500 people; and 1400 Space Car Park;
<b>URBAN EXTENSION, EASTERN LEIGHTON BUZZARD</b> 4400 Dwellings; Schools; Neighbourhood/Local Centres, Employment Uses; Open Space and parks; Cemetery; Allotments and Community Hosp; Nursing Home, FE College, Skills and Enterprise Centre, Youth Centre, leisure Centre.
<b>FAIRFIELD PARK, NEAR STOTFOLD</b> New Village; 1100 dwellings; Retail Units; Lower School and Community Building; and 273 Apartments (within Grade II Listed Building)
<b>HOME FARM, CRANFIELD</b> 371 Dwellings With Public Open Space.
<b>HOUGHTON REGIS TOWN CENTRE MASTERPLAN, HOUGHTON REGIS</b> Responding to Income and Employment Deprivation; Meeting Housing/Employment Needs; Building/Improving Communities and developing Local Distinctiveness; Improving Safety;
<b>LAND EAST OF BIGGLESWADE</b> 2100 Dwellings, Neighbourhood Centre; Lower School.
<b>NIRAH PROJECT, SOUTH OF BEDFORD</b> Proposal for Freshwater Sanctuary Similar to Cornwall's Eden
Project
<b>THE WIXAMS, SOUTH OF BEDFORD</b> 4500 Dwellings; 3 Village Centres; 1 Town Centre; 6 New Schools; Community/Leisure Facility; Railway Station; and Employment Area.
<b>URBAN EXTENSION, SOUTH OF STOTFOLD</b> 650 Dwellings;



# Central Bedfordshire in contact



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