



Dunstable & Houghton Regis

Implementation Plan
March 2011

Appendix M (Part 2): The Local Transport Plan for Central Bedfordshire



Contents

1. Introduction	4
2. Objectives & Action Plan	5
2.1 Scheme Zones.....	5
2.2 Action Plan.....	6
2.3 Monitoring & Delivery	6
3. Detailed Programme	7



1. Introduction

This document details the intervention opportunities that have been devised in response to the issues identified through consultation with members, stakeholders and the local community and the evidence base detailed in Appendix M (Part 1). The report details a comprehensive list of schemes required in order to tackle local concerns and the wider objectives of the Local Transport Plan 3 (LTP3), the report also details a scheduled programme of works that will be delivered over the LTP3 period.

The evidence base which has been used to identify transport issues and priority areas within Dunstable and Houghton Regis are set out in the Baseline report for the LTP. Following production of the baseline report the following consultation and analysis of data has been undertaken:

- Engagement with Dunstable and Houghton Regis CBC members
- Consultation with Local Town Councillors
- Analysis of priorities contained within the Houghton Regis and Dunstable Town Centre Masterplan's.
- Stakeholder and partner engagement i.e. NHS, cycle forum, Bedford Commuters Association, Luton Borough Council
- Myjourney events – public events at locations within Dunstable and Houghton Regis and also exhibitions.

As part of the process of identifying the measures to be delivered within the towns, the Implementation Plan draws upon the broad areas of intervention established within the Journey Purpose Strategies which form the basis to the LTP3.

This Implementation Plan comprises of the following elements:

- **LATP Objectives** – local objectives allowing for the unique character and circumstance of Dunstable and Houghton Regis
- **Priority Action Areas** – focus on the priority action areas identified through the baseline report and consultation period, the aim of which is to deliver these actions over the period of the LTP3.
- **Detailed Programme** – This draws together schemes to be delivered over the next three years in terms of committed schemes and also additional schemes that may be funded through developer contributions or other sources.



2. Objectives & Action Plan

The Dunstable & Houghton Regis LAMP has been produced within the context of the wider Local Transport Plan 3, and the strategic approaches identified through which to address issues relating to specific journey purposes.

In order to achieve a more sustainable future, a healthier environment and vibrant town centres encouraging economic growth for Dunstable, Houghton Regis and the surrounding villages, the Local Implementation Plan has been developed to ensure that the schemes contribute to the following objectives:

- 1- Sustainability;
 - 1.1 To improve the environment by reducing the dominance of private cars
 - 1.2 To reduce air pollution and the impact of noise nuisance from traffic
 - 1.3 To promote public transport, cycling and walking as reliable and acceptable alternatives to the car,
 - 1.4 Encourage use of electric, Hybrid and other green forms of vehicles where and when private car is the most feasible mode of travel
 - 1.5 To reduce the need to travel far by encouraging better land use planning.
- 2- Accessibility;
 - 2.1 To improve accessibility on all modes of transport but inline with the Council's policy of encouraging travel by the most practical sustainable modes
 - 2.2 To remove the barriers to travel for all members of the community.
- 3- Safety;
 - 3.1 To reduce the number of road traffic related casualties
 - 3.2 To improve personal safety for all travellers
 - 3.3 To reduce harmful effects of transport
- 4- Efficiency;
 - 4.1 To work with Service providers to improve the transport network
 - 4.2 To improve the integration of planning and transport policy in the Local Area.
 - 4.3 To promote economic growth
- 5- Attractiveness;
 - 5.1 To ensure that transport improvements in the public realm are visually compatible with their locations and in particular that of the Areas of Outstanding Natural Beauty (AONB), conservation areas and points of interest

2.1 Scheme Zones

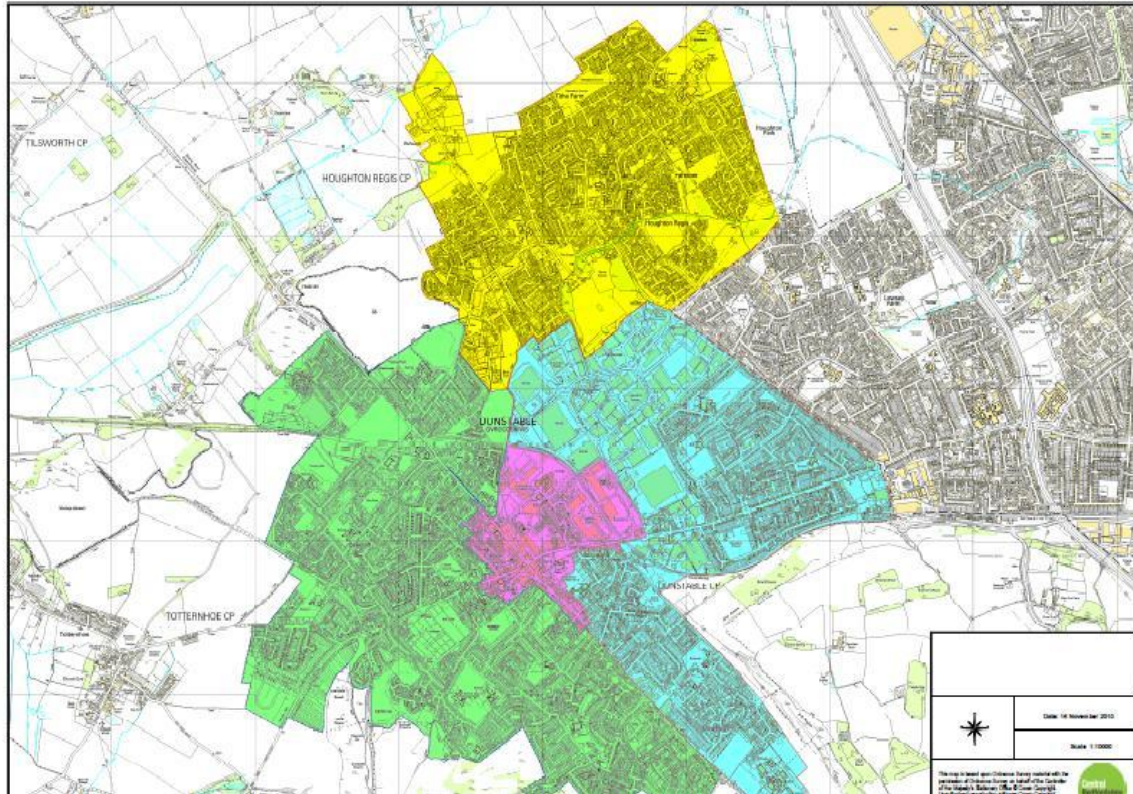
Because Dunstable and Houghton Regis cover quite large conurbations, in order to deliver a comprehensive package of measures and to enable effective partnership working Dunstable and Houghton Regis have been segmented into the following scheme zones:

- West of Dunstable
- Eastern Dunstable



- Houghton Regis
- Dunstable Town Centre (Masterplan)
- Rural Surround
- Dunstable Generic schemes

The following map demonstrated the geographical zones these schemes represent:



For information a map is also enclosed detailing all of the LATP area.

2.2 Action Plan

Appendix 1 details the Action Plan, which demonstrates how overarching issues relating to journeys to work, access to services and schools and the movement of freight relate to Dunstable and Houghton Regis and the priority areas in which these issues will be addressed. The Action plan shows how the Objectives set for Dunstable Houghton Regis correspond with the actions that will be taken.

2.3 Monitoring & Delivery

It is proposed that a 'Working or Project group' is set up to oversee the deliver of the agreed schemes. By having a more cohesive approach and by ensuring that the local community is involved in the development and delivery of the schemes there is opportunity to enable both ownership of the improvements by the community and also help to secure other sources of funding by demonstrating effective partnership working.



3. Detailed Programme

The programme covers a three year period detailing schemes to be delivered between April 2011 and March 2014. A number of schemes have been committed to be delivered as part of the overall LTP programme including both those funded directly through the Plan and those secured to be delivered through developer contributions or other projects. The plan also demonstrates schemes identified where funding has not yet been secured.

The programme also details further schemes to be delivered in the longer term which are deemed to be necessary to help facilitate growth and deliver the broader objectives of the LTP these schemes are predominantly revenue schemes.

Some broad indications of the costs of schemes are set out below.

Scheme Type	Approximate Cost
Signalised crossing	circa £60k
Zebra crossing	circa £20k - £30k
Cycle way – off road	£100 per metre (tarmac)
Dropped crossing	£1,200
Pedestrian/cycle subway	£100,000 +
Pedestrian/cycle bridge	£100,000 +
Cycle stands	£100 per stand
New bus shelter	£10,000
Electric car charging points	£3,750 each
Marked bay	£2,200 each

The proposed programme for Dunstable and Houghton Regis is set out in the following pages, together with a list of schemes committed to be delivered as part of developer contributions secured through the planning process.

The overall spend figure for the 3 years is as follows:

2011/12	£ 478,000
2012/13	£ 426,300
2013/14	£ 426,300



Provisional 3 year LTP schemes (Capital)

Item No	Scheme	Status	Funding Source	Indicative Funding Profile £				Budget	Notes
				2011/12	2012/13	2013/14	Later		
1	West Dunstable Community Improvement scheme								<p>Create 20mph Zone incorporating Shared Space & Manual for Streets 2 design features. Including :</p> <ul style="list-style-type: none"> • Lowther Road, Langdale Road, Meadway, Drovers/Brewers Hill, Beech rd & Caensward Rd. • Specific areas targeted will include – Queensbury Upper School, Ardley Hill Lower School and outside shopping areas. • Potential works include: New crossings, coloured road surfaces, planting areas, platforms, removal of clutter – railings, signs & road markings.
1.2	20mph speed limit area West of A5	Programmed	LTP Capital	30,000					<ul style="list-style-type: none"> ▪ Create 20mph zone ▪ Undertake Speed measurement on selected roads to determine speed profile.
1.3	Lowther Road, Langdale Road & Meadway. Design and implement route improvement works in appropriate areas.	Programmed	LTP Capital	240,000	100,000				<ul style="list-style-type: none"> ▪ Incorporating shared space and manual for streets design concepts to reduce traffic speeds and help prevent rat running. ▪ Specific areas around Queensbury Upper School, Shopping area & Ardley Hill lower school
1.4	Drovers way, Brewers Hill Road Improvements to the road scape.	Programmed	LTP Capital		50,000				<ul style="list-style-type: none"> ▪ Rat run in this area difficult to address, selected points to be addressed where parking is an issue for local residents ▪ Individual spot areas will potentially have different treatments and outcomes.
	Walking & Cycling improvements								
1.5	Improvements to cycle links	Programmed	LTP Capital			12,000			<ul style="list-style-type: none"> ▪ Improve safety on points where cyclists cross roads and seek to improve safety & visibility. ▪ Potential to incorporate shared cycle/footway on NE side of Lowther Road.
1.6	W Dunstable inner cycle ¹	Programmed	LTP Capital	25,000					<ul style="list-style-type: none"> ▪ To improve cycle access within the inner circle
1.7	W Dunstable outer cycle routes	Uncommitted	LTP Capital						<ul style="list-style-type: none"> ▪ Full list of improvements may not be required following design improvements to existing highway & introduction of 20mph zone.

¹ Refer to appendix 2 for full list of proposed schemes



Item No	Scheme	Status	Funding Source	Indicative Funding Profile £				Budget	Notes
				2011/12	2012/13	2013/14	Later		
1.8	Improvements to walking routes within estate	Programmed	LTP Capital			20,000			<ul style="list-style-type: none"> Improve safety and visibility at points where footways cross the rat runs.
	Public Transport Improvements								
1.9	Improvements to Public Transport Infrastructure	Programmed	LTP Capital		10,000	10,000			<ul style="list-style-type: none"> Make good damaged shelters and posts – ensure all have information display boards to a minimum level 2 grade². Replace flags to show Central Beds council not BCC.
2	Eastern Dunstable Community Improvement Scheme –								<p>Create 20mph area and selected additional works to reduce speeds. Incorporating shared space and manual for streets 2 design concepts . Includes:</p> <ul style="list-style-type: none"> Poynters road neighbourhood improvements Enable better access Woodside Ind Estate and the Luton & Dunstable Hospital Access improvements to and from Downside Estate.
2.1	20 mph speed limit area north east of the A5	Programmed	LTP Capital		30,000				<ul style="list-style-type: none"> Create 20mph area in residential streets to the NE of the A5
2.3	Poynters road weight limit	Programmed	LTP Capital	175,000	20,000				<ul style="list-style-type: none"> Includes signs and TRO's Could potentially require changes to junction at Boscombe Road to accommodate increased HGV traffic & right turning traffic. Partnership scheme with LBC
	Walking & Cycling Improvements	Programmed							
2.4	Neighbourhood Improvements – Woodside, Poynters Road and borders with Luton walking and cycle links	Programmed	LTP Capital		80,000				<ul style="list-style-type: none"> Enabling better access for pedestrians and cyclists particularly accessing woodside from Downside and Houghton Regis. Joint project with LBC and includes some developer contributions towards crossing facilities.
2.5	Neighbourhood Improvements - Access improvements for pedestrians and cyclists from Downside Estate to employment areas and hospital.	Part programmed	LTP Capital	20,000	30,000	24,500			<ul style="list-style-type: none"> To include measures to manage rat running and speed issues.

² Public Transport Infrastructure Grades; **Grade 1** = Low kerb & flag; **Grade 2** = Raised kerb, flag & display case; **Grade 3** = Raised kerb, flag, display case & Shelter; **Grade 4** = Raised kerb, flag, display case, shelter & RTPI board.

Item No	Scheme	Status	Funding Source	Indicative Funding Profile £				Budget	Notes
				2011/12	2012/13	2013/14	Later		
2.6	East Dunstable outer cycle link	Uncommitted					xxxx		<ul style="list-style-type: none"> Full list of improvements may not be required following design improvements to existing highway & introduction of 20mph zone.
2.7	Cycle and footway improvements within and through Woodside Industrial Estate required to meet full DDA compliance	Uncommitted					XXXX		<ul style="list-style-type: none"> Various improvements required to improve access
Public Transport Improvements									
2.8	Downside Public transport access improvements	Programmed	LTP Capital		25,000				<ul style="list-style-type: none"> Implement works required to improve public transport penetration.
2.9	Support works for guided busway	Programmed	LTP Capital		20,000				<ul style="list-style-type: none"> Potential to support works for access to busway terminal
2.10	Improvements to public transport infrastructure	Part Programmed	LTP Capital			20,000			<ul style="list-style-type: none"> Emphasis on main corridors accessing employment, hospital and town centre. Ensure all existing stops at grade 3 are made good where appropriate. Enable all stops to be at minimum of grade 2². Identify stops within employment area and hospital for potential grade 4² improvements.
3	Houghton Regis –								<p>Create 20mph area and selected additional works to reduce speeds. Incorporating shared space and manual for streets 2 design concepts Includes:</p> <ul style="list-style-type: none"> School Safety improvements Walking and cycling improvements to access main employment areas. <p>Note: Several further schemes identified to be delivered through new developments which will support the Town centre masterplan please refer to separate table.</p>
3.1	20mph speed limit introduced	Programmed	LTP Capital			50,000			<ul style="list-style-type: none"> Create 20mph in residential roads in Houghton Regis and incorporate proposals for High St brought forward by Morrisons development
3.2	Zebra crossing Parkside Drive	Programmed	LTP Capital			35,000			<ul style="list-style-type: none"> To promote safer walking routes to schools consequent to discontinuation of school crossing patrol service. Incorporate shared space designs where possible.
3.3	Houghton Regis Masterplan	Uncommitted							<ul style="list-style-type: none"> Design and Implementation of works on site to enable the implementation of shared space and



Item No	Scheme	Status	Funding Source	Indicative Funding Profile £				Budget	Notes
				2011/12	2012/13	2013/14	Later		
									improved access to the centre as demonstrated in outline proposal's within the masterplan.
	Walking & cycling improvements								<ul style="list-style-type: none"> Proposals for a new supermarket in the centre could realise some of the plans.
3.3	Inner and outer quadrants allowing access to busway and Woodside employment area	<i>Part committed</i>			20,000	40,000			<ul style="list-style-type: none"> See Appendix 2 for full list
	Public Transport Improvements								
3.4	Improvements to public transport infrastructure	Programmed	LTP Capital			40,000			<ul style="list-style-type: none"> Emphasis on main corridors accessing employment and town centre. Ensure all existing stops at grade 3 are made good where appropriate. Enable all stops to be at minimum of grade 2².
3.5	Neighbourhood Improvement Schemes: Sandringham Drive, Houghton Road and Routes to All Saints Acadmay	Part programmed	LTP Capital		50,000	75,000			<ul style="list-style-type: none"> Various engineering measures aimed at improving access to employment by walk and cycling and improvement to safety of travel.
4	Dunstable Town Centre								Includes: <ul style="list-style-type: none"> Design works and preparation prior to Masterplan implementation & A5 de-trunking
4.1	A5 de-trunking works High St	Programmed	LTP Capital	10,000		7,500			<ul style="list-style-type: none"> Outline design of proposals to improve High St North and South post de-trunking Develop in conjunction with masterplanning process.
5	Generic schemes – Works to be carried out that would impact upon more than one area								
5.2	Parking management schemes	Programmed	LTP Capital		20,000	30,000			<ul style="list-style-type: none"> Parking schemes to be considered following implementation of parking strategy.
5.3	Cycle Parking	Programmed	LTP Capital			10,000			<ul style="list-style-type: none"> Install cycle parking at key destinations i.e. employment areas & district centres
5.4	Dunstable and Houghton Regis Town Centre Pedestrian and Cycle links	Programmed	LTP Capital			50,000			<ul style="list-style-type: none"> Complimentary to the masterplans and new developments access improvements
5.5	Evaluation & review of schemes	Uncommitted	LTP Capital						<ul style="list-style-type: none"> Review of schemes and report of any works still required. Customer surveys, traffic counts and observations to evaluate the effectiveness of the major changes

Item No	Scheme	Status	Funding Source	Indicative Funding Profile £				Budget	Notes
				2011/12	2012/13	2013/14	Later		
								in traffic management.	
5.6	Walking & cycle links to the guided busway	Part programmed	LTP Capital			20,000		<ul style="list-style-type: none"> Various – Not realised under major project 	
6	Dunstable Town centre (Masterplan schemes)							Schemes highlighted as part of the Dunstable Masterplan .	
6.1	Court Drive Busway integration and shared space	Partially committed	CBC (contribution towards busway)	400,000	50,000			<ul style="list-style-type: none"> Scheme to improve streetscape and access to the current A5, allow for retail growth in the centre and also to enable guided busway improvements Aims to realign and extend Court Drive to provide a junction with the A5 (N) to replace the junction of Queensway to the South with increased capacity on the Court Drive approach to help ease queuing and congestion. The scheme will also incorporate shared space aimed at improving; road safety, pedestrian and cycle access. The money identified for this year is predominantly for bus way requirements and further funding is being sought in order to deliver the full aims to improvements. Scheme improvements will be combined with the maintenance budget to enhance funding potential. 	
6.2	A505 Church Street - Congestion relief scheme	<i>Uncommitted</i>						40,000 revenue require for pre-site works	<ul style="list-style-type: none"> To widen this section of the carriageway to help ease congestion, extending from the A505 Church St / Boscombe Road gyratory system at the White Lion Retail Park to the entrance of the Dukemaster Estate. Main element required is for design and cost of scheme to inform CIL
6.3	B489 corridor improvements – access improvements into the town centre.	<i>Uncommitted</i>						40,000 revenue required for pre-site works	<ul style="list-style-type: none"> Improvements in terms of walking and cycling Two elements required to the scheme a) planning and design to enable costs to inform CILb) capital works to implement improvements.
6.4	A5 De-trunking	<i>Uncommitted</i>						Pre-site works covered	<ul style="list-style-type: none"> Enabling shared space and manual for streets 2 designs to take plan on the High St following de-



Item No	Scheme	Status	Funding Source	Indicative Funding Profile £				Budget	Notes
				2011/12	2012/13	2013/14	Later		
								<i>through LTP</i>	trunking of the road. <ul style="list-style-type: none"> De-cluttering the street scheme and making necessary infrastructure improvements.
7	Rural Surround								
7.1	Improvements to public transport infrastructure on key corridors into the main local centre	<i>Uncommitted</i>						60,000	<ul style="list-style-type: none"> Identification of potential interchanges Improvements to existing bus stops to bring up to a grade 3² standard following outputs from passenger transport review.
7.2	Improvements to alternative forms of transport particularly enabling non-car owners access core services.	<i>Uncommitted</i>							<ul style="list-style-type: none"> Assisting with improved potential to access NHS direct etc.

Committed Developer Funded Schemes

Item No	Scheme	Status	Funding Source	Indicative Funding Profile				Budget	Notes
				2011/12	2012/13	2013/14	Later		
1	High St, Houghton Regis	<i>Provisional</i>	S278 – Developer contribution		123'500	533'500		657'000	<ul style="list-style-type: none"> This associated with the Morrison's development – s106 not yet drafted.
2	Windsor Drive & Sandr	<i>Provisional</i>	S278 – Developer contribution	70000					<ul style="list-style-type: none"> Toucan crossing and other cycle crossing
8	Houghton Regis	Committed	S106 Developer contribution	30,000					<ul style="list-style-type: none"> Cycleways & public transport improvements <ul style="list-style-type: none"> The Firs, East End. £30,000 funding.
9	Dunstable	Committed	S106 Developer Contribution	300,000					<ul style="list-style-type: none"> Transportation measures <ul style="list-style-type: none"> Former Trico site.

Item No	Scheme	Status	Funding Source	Indicative Funding Profile				Budget	Notes
				2011/12	2012/13	2013/14	Later		
								£35,000 out of £300,000.	
10	Dunstable	Committed	S106 Developer contribution	20,400				<ul style="list-style-type: none"> Transportation measures Hartwell Ford, Station Road. £20,400 funding expected not received yet. 	
11	Houghton Regis	Committed	S106 Developer contribution	60,195				<ul style="list-style-type: none"> Sustainable transport measures Unit 1 Industrial Estate High St, Houghton Regis. £60,195 funding expected not received yet. 	
12	London Road, Dunstable	Committed	S106 Developer contribution	20,000				<ul style="list-style-type: none"> SB/07/1151 Planning Ref 	
14	Woodside	Committed	S106 Developer contribution	This work currently in the programme for this year					<ul style="list-style-type: none"> Cycle Routes

Selected Other Schemes Currently Being Delivered

Scheme	Funding Source	Notes
Guided Busway	Growth area fund	<ul style="list-style-type: none"> Town Centre bus loop – Court Drive, High St North & Church St. 100 + commiiment to improve bus stops to grade 2/3/4 status as deemed appropriate.



Supporting measures (Revenue/Capital)

Alongside the delivery of the priority schemes over the course of the LTP, the authority will seek to maximise the awareness of improvements to the transport networks locally, and encourage greater take up of the alternatives to the car provided in both Dunstable and Houghton Regis, through the delivery of 'Smarter Choices' measures delivered as part of a package based approach to scheme delivery. This will include:



Measure	Cost	Funding source
Car sharing - area wide car sharing scheme with private groups for each LAMP area.	£2,300 set up plus £1500 per year per private group, subject to population size.	Revenue – developer contribution
Travel Plans		Revenue – potential for developer contribution and government fund
Businesses		
Schools and colleges		
Health centres		
Residential developments		
Area based cycling maps	5000 maps - £4750 (Leighton) 5000 maps - £3944 (Luton)	Revenue -
Area based cycling forums	Nil costs	
Cycle parking at schools, town centres and businesses, interchanges	£100 per stand if through Beds Highways	
Bikeability cycle training	£40 per head	Revenue
Active Travel officer – schools/workplaces/community	£65k per year	Revenue – potential for developer contribution
Travel choice		Revenue and capital – developer contributions
Website with area input	£30,000 set up + £480p.a.	
Travel choice centres/transport hubs	n/a	
Personalised journey planning – Travelsmart - Sustrans	£20/£60 per household	
Welcome packs to new residents	£35 per pack with vouchers	
Public transport		Revenue & Capital – developer contribution, government fund & LTP3
Service Provision Review: Review of existing service provision and routes	Officer time	
Real time across the authority	Set up costs: Implementation cost per bus - £3,000 Terminal & software - £1675 ACIS Bond - £2,500 Ongoing costs: Maintenance costs £10,000 p.a. (60 buses currently) ACIS contract - £25,000 p.a.	
DDA compliant stop & shelters with Real Time	£14,000 per shelter	
Information provision at stops		
Information – Maps Timetables	£2700.00 (5000 copies Nov. 2010) Dunstable £7669 5000 copies Feb 2011 Biggleswade £5748 5000 copies Feb 2011	



	Leighton £2832 5000 copies Feb 2011	
Smart and integrated ticketing		Revenue – joint finding opportunities.
Carbon reduction measures		Capital – developer contributions and LTP3
Electric charging points		
Charging point	£3,750	
Marked bay	£2,200	





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