



# Leighton-Linslade Local Area Transport Plan

Appendix N (Part 2) – Implementation  
Version: March 2011

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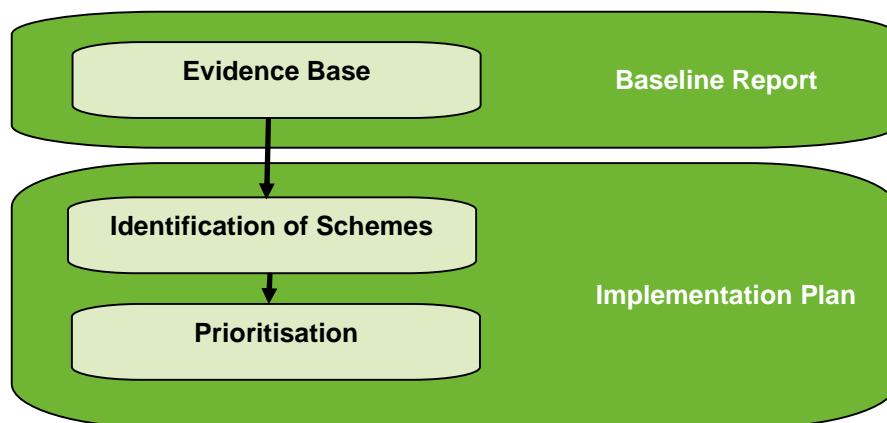
# 1. Background

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## 1.1 Coverage of Document

This document details the investment priorities for Leighton-Linslade based upon the issues identified through the Baseline Report of the Local Area Transport Plan (LATP), as illustrated in Figure 1.1 below. It identifies schemes to be delivered over the Local Transport Plan (LTP) period, through which the local concerns may be addressed and wider objectives for the towns and the authority as a whole can be achieved.

Figure 1.1: Local Area Transport Plan Framework



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 LTP.

## 1.2 Plan Structure

The Implementation Plan comprises two main parts:

- **Chapter 2 – Priority Action Areas:** Focus on the priority action areas through which the issues identified in the Baseline Report and related strategies may be addressed over the course of the Local Transport Plan period as a whole,
- **Chapter 3 – Programme:** Draws together schemes to be delivered over the first three years of the LTP in terms of committed schemes, schemes to be funded through the LTP and additional schemes which may be funded through developer contributions, or other additional sources of income.

## 1.3 Objectives

In order to achieve a more sustainable future, a healthier environment and vibrant town centres encouraging economic growth for Leighton Buzzard 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. Priority Action Areas

### 2.1 Evidence Base

The evidence base which has been used to identify transport issues and priority areas within Leighton-Linslade is set out in the Baseline Report for the LATP and has been based upon:

- Engagement with Leighton-Linslade Members, and Leighton-Linslade Town Council,
- Analysis of priorities contained within previous studies of transport issues and investment priorities for Leighton-Linslade, together with review of the emerging themes within the Big Plan, and
- Results of a Householder Travel Survey undertaken in April 2010 across Central Bedfordshire and supporting data obtained through the 2001 Census and results of the Public consultation exercise conducted in the town over the summer.

The priority action areas to be addressed over the course of the LTP are based upon the issues highlighted within this analysis.

### 2.2 Journey Purpose Priorities

The Leighton-Linslade LATP has been produced within the context of the wider Local Transport Plan, and the strategic approaches identified through which to address issues relating to specific journey purposes. Table 2.1 highlights how overarching issues relating to journeys to work, access to services and the movement of freight relate to Leighton Linslade and the priority areas in which these issues will be addressed.

Table 2.1: Priority Action Areas

Local issues	Related Modal Issues	Actions	Locations
<b>Journey to Work</b>			
<b>Member Priority:</b> Growth in housing will lead to an increase in trips on the local highway network during peak hours.	<b>Public Transport:</b> Increase in congestion on the local highway network can affect the reliability of bus services in Leighton-Linslade. Services also need to be provided as part of major developments to establish sustainable travel patterns early on.	Deliver existing transport network improvements secured through existing developments.	<ul style="list-style-type: none"><li>▪ Southern Leighton Buzzard</li><li>▪ Eastern Leighton Buzzard</li></ul>
<b>Local Issue:</b> Need to effectively integrate large developments to the south and east into the town, and as sustainably as possible.	<b>Pedestrians:</b> Increase in traffic on the local highway network can act as a barrier to pedestrians, through increased traffic levels and parking.	Develop walking and cycling networks to provide links to areas of planned development.	
		Continue to work with developers to identify transport issues early, and secure appropriate	

Local issues	Related Modal Issues	Actions	Locations
	<p><b>Cycling:</b> Cycle networks need to be integrated into new developments to provide to provide an effective network.</p>	improvements.	
<p><b>Member Priority:</b> Need for better integration between services</p> <p><b>Local Issue:</b> A large number of residents commute over 20 miles (20%) but bus use (1%) and train use (10%) is comparatively low.</p> <p><b>Local Issue:</b> A lack of bus stops in the High Street, and increasingly the railway station, means that both areas are becoming increasingly congested.</p>	<p><b>Public transport:</b> Poor integration between bus and rail services in terms of co-ordinated timetables and ability to interchange between services. Congestion at bus stops can also impact upon the reliability of bus services, making them less attractive as an alternative to the car.</p>	<p>Deliver improvements to bus stops and pedestrian environment in the High Street.</p> <p>Provide new and improved bus stops / shelters, together with improvements to both paper based and electronic timetable information provision.</p>	<ul style="list-style-type: none"> <li>• High Street</li> <li>• Railway station</li> </ul>
<p><b>Member Priority:</b> Need to better manage both on and off street car parking.</p> <p><b>Local Issue:</b> Significant car parking on local roads surrounding the railway station.</p>	<p><b>Public Transport:</b> Poorly managed on-street car parking can obstruct local buses. This in turn affects the reliability of their services.</p> <p><b>Pedestrians:</b> Parked cars provide a barrier to convenient road crossing. Walking between parked cars to cross the road also has safety implications.</p> <p><b>Cycling:</b> On-street car parking reduces road width and can block cycle lanes. This increases the degree of conflict between cyclists and motor vehicles. This increased negative perception of safety makes</p>	<p>Development of a Car Parking Strategy for Central Bedfordshire to manage all on and off-street car parking within a strategic framework.</p> <p>Implementation of findings of Leighton-Linslade Car Parking Study.</p>	<ul style="list-style-type: none"> <li>• Linslade</li> <li>• Areas surrounding the Town Centre</li> </ul>

Local issues	Related Modal Issues	Actions	Locations
	cycling less attractive.		
<b>Access to Services: Healthcare</b>			
<b>Local Issue:</b> Nearby hospitals are significant distances away, especially if travelling by public transport.	<b>Public Transport:</b> Long journey times, combined with lower frequencies and higher fares, means that using public transport to access hospitals is not an attractive option.	Work with operators to improve key inter-urban commercial services.  Improve local bus stops to help enhance the overall experience of using public transport.	<ul style="list-style-type: none"> <li>Inter-urban bus route corridors</li> </ul>
<b>Access to Services: Retail</b>			
<b>Local issue:</b> Access into town centres	<b>Public Transport:</b> Bus information needs to be better.  Integration of bus services and train times.  <b>Pedestrians &amp; Cyclists:</b> Some footpaths narrow and uneven	Programme to upgrade bus information provision. Programme to review existing services.  Footpath improvements	<ul style="list-style-type: none"> <li>Programme of improvements for all stops not within Exemplar study.</li> <li>Services operating during peak times and to centre and train station.</li> <li>Town centre</li> </ul>
<b>Access to Services: Leisure</b>			
No specific issues identified			
<b>Access to Services: Education</b>			
<b>Member Priority:</b> Protect and provide opportunities for children and young people to travel to school in a sustainable manner.  <b>Local Issue:</b> Poor perception of road safety for vulnerable road users in the vicinity of schools, which results in high level of car based travel and localised congestion.	<b>Pedestrians / Cyclists:</b> Lack of children walking or cycling to school in a number of locations despite living within a readily walkable or ride-able distance.	Further development of walking and cycling network to provide safe, convenient links to schools.  Provision of dedicated surface level crossings at the location of former school crossing patrols.	<ul style="list-style-type: none"> <li>All schools</li> </ul>
<b>Freight</b>			
No specific issues			

Local issues	Related Modal Issues	Actions	Locations
<i>identified</i>			

## 2.3 Smarter Choices Measures

Alongside the delivery of these 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 Leighton-Linslade, through the delivery of 'Smarter Choices' measures as part of a package based approach to scheme delivery.

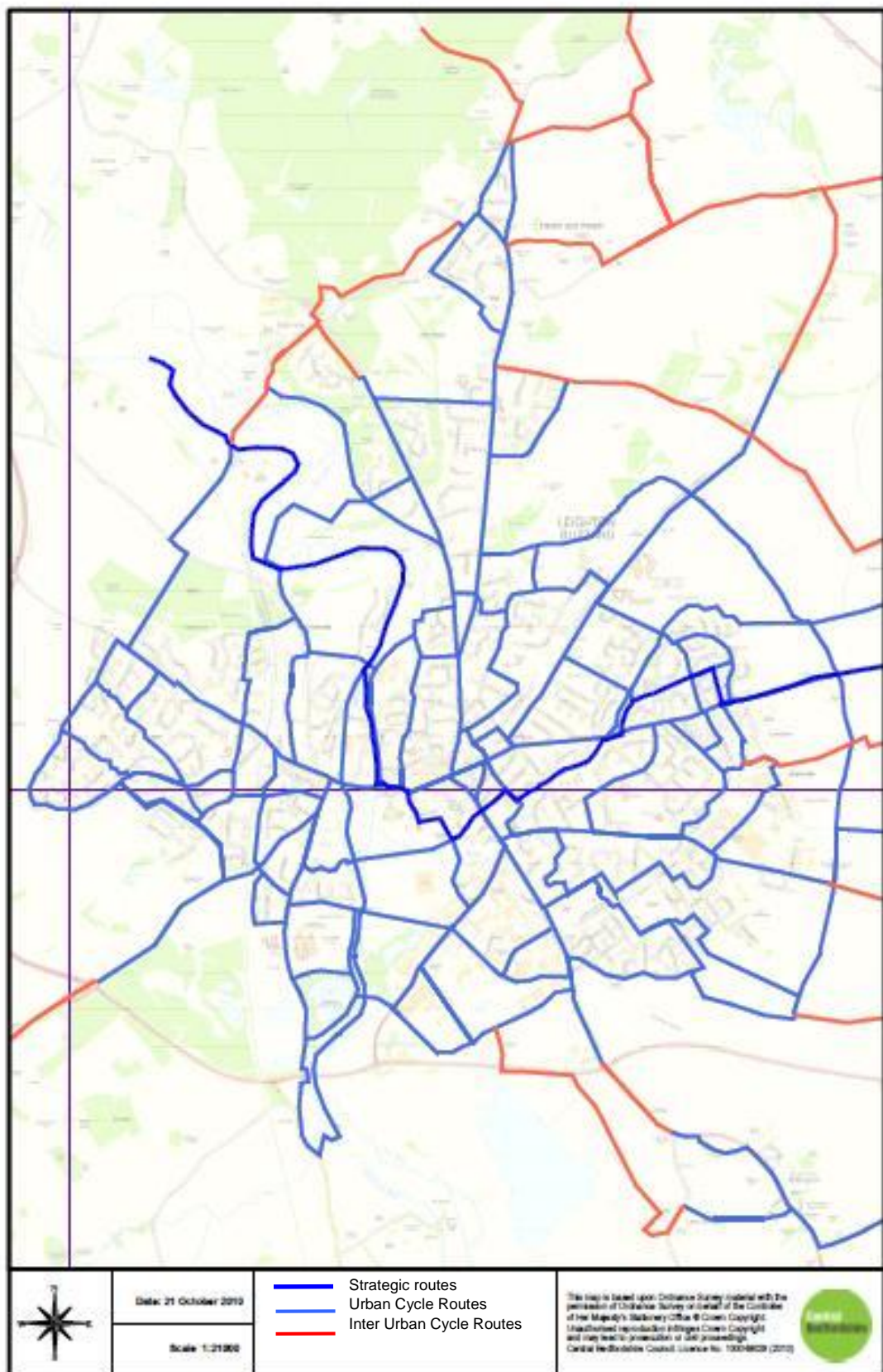
### Leighton-Linslade Cycling Demonstration Town

Leighton-Linslade is one of 17 Cycling Demonstration Towns, and 1 Cycling Demonstration City, across the country. The Cycling Demonstration Town programme has sought to prove that increased funding and bespoke, community-scale projects can have a significant impact upon cycling rates. Over the last 3 years, Go Cycle Leighton-Linslade has worked with the local community and stakeholders to develop the cycle network in Leighton-Linslade, and through working with schools, employers, commuters, and a number of local, regional, and national groups has promoted the benefits of cycling.

The authority considers the Cycling Demonstration Town to be an exemplar not only in the development and promotion of cycling, but in working positively with local communities, businesses, and other organisations to achieve a number of objectives such as healthier lifestyles, low carbon lifestyles, and modal shift. The authority is keen to continue the work of the Cycling Demonstration Town by applying the lessons learnt to other smarter choices programmes being delivered across the authority. The authority will also seek to develop the Leighton-Linslade Cycle Network, particularly to the railway station and the town centre to encourage more people in the town to cycle and provide a safe, convenient cycle network.



## Leighton-Linslade Cycle Network



Central Bedfordshire Council. Licence No. 100049029 (2010)

## Smarter Choices Programme

The exact programme of smarter choices works is still being developed. But any future programme is likely to include:

- **Information provision:**
  - Re-issue and further development of cycling and bus maps
  - Timetable information at bus stops and via the Internet and mobile phones
  - Travel hub information website addressing all journey types
  - Targeted promotion events to raise awareness of schemes and benefits
- **Ticketing:**
  - Develop integrated ticketing options to support the better interchange between buses and bus and rail services.
  - Pre-paid ticketing would also enable a faster transfer from one service to another.
- **Travel Plans:**
  - Encourage employers to develop Workplace Travel Plans alongside access improvements to industrial areas.
  - Work with schools in delivering their Travel Plan targets as part of wider initiatives to reduce the dominance of traffic in and around schools
- **Car Sharing:**
  - Develop car sharing schemes associated with a revision of car parking provision to prioritise spaces for those car sharing.

## 2.4 Major Schemes

### Eastern Leighton Distributor Road

The Core Strategy identifies an urban extension to the east of Leighton Linlade with approximately 2,500 private and affordable homes to be delivered in the area. An Eastern Distributor Road will be provided through the development, between Heath Road and Stanbridge Road, so that it minimises impact on the existing road network. The road will be provided on a phased basis.

# Programme

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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.

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.

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 meter (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 Leighton-Linslade 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 LTP Programme

Item no	Scheme	Status	Funding Source	Indicative Funding Profile				Budget	Notes
				2011/12	2012/13	2013/14	Later		
1	Integrated Schemes								
1.1	Central Improvement schemes - Shared Space and Integration of movement.	Programmed	LTP Capital	96,650	39,865	59,135		TBC	<ul style="list-style-type: none"> <li>Areas of focus: High St – Area around bus terminus to be funded in conjunction with exemplar project, Around the street market &amp; where the contra flow cycle scheme is in place on Hockliffe St.</li> <li>Shared space and manual for streets 2 concepts to enable 20mph for ease and safety of access for all modes</li> <li>Scheme to enable integration between modes and improve safety.</li> </ul>
1.2	Brooklands Drive Zebra Crossings <sup>1</sup>	Programmed	LTP Capital	22,000				TBC	<ul style="list-style-type: none"> <li>Scheme commencement dependant upon SCP decision</li> </ul>
1.3	Lake Street improvements (extension of previous West Street Scheme)	Programmed	LTP Capital		59,000	20000		TBC	<ul style="list-style-type: none"> <li>De-cluttering and, measures from manual for streets 2 to enable effective 20mph area.</li> </ul>
1.4	Leighton Buzzard Station access and Forecourt Improvements	Programmed	LTP Capital & London Midland		29,000	47,865		TBC	<ul style="list-style-type: none"> <li>Improve access to the station for all modes – pedestrian, cyclists and public transport.</li> <li>Some minimal work will be undertaken as part of a London Midland Improvement project.</li> </ul>
2.0	Public Transport								
2.1	Bus stop improvements <sup>2</sup> to minimum grade 1 standards.	Programmed	LTP Capital /developer contribution	10,000	10,000	10,000		TBC	<ul style="list-style-type: none"> <li>Programme of improvements starting with the strategic stops, not included in the upgrades as part of the Exemplar project.</li> </ul>
3.0	Highways								
3.1	Removal of redundant signposts	Programmed	LTP Capital			20,000		TBC	<ul style="list-style-type: none"> <li></li> </ul>
4.0	Car Parking								
4.1	Deliver outcomes of Leighton-Linslade Car Parking Study	Programmed	LTP Capital	15,000	10,000			TBC	<ul style="list-style-type: none"> <li>Improvements to local residents access, restricted due to commuter parking</li> </ul>
5.0	Other								

<sup>1</sup> The scheme is subject to further decisions taken on School Crossing Patrols in Central Bedfordshire

<sup>2</sup>Public Transport Infrastructure Grades; **Grade 1** = Raised kerb, flag & display case; **Grade 2** = Raised kerb, flag, display case & Shelter or RTPI board; **Grade 3** = 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		
5.1	Walking and cycling route improvements	Programmed	LTP Capital	34,000	25,700	25,700		TBC	<ul style="list-style-type: none"> <li>All works to incorporate essential safety schemes for routes to essential services.</li> <li>Routes to and from VanDyke School</li> <li>Routes to and from the town centre</li> <li>Routes to and from Rushmere Park</li> <li>Routes to Astral Park</li> </ul>
5.2	Walking and cycling improvements	<i>Uncommitted</i>							<ul style="list-style-type: none"> <li>Schemes to be calculated for CIL or future funding opportunities - Western Leighton Buzzard cycle routes &amp; small anomalies not caught within the town centre and train station schemes.</li> </ul>
5.3	Engagement activities	Programmed	LTP Capital	£9,350	£9,135				<ul style="list-style-type: none"> <li>Non revenue activities involved in engagement activities connected to new shared space zone.</li> </ul>
		LTP Capital Total		£187,000	£182,700	£182,700		£551,000	

## Committed Developer Funded Schemes

Scheme	Status	Funding Source	Indicative Funding Profile				Budget	Notes
			2011/12	2012/13	2013/14	Later		
Walking and Cycling								
Heath Road Cycle Lanes	Committed	Developer Contribution	£10,200	-	-	-	£10,200	<ul style="list-style-type: none"> <li>Development supported: Forticrete Site</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Safer Routes to Schools	Committed	Developer Contribution	-	-	-	-	£104,300	<ul style="list-style-type: none"> <li>Development supported: Pratts Pit</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Heath Road / Broomfield Road area Safer Routes to School	Committed	Developer Contribution	-	-	-	-	£109,100	<ul style="list-style-type: none"> <li>Development supported: Forticrete Site</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
King Street depot Safer Routes to Schools and other transport measures	Committed	Developer Contribution	-	-	-	-	£74,000	<ul style="list-style-type: none"> <li>Development supported: King Street Depot</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Footpath Upgrade – Plantation Road	Committed	Developer Contribution	-	-	-	-	£8,100	<ul style="list-style-type: none"> <li>Development supported: Avery's Garage, Plantation Road</li> </ul>

Scheme	Status	Funding Source	Indicative Funding Profile				Budget	Notes
			2011/12	2012/13	2013/14	Later		
								<ul style="list-style-type: none"> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Southern Leighton Buzzard area Safer Routes to Schools	Committed	Developer Contribution	-	-	-	-	£200,000	<ul style="list-style-type: none"> <li>Development supported: Southern Leighton Buzzard Exemplar Site</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
<b>Public Transport</b>								
Heath Road public transport facilities improvements	Committed	Developer Contribution	-	-	-	-	£26,500	<ul style="list-style-type: none"> <li>Development supported: Forticrete Site</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Public transport network improvements (Garden Hedge)	Committed	Developer Contribution	-	-	-	-	£18,000	<ul style="list-style-type: none"> <li>Development supported: 37 Garden Hedge</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> <li>Also includes some highway works</li> </ul>
Lake Street bus stop improvements (near Morrisons)	Committed	Developer Contribution	-	-	-	-	£22,200	<ul style="list-style-type: none"> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Vimy Road bus stops, bus services, and travel packs	Committed	Developer Contribution	-	-	-	-	£45,600	<ul style="list-style-type: none"> <li>Development supported: Vimy Road housing</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Leighton Buzzard Town Centre Bus Stops and traffic improvements	Committed	Developer Contribution	-	-	-	-	£616,000	<ul style="list-style-type: none"> <li>Development supported: Southern Leighton Buzzard Exemplar Site</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
<b>Highways</b>								<ul style="list-style-type: none"> <li></li> </ul>
Roseberry Avenue traffic calming	Committed	Developer Contribution	-	-	-	-	£23,000	<ul style="list-style-type: none"> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Forticrete site area traffic calming measures	Committed	Developer Contribution	-	-	-	-	£191,500	<ul style="list-style-type: none"> <li>Development supported: Forticrete Site</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Billington Road / Lake Street Corridor	Committed	Developer Contribution	-	-	-	-	£200,000	<ul style="list-style-type: none"> <li>Development supported: Southern Leighton Buzzard Exemplar Site</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Improvements to junction of Billington Road / Grovebury Road	Committed	Developer Contribution	-	-	-	-	£210,000	<ul style="list-style-type: none"> <li>Development supported: Southern Leighton Buzzard Exemplar Site</li> <li>Committed to be delivered as part of a Section 278 Agreement</li> </ul>

Scheme	Status	Funding Source	Indicative Funding Profile				Budget	Notes
			2011/12	2012/13	2013/14	Later		
Highway improvements (Pratt's Quarry area)	Committed	Developer Contribution	-	-	-	-	£84,300	<ul style="list-style-type: none"> <li>Development supported: Pratts Quarry (Part 15A)</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>

## Major Schemes

Scheme	Funding Source	Estimated Delivery Timescale	Notes
Leighton Buzzard Eastern Relief Road	Developer Contribution	2017	<ul style="list-style-type: none"> <li>To be delivered as part of urban extension to the East of Leighton Buzzard</li> <li>Details of phasing of delivery to be determined by a Master Plan for this area</li> </ul>

## Selected Other Schemes Currently Being Delivered

Scheme	Funding Source	Notes
Real time information at key bus stops	Developer Contribution & Growth Area Funding	<ul style="list-style-type: none"> <li>Development supported: Southern Leighton Buzzard Exemplar Site</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Railway station approaches pedestrian improvements and signage	Developer Contribution	<ul style="list-style-type: none"> <li>Development supported: Kings Depot</li> <li>Committed to be delivered as part of a Section 106 Agreement</li> </ul>
Leighton Buzzard Rail Station Access Improvements	Department for Transport	<ul style="list-style-type: none"> <li>Committed to be delivered as part of the Department for Transport's Access for All Stations Scheme in 2012-2015</li> <li>A scheme recommended in the Draft Big Plan 2</li> </ul>

## Selected other schemes for future delivery

Scheme	Funding Source	Estimated Delivery Timescale	Notes
Information on local travel options provided as part of new developments	Developer Contributions	2011/12 onwards	<ul style="list-style-type: none"> <li>A scheme recommended in the Draft Big Plan 2</li> </ul>
20mph zones in residential areas	LTP Capital / Developer Contributions	Post 2013/14	<ul style="list-style-type: none"> <li>A scheme recommended in the Draft Big Plan 2</li> </ul>
Lake Street Shared Space	LTP Capital / Developer Contributions	Post 2013/14	<ul style="list-style-type: none"> <li>A scheme recommended in the Draft Big Plan 2</li> </ul>
Bridge Street Shared Space	LTP Capital / Developer Contributions	Post 2013/14	<ul style="list-style-type: none"> <li>A scheme recommended in the Draft Big Plan 2</li> </ul>
Clarence Road Shared Space	LTP Capital / Developer Contributions	Post 2013/14	<ul style="list-style-type: none"> <li>A scheme recommended in the Draft Big Plan 2</li> </ul>



## **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
<b>Car sharing</b> - area wide car sharing scheme with private groups for each LATP area.	£2,300 set up plus £1500 per year per private group, subject to population size.	Revenue – developer contribution
<b>Travel Plans</b>		Revenue – potential for developer contribution and government fund
Businesses		
Schools and colleges		
Health centres		
Residential developments		
<b>Area based cycling maps</b>	5000 maps - £4750 (Leighton) 5000 maps - £3944 (Luton)	Revenue -
<b>Area based cycling forums</b>	Nil costs	
<b>Cycle parking</b> at schools, town centres and businesses, interchanges	£100 per stand if through Beds Highways	
<b>Bikeability cycle training</b>	£40 per head	Revenue
<b>Active Travel officer</b> – schools/workplaces/community	£65k per year	Revenue – potential for developer contribution
<b>Travel choice</b>		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	
<b>Public transport</b>		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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