



Central Bedfordshire Local Transport Plan: Appendix E

# More People Walking – The Walking Strategy for Central Bedfordshire

April 2011

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# Executive Summary

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## Background

*More People Walking* forms the Walking Strategy for Central Bedfordshire and sits within a framework of documents which comprise the third Local Transport Plan (LTP) for the area covered by Central Bedfordshire Council. As part of the LTP, the Strategy covers the period between April 2011 and March 2026, and informs the development of a rolling programme of schemes to be identified and delivered through the *Local Area Transport Plans* which apply the strategic principles established within the Strategy at the local level.

## Vision and Objectives

Levels of walking have been decreasing across the country for many years<sup>1</sup>, particularly amongst the young, and predominantly as a result of lifestyle changes, car ownership and perceptions of safety. In this context the vision of the Strategy seeks to:

***“Encourage people to walk, to walk safely, and to walk more often”***

To achieve this, the authority will implement a programme of infrastructure, safety and promotional measures which will build upon best practice established elsewhere within the authority and across the country.

A series of objectives have been devised to represent the range of areas through which this vision will be achieved as follows:

No.	Objective
A	<b>Headline Objective: Increase the number of people walking</b>
B	Improve the quality of the pedestrian environment
C	Improve the safety of pedestrians
D	Increase awareness of the benefits of walking

## Local Context

Central Bedfordshire is conducive to encouraging walking due to the relatively flat topography and in containing a number of small towns all of which provide services accessible within a short walk. Despite this, walking only represents around 8% of journeys to work, although over half of all children walk to school on a regular basis.

Nationally around 95% of all journeys are under 2 miles in length, and as such walking will form the priority mode for investment in journeys under this distance in the Local Transport Plan.

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<sup>1</sup> [www.statistics.gov.uk](http://www.statistics.gov.uk)



## Policy Context

Increasing levels of walking is embedded within a number of Government documents at the national level, whilst it also contributes towards the authority achieving a series of local priorities within the Sustainable Communities Strategy.

The importance of increasing numbers of pedestrians across Central Bedfordshire is reflected in the number of other policy areas which may be positively influenced through investment in infrastructure and promotion of walking as a realistic means of travel, predominantly:

- **Health:** Regular physical activity of moderate intensity, such as walking, can bring about major health benefits in terms of reducing coronary heart disease and obesity, hypertension, depression and anxiety. An improved pedestrian environment provides a setting within which it is easier for people to be physically active and to incorporate the recommended 30 minutes of daily exercise into their routine.
- **Economy:** The vitality and viability of the town centres within Central Bedfordshire will be enhanced through improvements to the pedestrian environment in terms of design, quality and maintenance. Measures to 'civilise streets' and reduce the dominance and severance caused by significant levels of through traffic will help in creating more pleasant shopping environments and thereby add to the attractiveness of the town centres across the authority.
- **Climate change:** Increasing the provision for pedestrians together with targeted promotional measures, will help to create a belief that walking is a realistic alternative to the car. Once walking is seen within this light it will provide an opportunity to reduce car use and the associated emissions which contribute towards climate change.
- **Social exclusion:** Walking has a vital role to play in reducing social exclusion amongst local residents, particularly for those without access to a car, who comprise some 15% of the households within Central Bedfordshire. It is important that it provides a realistic travel option and alternative to car based travel to increase accessibility especially to employment and training opportunities, education, healthcare provision and leisure facilities.

## Network Development

The approach of the Strategy in working towards these transport and wider policy objectives is the establishment of a network hierarchy. This provides the framework for investment into the pedestrian network at a strategic level.

Investment will be directed into developing each level of the network to ensure that a comprehensive and coherent series of routes are provided across the authority. Priority for investment will be given to those routes at the top of the network hierarchy with the greatest level of footfall, most acute safety requirements, and their ability to contribute towards wider objectives.



The hierarchy is based upon that established within the Code of Practice for Maintenance Management<sup>2</sup> and comprise:

- **Primary Pedestrian Routes:** Key links to and within town and local centres, and between main trip generators such as public transport interchanges. They act as important gateways into town centres and are characterised by high level of footfall.
- **Secondary Pedestrian Routes:** Medium usage routes through local areas feeding into the Primary Pedestrian Route Network, and serving schools, local shopping centres and employment provision.
- **Residential Streets:** Other pedestrian routes in residential locations will be prioritised for improvements based upon the relative levels of footfall, road safety concerns, new development and proximity of local services.
- **Rural Rights of Way Network:** Provide opportunities for people to walk as a leisure pursuit, opening up the countryside for access by the general public. Such routes may enable the development of local tourism and the wider economy on the basis of increases in visitors to the area.

## Actions and Interventions

The provision of upgraded infrastructure to form a comprehensive and coherent network of high quality routes, together with promotional activities to raise awareness of the benefits of walking form the basis to the Strategy's attempts to increase its attractiveness as a mode of travel.

- **Infrastructure:** It is not the intention of the Walking Strategy to increase the length of network provision, but to improve the quality, safety and accessibility of the provision which is currently in place, together with reducing potential barriers to walking.

Improvements to the network will be sought to be delivered alongside wider corridor or area based interventions to ensure a joined up approach to scheme delivery and to 'lock-in' benefits for pedestrians of any investment into the transport network.

- **Promotion:** In promoting the benefits of walking there are a number of preconceptions to be addressed through suitable, targeted promotion of the benefits of walking. These may focus upon the time and distance of trips, the costs of motoring, health benefits, the environment, and safety and security concerns associated with trips on foot.

## Delivery

In order to deliver the aims of the Strategy the authority will work closely with other organisations, in the public, private and voluntary sector. Partnership working and continued public consultation is critical to delivering the Strategy at the local level and ensuring the needs of all stakeholders are taken into consideration.

Responsibilities for delivering the programme of works to implement the Walking Strategy rest with a number of different organisations. Central Bedfordshire Council will play a co-ordinating role in the process as well as being a direct provider of services.

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<sup>2</sup> Well Maintained Highways: Code of Practice for Maintenance Management; DfT, July 2005





# 1. Background

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This document forms the Walking Strategy for Central Bedfordshire and comprises part of the third Local Transport Plan (LTP) for the authority covering the period up until 2026. The Strategy is the first of its kind to have been produced by the authority, to specifically target the needs of pedestrians.

## 1.1 Coverage of the Strategy

The Strategy addresses all issues relevant to pedestrians across Central Bedfordshire, and draws linkages between increasing walking and wider transport, environmental, economic and health benefits. It considers all types of walking related trips, whether it is in terms of a short trip to the shops or a place of work for example, or for walking for leisure across rural parts of the authority.

Finally it sets out how the success of investment in pedestrian improvements will be monitored and the contribution it will make to wider Council priorities, within the following structure:

- **Chapter 2 – Vision & Objectives:** Highlights the overarching vision and objectives for walking in Central Bedfordshire.
- **Chapter 3 – Central Bedfordshire Context:** Provides an overview of the authority in terms of the population, area covered and existing levels of walking for specific trips types, whilst also detailing the strengths, weaknesses, opportunities and threats to encouraging journeys on foot, posed by the local context.
- **Chapter 4 – Policy Context:** Sets out the national and local transport policy context within which the Strategy has been developed, and the contribution of the Walking Strategy to the wider LTP.
- **Chapter 5 – Links to Other Policy Areas:** Draws out the wider linkages with other policy areas to demonstrate the importance of encouraging more walking, with particular reference to health, the economy, climate change and social exclusion.
- **Chapter 6 – Network Development:** Details a hierarchy of routes which will be prioritised for funding through the Local Transport Plan, the characteristics of these routes and responsibilities for the maintenance of the network.
- **Chapter 7 – Actions and Interventions:** Highlights the areas of intervention through which efforts to increase the number of pedestrians will be focused in terms of policy approaches, ongoing initiatives and examples of best practice.
- **Chapter 8 – Delivery:** Details the sources of funding, partnership working, responsibilities for delivery and timescales against which the initiatives to be taken forward through the Strategy will be implemented.
- **Appendix A – Design Supplement 7: Movement, Streets and Places:** Extract from the Design Guide for Central Bedfordshire in terms of catering for the needs of pedestrians in new and existing developments.



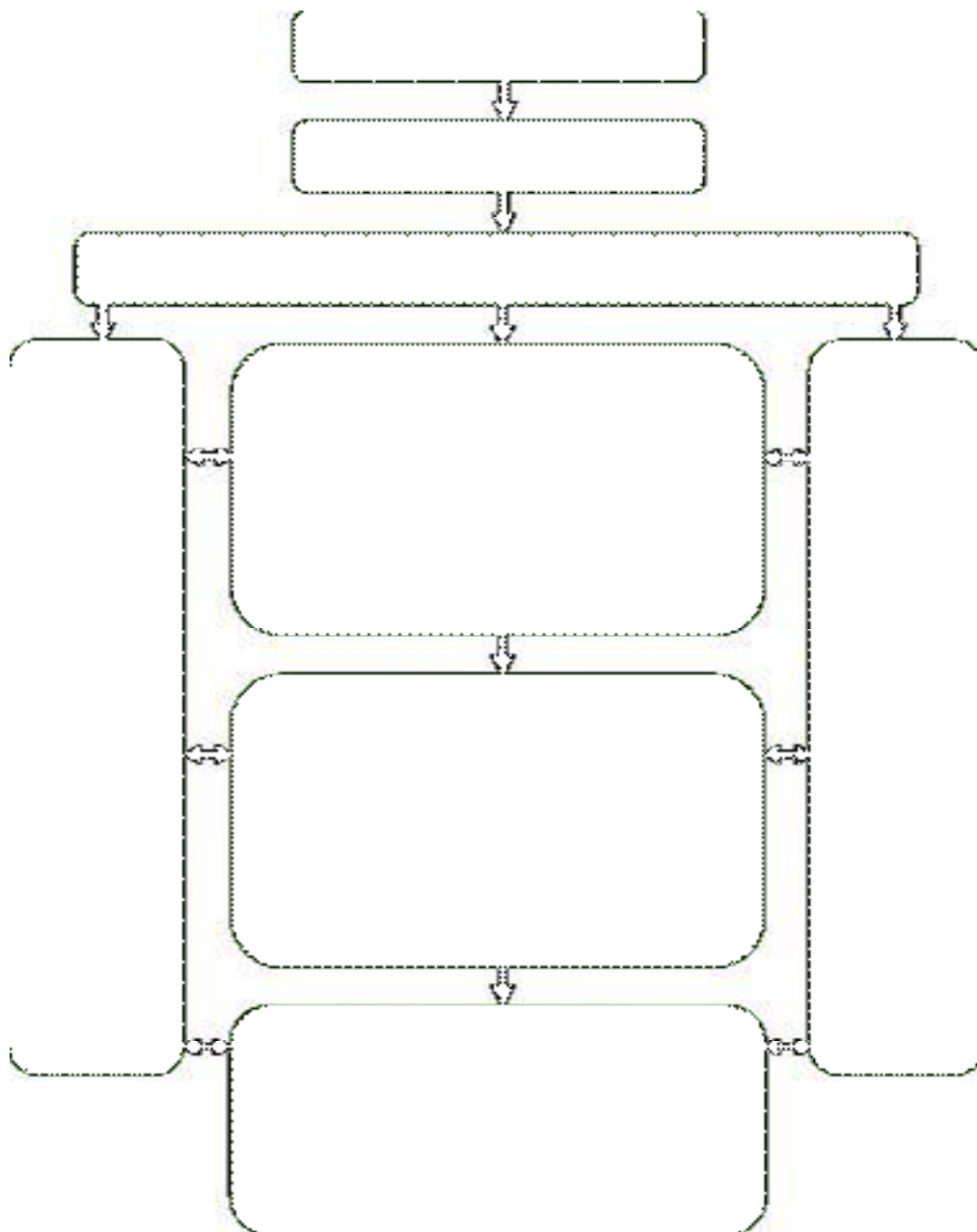
## 1.2 Local Transport Plan Framework

The LTP framework within which this Walking Strategy sits is set out in Figure 1.1. The Strategy focuses on the strategic approach to delivering pedestrian improvements and establishes key principles and policy approaches to be adhered to in identifying investment priorities.

The Strategy does not detail scheme specific improvements. These are drawn out within the *Local Area Transport Plans* and the associated programmes which have been produced for each sub-area of the authority, and which apply the principles within this strategic document at the local level.

The Walking Strategy has also informed and been influenced by the *Journey Purpose Themes* which form the core structure of the LTP and detail the overarching approach to managing end to end journeys by trip type.

Figure 1.1: Walking Strategy within the LTP3 Structure



## 2. Vision & Objectives

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This chapter details the vision and objectives which have formed the basis to the development of the Walking Strategy and which will guide future investment in pedestrian initiatives across the authority. The chapter also details the *Preference Hierarchy* which forms part of the wider Local Transport Plan and which sets out the role and priority given to walking when viewed in the context of wider transport investment priorities.

### 2.1 Vision for Walking in Central Bedfordshire

Central Bedfordshire will be a place where every work, leisure, healthcare and shopping destination is easily accessible on foot. Every town will benefit from a network of continuous pedestrian routes to make walking a realistic alternative to the car particularly for journeys of less than two miles, or as part of a longer public transport based journey, whilst Rights of Way in villages and rural areas will provide leisure opportunities for local residents and visitors alike.

In essence the vision seeks to:

***“Encourage more people to walk, to walk safely, and to walk more often”***

To achieve this, the authority will implement a programme of infrastructure, safety and promotional measures which will build upon best practice established elsewhere within the authority and across the country.

### 2.2 Objectives

On the basis of the vision for walking across Central Bedfordshire, a series of objectives have been devised to represent the range of areas through which it will be achieved, and these are set out in Table 2.1 below.

Table 2.1: Walking Strategy Objectives

No.	Objective
A	<b>Headline Objective: Increase the number of people walking</b>
B	Improve the quality of the pedestrian environment
C	Improve the safety of pedestrians
D	Increase awareness of the benefits of walking



# 3. Central Bedfordshire Context

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This chapter provides an overview of the Central Bedfordshire area which this Walking Strategy covers, and the surrounding sub-region with which there are close linkages, especially from a transport perspective. A map of the area covered by the Strategy is set out in Figure 3.1.

## 3.1 Demographics

Central Bedfordshire has a population of around 255,000 and this is expected to rise to some 282,000 by 2021, which represents a 12% increase from 2007. The majority of growth will be in the population over 65 and this has connotations for the improvements required to the pedestrian environment.

The largest centres of population are the towns of Leighton Linlade (36,540), Dunstable (35,070), Houghton Regis (17,000), Biggleswade (16,640), Flitwick (13,310) and Sandy (11,690).

Some 15% of households do not have access to a car (Census 2001), and whilst this represents a high level of car ownership when compared to the rest of the country, also emphasises the importance of providing realistic alternatives for those who do not.

## 3.2 Geography

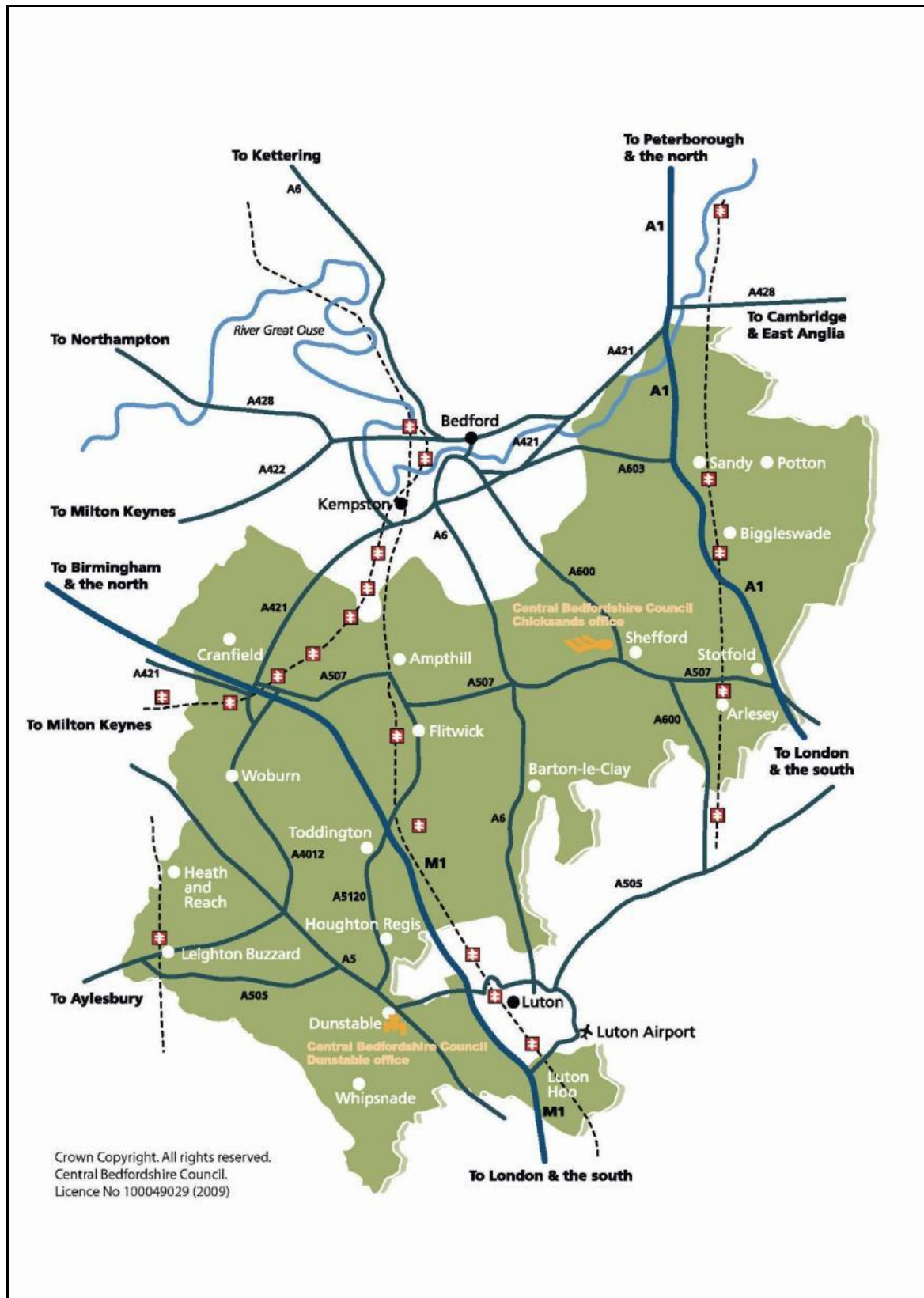
The authority covers an area of 716 square kilometres, making it one of the largest unitary authorities in the country. However, being a predominantly rural area it benefits from a considerable Rights of Way Network, which totals 1,343 kilometres in distance and provides excellent opportunities for accessing the countryside for leisure pursuits.

Central Bedfordshire is bordered by a number of other authority areas which are closely related in terms of cross boundary movements, and these include:

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



Figure 3.1: Map of Central Bedfordshire



### 3.3 Challenges and Issues

Despite the work to date in improving the infrastructure for pedestrians and the initiatives delivered to further encourage trips on foot, there are a number of challenges and issues which will be addressed through this Strategy to enable the vision for walking in Central Bedfordshire to be realised. These are summarised in Table 3.1.

In terms of road safety, the general trend within Central Bedfordshire has seen the number of pedestrians killed or seriously injured reduce since 1996. More recently the number of casualties appears to have levelled off and a more targeted approach to accident reduction is set to be undertaken as part of LTP3.

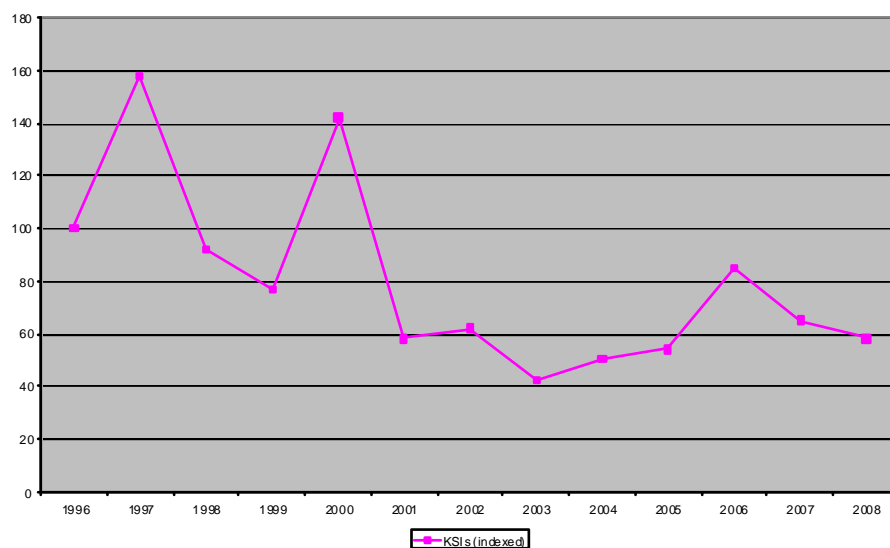
Table 3.1: SWOT Analysis

Strengths	Weaknesses
<ul style="list-style-type: none"> <li>• The geography of the authority, comprising a number of small towns, is conducive to encouraging walking with all services within each town within a short distance.</li> <li>• The roll out of the Safer Routes to School initiative provides a basis for encouraging more sustainable travel patterns in an around schools.</li> <li>• Established network of Ramblers groups and programmes of organised leisure and health walks.</li> </ul>	<ul style="list-style-type: none"> <li>• Length of distances residents commute limits opportunities for walking to work.</li> <li>• Dispersed population and rural nature of the authority requires relatively lengthy trips to access everyday services in some areas.</li> <li>• Topography in certain parts of the authority is not conducive to walking.</li> <li>• Infrequent provision deters public transport based trips which often comprise a walking element to them.</li> <li>• Rail lines and trunk roads form large barriers to movement in places.</li> </ul>
Opportunities	Threats
<ul style="list-style-type: none"> <li>• Greater awareness of the health agenda amongst the general public may translate into more people walking.</li> <li>• Facilities for pedestrians may be embedded within new developments and secured through the planning process.</li> <li>• Extensive Rights of Way Network provides an attractive environment within which to encourage use.</li> <li>• Rising cost of petrol will result in members of the public looking for alternative forms of travel.</li> <li>• Manual for Streets set new standards for incorporating the needs of pedestrians within the design of new developments.</li> </ul>	<ul style="list-style-type: none"> <li>• Increases in traffic may deter potential pedestrians, whilst heavily trafficked roads, and roads with a large number of fast flowing vehicles raise safety concerns.</li> <li>• Ageing population may reduce the number of people physically able to walk.</li> <li>• The perception of distance is often greater than the reality and therefore encouraging more people to walk will require efforts to change perceives of distance and time.</li> <li>• Budget constraints and resources to invest into pedestrian improvements.</li> </ul>



Changes in the number of pedestrian casualties since 1996, the earliest year for which a complete set of data is available, are highlighted in Figure 3.2.

**Figure 3.2: Pedestrian Accidents**



### 3.4 Existing Travel Patterns

Levels of walking vary by journey type. Table 3.2 below highlights the relative levels of walking for education and employment within the authority in comparison with the national levels of walking for all trip types.

**Table 3.2: Percentage of Journeys on Foot**

Journey Purpose	% of Journeys on Foot	Source
All journeys	27% (nationally)	Design in Central Bedfordshire (Jan 2010)
Journey to work	8% (2001)	Census
Journey to school	56% (2008/9)	Sustainable Modes of Travel Strategy (Sept 2008)

A number of other statistics help provide a picture of the nature of walking trips<sup>3</sup>:

- The average walking journey is 0.7 miles.
- 70% of journeys on foot are under 1 mile.
- 95% are under 2 miles.
- The number of journeys made on foot has fallen by 13% in the last ten years.
- The number of miles travelled by foot has fallen by 18% in the same time.
- In 1985 two thirds of primary school children walked to school, by 2009 it was around half.

<sup>3</sup> Central Bedfordshire Highway Design Guide



# 4. Policy Context

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This chapter sets out the transport policy context within which the Walking Strategy for Central Bedfordshire has been produced. It focuses upon national transport priorities and guidance, and the strategies and priorities in place at the local level which the Strategy builds upon.

## 4.1 National Policy

There is no specific national policy in place for the development of walking strategies across the country. However the Coalition Government's policy on transport provision indicates a key role for walking in undertaking local trips. The Strategy also builds upon the former Government's approach to transport provision, established within 'Delivering a Sustainable Transport System'.

### Transport Priorities of the Coalition Government

The broad approach of the Coalition Government, elected to power in May 2010, in terms of future transport policy was established in a speech by the Secretary of State for Transport, The Rt Hon Philip Hammond at the IBM START Conference: Business Summit on 10 September 2010. The key points of the speech in terms of walking related issues focused upon:

- **Behaviour change:** Belief that technology alone will not deliver sustainability and that behaviour change is required to help tackle urban congestion.
- **Different length journeys and priority modes:** Establishment of the concept of a preferred mode of travel for trips of various lengths, rail for longer inter urban journeys, de-carbonised motoring for trips of medium distance, and public transport, walking and cycling for short distance urban travel.
- **Local schemes:** Most journeys are made on local roads and so local schemes are felt to represent the most effective way of changing travel behaviour.

## 4.2 Local Policy

This Strategy has been developed to reflect the vision and ambitions set out in Central Bedfordshire Council's Sustainable Communities Strategy. It aims to help deliver the policies set out in the Local Transport Plan and Local Development Framework to provide high quality pedestrian infrastructure across Central Bedfordshire.





## Sustainable Communities Strategy<sup>4</sup>

The Sustainable Community Strategy (SCS) is the long term vision for Central Bedfordshire. It has developed from a detailed evidence base that includes views from citizens and communities about the 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 before inclusion within the Strategy.

Within the two key themes of creating conditions for economic success and community prosperity and raising standards and tackling inequalities the priorities of the Strategy comprise:

- Maximising employment opportunities and delivering housing growth to meet the needs of our communities
- Ensuring local people have skills to prosper
- Keeping our communities safe
- Nurturing a sense of pride and belonging
- Getting around and caring for a clean and green environment
- Promoting health and reducing health inequalities
- Educating, protecting and providing opportunities for children and young people
- Supporting and caring for an aging population and those who are most vulnerable

Encouraging walking will help to contribute towards a number of these priorities and themes which represent the focus of the authority as a whole.

## Local Development Framework

It 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.

LDFs are made up of a suite of documents which set out the extent and location of future growth within an area. The Core Strategy of the LDF sets out the spatial vision and objectives and 'strategic sites' for development, whilst the Site Allocations Document, Proposals Map and Area Action Plans provide more detailed information on site specific development sites.

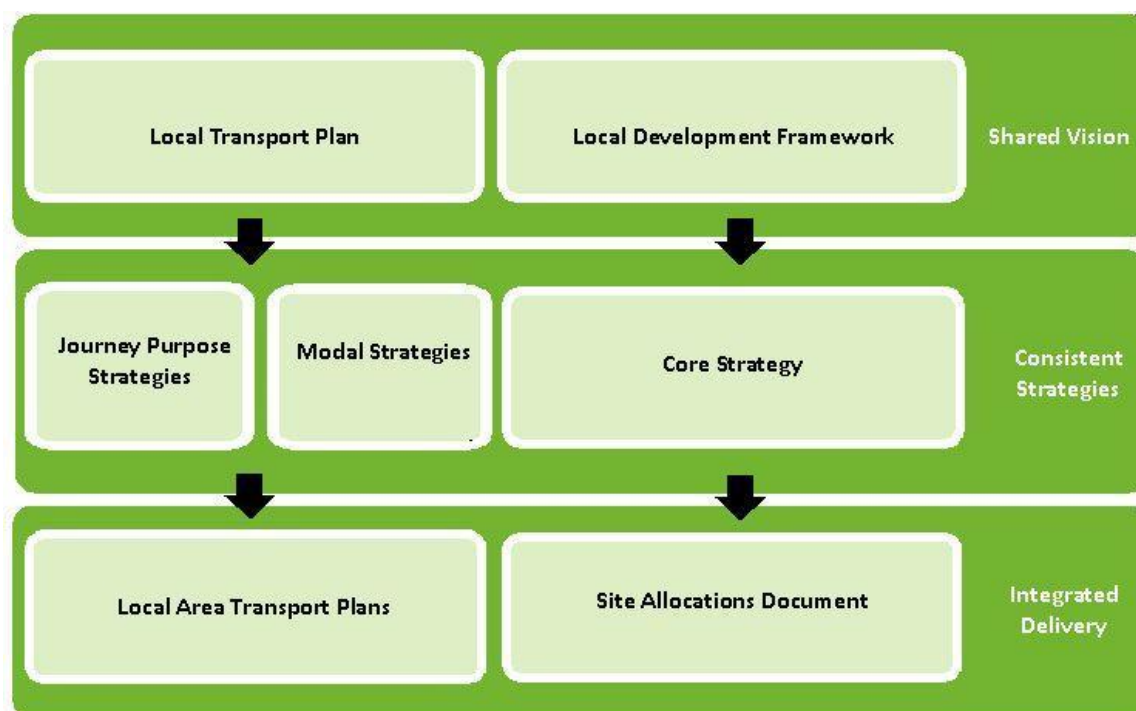
Transport and accessibility is closely integrated with planning and the site allocations process within the development of the LDFs. In general the allocation of sites seeks to reduce the need to travel and reduce reliance on the car. These principles have significant implications for the promotion of walking within the Central Bedfordshire area. Figure 4.1 highlights the links between the LTP and the LDF.

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<sup>4</sup> Sustainable Communities Strategy 2010-2031; Central Bedfordshire Together, 2010



Figure 4.1: LTP & LDF Relationship



## Outdoor Access Improvement Plan

Work is being undertaken on the review of the Outdoor Access Improvement Plan (incorporating - Rights of Way Improvement Plan) for Central Bedfordshire, which is anticipated to be adopted by the authority by June 2011<sup>5</sup>.

There are approximately 1,343km of Public Rights of Way, including footpaths, bridleways and byways in Central Bedfordshire, components of which will provide key links in the pedestrian network.

The Outdoor Access Improvement Plan provides a vision of how Rights of Way and countryside leisure hubs can be managed and improved to meet the public's current use and future needs. Key areas are:

- Increasing community involvement
- Promoting exercise and healthy living
- Access to facilities for the whole community
- Improved maintenance
- Addressing fragmentation and severance issues (before 2025)
- Improving communication with the public
- Ensuring rural businesses benefit from our work

The Public Rights of Way network is a component part of the wider Highways network and can support improved accessibility between and within communities, and provide essential leisure resources on the door step of much of our population. The updated plan will look at how the Rights of Way network and Countryside Sites can support and complement the development of walking based tourism and the objectives of the Walking Strategy.

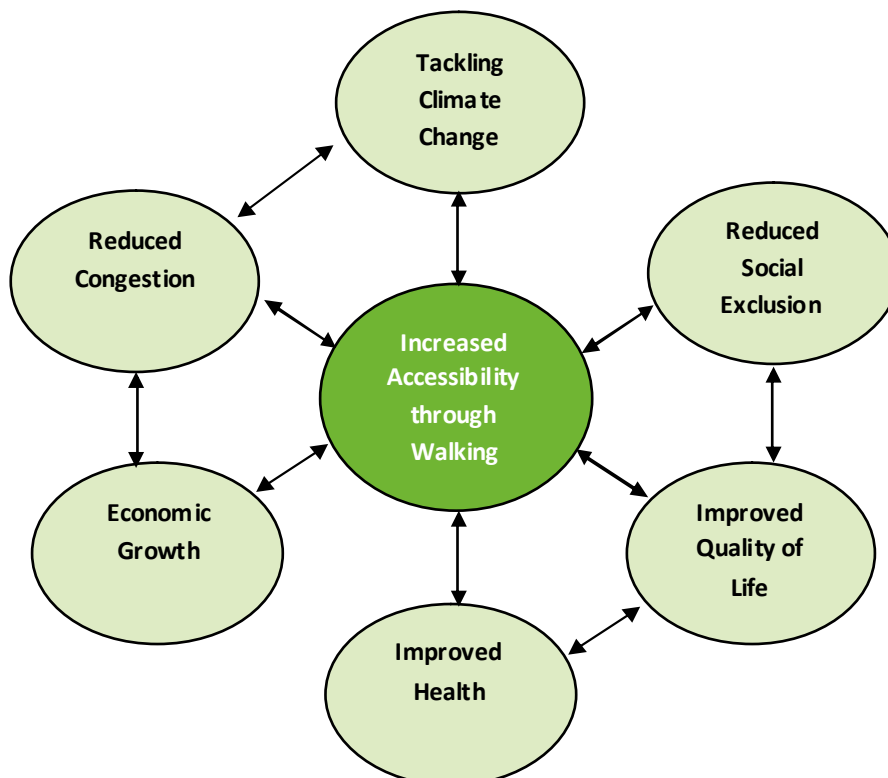
<sup>5</sup> Bedfordshire County Council Outdoor Access Improvement Plan; Bedfordshire County Council, 2006



# 5. Links to Other Policy Areas

The importance of increasing levels of walking across Central Bedfordshire is reflected in the number of other policy areas which may be positively influenced through investment in infrastructure and promotion of walking as an alternative to the car. Figure 5.1 demonstrates the relationship between walking and these policy areas.

Figure 5.1: Links between Walking and Wider Policy Areas



## 5.1 Health

In November 2004 the Department of Health published the White Paper 'Choosing Health; Making healthy choices easier'. The document focuses on 'health as a way of life' and the promotion of sustainable forms of transport such as walking is a significant part of this.

Regular physical activity of moderate intensity, such as brisk walking, can bring about major health benefits in terms of reducing coronary heart disease and obesity, hypertension, depression and anxiety. Even relatively small increases in physical activity can protect against chronic disease and improve quality of life the Department for Health indicate.

The Chief Medical Officer (CMO) recommends that adults should aim to achieve at least 30 minutes of moderate intensity activity on five or more days of the week<sup>6</sup>. In this context, an improved pedestrian environment provides a setting within which it is easier for people to be physically active and to incorporate the recommended 30 minutes of daily exercise into their routine.

<sup>6</sup> <http://www.dh.gov.uk/en/PublicHealth/Healthimprovement/PhysicalActivity/index.htm>



## 5.2 Economic Growth

The quality of the environment is a key factor in attracting economic investment. Ensuring communities are well connected not only by road, rail and air but by offering a choice to walk or cycle is part of a truly sustainable community.

Central Bedfordshire has an established range of high quality promoted walking routes, both long distance, such as the Greensand Ridge Walk and the Timberland Trail which interconnect communities and shorter circular routes which provide routes which encourage people to explore the countryside on their doorstep.

These routes promote and support rural business, through their literature and route alignment. (e.g. the lets go web project ([www.letsgo.org.uk](http://www.letsgo.org.uk)), which promotes self guided trails and rural business such as Public Houses, and accommodation).

The vitality and viability of the town centres within Central Bedfordshire will be enhanced through improvements to the pedestrian environment in terms of design, quality and maintenance. Measures to 'civilise streets' and reduce the dominance and severance caused by significant levels of through traffic will help in creating more pleasant shopping environments and thereby add to the attractiveness of the town centres across the authority.

### **Policy WS1: Town Centre Permeability**

*Improvements to town centres within the authority will ensure that permeability for pedestrians will be improved during the lifetime of the Plan, barriers to pedestrian movement removed and that the key desire lines are respected.*

## 5.3 Climate Change

Increasing the attractiveness of walking as a mode of transport for shorter journeys, may assist in reducing reliance on the car, congestion, and the environmental impacts associated with significant levels of car use. Around 21% of the UK domestic greenhouse gas emissions come from transport<sup>7</sup> and as a carbon neutral mode of travel, walking has the potential to contribute towards a reduction in this area.

## 5.4 Social Exclusion

Walking has a vital role to play in reducing social exclusion amongst local residents, particularly for those without access to a car, who comprise some 15% of the local population. It is important that walking provides a realistic travel option and alternative to car based travel to increase accessibility especially to employment and training opportunities, education, healthcare provision and leisure facilities. In addition the worst impacts of traffic, namely pedestrian accidents, air and noise pollution and busy roads cutting through communities, disproportionately affect deprived areas and people facing social exclusion<sup>8</sup>.

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<sup>7</sup> Delivering Sustainable Low Carbon Travel: An essential guide for local authorities; DfT, November 2009

<sup>8</sup> Making the Connections: Final Report on Transport and Social Exclusion; Social Exclusion Unit, February 2003



# 6. Network Development

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This chapter details the strategic approach to investment in pedestrian networks across Central Bedfordshire by setting out a hierarchy of routes which will be prioritised for funding through the Local Transport Plan. Once developed these different types of route will form a comprehensive web of links enabling access to a multitude of destinations on foot, and creating a more pleasant pedestrian environment.

The chapter highlights each level of the pedestrian network hierarchy to be developed, the functions of the various components of the network, and the role of the hierarchy in the allocation of funding. In addition maintenance responsibilities are also defined to ensure that what provision there is in place, remains accessible and easy to use.

## 6.1 Network Hierarchy

A hierarchy of pedestrian routes in Central Bedfordshire is set out in Figure 6.1, and this will form the basis for investment in pedestrian improvements over the lifetime of the Strategy. Funding will be directed into developing each level of the network to ensure that a coherent and comprehensive series of routes are provided across the authority.

The hierarchy has been established through the assessment of routes on the basis of their:

- Level of footfall (the number of pedestrians using the routes in question)
- Proximity to significant trip generators (such as retail, healthcare and leisure provision)
- Ability to encourage sustainable travel (including links to bus and rail services)
- Level of interaction with general traffic.

These routes are set out within the Local Area Transport Plans for each part of the authority.

### Policy WS2: Network Hierarchy

*The network hierarchy will form the basis to investment in improvements to pedestrian provision in Central Bedfordshire with a focus on ensuring:*

- *The continuity of the route network (ensuring sections are connected and accessible)*
- *The safety of the route network (with appropriate crossing facilities and road speeds)*
- *The quality of paving and lighting (to create an amenable environment)*
- *The routes ability to contribute towards wider objectives*



Figure 6.1: Ped estrian Net work Hier arch y



## Primary Pedestrian Routes

Primary Pedestrian Routes represent the key links and gateways within urban areas. They may take the form of routes between town centres and surrounding communities, town centres and transport interchanges and between other key trip generators in urban areas.

Such routes should be characterised by being direct, high quality pedestrian links, forming gateways into and through town centres, with paving, signage, lighting and street furniture to reflect the profile of the routes.

## Secondary Pedestrian Routes

Secondary Pedestrian Routes are those of medium usage through local areas, which feed into the Primary Pedestrian Route Network, and serve schools, local shopping centres and employment provision for example, predominantly in urban areas.

## Residential Streets

Residential streets vary significantly in terms of their level of pedestrian and traffic movements. Interventions will be prioritised in locations based upon the relative levels of footfall, road safety concerns, new development and proximity of local services.

## Rural Rights of Way Network

The 1,343km of Public Rights of Way within Central Bedfordshire include footpaths, bridleways and byways. The network can support improved accessibility between and within communities, as well as provide a valuable leisure resource on the door step of much of Central Bedfordshire's population.



## 6.2 Network Maintenance

The maintenance of routes is important in ensuring that they are safe and accessible. This is particularly pertinent in terms of the Rights of Way Network and the Government require all authorities to work towards ensuring that all routes are open and accessible to the public.

Priority of the maintenance programme will be determined by the level of footfall within the Network Hierarchy, through regular route audits. Guidelines for the frequency of route audits are contained within 'Guidelines for Providing for Journeys on Foot'<sup>9</sup>, which advocates inspection frequencies based upon a network hierarchy, similar to that to be applied across Central Bedfordshire.

On this basis the following route audit inspections will be undertaken across the authority:

- **Weekly:** Primary Pedestrian Routes
- **Monthly:** Secondary Pedestrian Routes
- **Quarterly:** Residential Streets
- **Biennially:** Rural Rights of Way

### Policy WS3: Maintenance of the Network

*Maintenance of footways will be the responsibility of Bedfordshire Highways (Amey), whilst those in more rural areas will be maintained by the Rights of Way Team within the authority. the allocation of resources to the maintenance of the network will be on the basis of the Network Hierarchy.*

## Winter Maintenance

In terms of winter maintenance and the gritting of footpaths, the authority will seek to work with local stakeholders such as the town and parish councils, shop owners and other trip generators, to take responsibility for the safe gritting of the network in their local area, through the provision of gritting bins by the authority where required.

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<sup>9</sup> Guidelines for Providing for Journeys on Foot (pg 101); Institution of Highways and Transportation; 2000



# 7. Actions and Interventions

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This chapter details the actions and interventions to be undertaken in developing the pedestrian network across Central Bedfordshire as set out in Chapter 6. This includes not just the provision of new infrastructure to form a comprehensive and coherent series of routes but also in terms of potential initiatives to increase the actual number of people walking regularly.

A number of policies are contained within the chapter which set out the authority's priority areas of intervention together with examples of best practice from across Central Bedfordshire and elsewhere to demonstrate what can be achieved locally with a considered, joined-up programme of measures.

Specific details of footway improvements are contained within 'Design Supplement 7: Movement, Streets and Places', produced by the authority in January 2010. An extract of the document which relates to walking is reproduced in Appendix A<sup>10</sup>.

## 7.1 Infrastructure

In encouraging more people to walk, safely and more often, it is important that the infrastructure is in place which provides a clear, comprehensive and coherent network. The Network Hierarchy which has been established across the authority will direct investment in infrastructure provision to help achieve this.

The specific elements of this infrastructure to be provided are set out below. Broadly speaking however, it is not the intention of the Walking Strategy to increase the length of network provision in place, but to improve the quality, safety and accessibility of existing provision. However new developments will be expected to provide pedestrian links into the existing network which respect desire lines and maximise permeability.

Improvements to the network will be sought to be delivered alongside wider corridor or area based interventions to ensure a joined up approach to scheme delivery and to 'lock-in' the benefit to pedestrians of any investment into the transport network.

The basic principles to be adhered to in the development of new, and upgrading of existing pedestrian routes, will be to ensure routes are convenient, connected, coherent, conspicuous, convivial and comfortable. These are set out in more detail in Policy WS4, whilst examples of best practice from elsewhere are set out to highlight the specific interventions which will be delivered over the course of the Strategy to apply these principles on the ground.

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<sup>10</sup> Design in Central Bedfordshire – A Guide for Developers: Design Supplement 7 – Movement, Streets and Places; Central Bedfordshire Council, January 2010





## Shared Space

Opportunities for the provision of shared space will be explored in town centres, outside schools and as part of new residential developments where levels of traffic flow permit the removal of guard railings, kerbs and the creation of pavements flush with the highway. Such measures increase the pedestrian priority in an area whilst maintaining vehicle access, although due to the 'uncertainty' the environment creates in the mind of motorists, vehicular speeds are significantly reduced and pedestrian access is prioritised.

### Ashford Inner Ring Road

*A multi-million pound project was undertaken to transform Ashford's Inner Ring Road and convert it back into a two-way system, incorporating the UK's first fully functioning 'shared space' scheme.*

*It improved both traffic flow and the entire character of Ashford through the creation of the shared space allowing motor vehicles, pedestrians and cyclists to occupy the same space with the resultant creation of safer environments, and reduced speeds.*

*As part of the scheme paving and street furniture were improved, and a 20mph zone installed to make the area an attractive place for residents, businesses and visitors, stimulating growth and opening up the town centre.*



## Footways

Improvements to footways within Central Bedfordshire will focus upon removing street clutter where this may impede pedestrians particularly with pushchairs for example, consideration of the width of footways through the reallocation of road space where possible and the general maintenance of the paving to ensure that they do not become overgrown or fall into a state of disrepair which threatens the safety of users.

### Kensington High Street

*Works were undertaken to improve Kensington High Street for pedestrians in 2003. The works involved reviewing the overall layout of the footway, increasing its width and removing clutter.*

*High quality paving has been used and adds to the feel of the street and ease with which pedestrians can move around, together with appropriate use of street furniture.*



## Pedestrian Crossings

New, direct, surface level pedestrian crossings will be provided on desire lines and with dropped kerbs to increase the ease with which pedestrians can cross the road within the authority, and thereby reduce the severance effect heavily trafficked roads can cause.

Such crossings also add to the attraction of walking from both a safety perspective and in terms of reducing journey times for pedestrians, particularly where the timing of the signals prioritises journeys on foot. Entry treatment will also be provided on side roads to increase drivers awareness of pedestrians crossing such roads.

### Maid Marian Way, Nottingham

*In seeking to reduce severance caused by the inner ring road in Nottingham City Centre, the local authority replaced the existing pedestrian subways with new, direct, signalised, surface level pedestrian crossings.*

*This assisted in reducing the car dominance of the road, making the environment more pedestrian friendly, increasing the flow of pedestrians across the road, and in turn enhancing the retail potential of the area.*



## Lighting

The number of Central Bedfordshire residents who feel safe outside in their local area after dark is around 54%, according to respondents to the 2008 Central Bedfordshire Place Survey.

This demonstrates that there is a need to consider ways in which crime and fear of crime can be addressed to encourage more people to walk in the evenings, and the installation and maintenance of high quality street lighting has a significant role to play.

### Nene Valley Way, Upton, Northampton



*The Upton Sustainable Urban Extension in Northampton was built based on a strict design code to ensure best practice in the design and layout of the housing estate. The development incorporated the Nene Valley Way.*

*High quality lighting has been provided within the development along this public right of way to help encourage more walking, improve personal security and fit in with the high quality design of the rest of the estate.*



## Signage

A review of pedestrian signing is to be undertaken across Central Bedfordshire. This will incorporate an assessment of what is signed and where whilst considering what *should* be signed and where. This will play an important role in improving the legibility of the market towns and increase the ease of use of the Rights of Way Network.

### Bristol Legible City

*The Bristol Legible City project includes direction signs, on street information panels with city and area maps, printed walking maps, visitor information identity and arts projects.*

*The pedestrian signing system helps visitors find their way around the city centre and encourages people to explore the local area on foot or by using public transport.*

*The projects have provided a sense of welcome for visitors and a better understanding of Bristol's attractions.*



The examples of best practice set out above in terms of the provision of shared space, footway improvements, pedestrian crossings, and lighting and signage enhancements which are to be explored in applying the infrastructure design criteria set out in Policy WS4 below.

### Policy WS4: Infrastructure Design Criteria

*The main design principles to be adhered to in the delivery of new pedestrian infrastructure and networks are:*

- *Connected: Routes should be developed to link all trip generators, with a continuous level of infrastructure provision and signing to emphasise the links.*
- *Coherent: Develop a clear and legible network which can be easily followed.*
- *Convenient: Ensure that pedestrian links respect desire lines and form direct routes between locations, with surface level pedestrian crossings provided en route as opposed to being off set at particular junctions*
- *Convivial: The provision of street furniture and planting help to create a welcoming, pedestrian friendly environment. Minimising street clutter, regular maintenance of the network and natural surveillance to minimise personal security fears should all be considered in the review of infrastructure provision.*
- *Conspicuous: Routes are developed to a high quality providing inviting gateways and attractive places to visit in their own right.*



## Routes to School

The authority will seek to build upon achievements secured through the Safer Routes to Schools (SRTS) which consisted of a package of engineering, and supporting educational and promotional measures aiming to improve the safety of local walking, cycling and public transport network around schools, by providing improvements to pedestrian facilities in the vicinity of schools which have not previously benefited from such measures and which are in close proximity to prioritised pedestrian schemes in the LATP areas.

### Policy WS5: Routes to School

*Pedestrian routes to schools will be improved where they have a significant accident history or if improvements link into the Primary Pedestrian Network. The measures to be provided at all schools will be assessed on a site by site basis applying 20 mph speed limits wherever possible depending upon the appropriateness of such a measure.*

## Road Safety

Detailed information on the type of road safety measures to be implemented during the course of the Local Transport Plan period is included within the Central Bedfordshire Road Safety Strategy which forms a supplementary document to the LTP. In essence however these measures may include speed reduction measures, access restrictions and route prioritisation treatments. Particular consideration will be given to 20mph zones as a means of reducing traffic speeds and changing perceptions of road safety.

### Portsmouth 20mph Zones



*In March 2008, Portsmouth became the first city in Britain to have a 20mph safety limit on almost all residential streets within the authority area.*

*The scheme was funded through the Local Transport Plan and was prepared after considering the number of road casualties in the area, traffic management and safety schemes already identified in the current work programme and concerns/requests for lower speeds made by residents.*

The programme was designed to reduce speeds and create a culture where driving too fast in residential areas is seen as anti-social.

### Policy WS6: 20mph Limits

*20mph limits will be applied to all roads outside schools in residential areas where it is deemed that there is the potential to reduce road safety concerns and encourage more children to walk or cycle to school.*



## 7.2 Promotion

There is a need to incentivise walking especially for members of the public who perceive there to be a number of barriers to accessing services on foot. Whilst new infrastructure can do so much, a cultural change is required to address the decline in levels in walking in recent years and which sees members of the public travelling short journeys in a car as opposing to walking. In promoting the benefits of walking there are a number of preconceptions can be addressed through suitable, targeted promotion of the benefits of walking and these may focus upon:

- **Time and distance:** There is often a perception that locations are further away and would take longer to walk to than in reality, hence people choosing to use their car.
- **Cost of motoring:** The costs associated with motoring are often under estimated and fail to take into account not just that associated with petrol prices and road tax, but also depreciation and parking expenses also incurred.
- **Health benefits:** The ability of walking to contribute towards the Government's recommended target of 30 minutes exercise a day for adults can be overlooked.
- **Environment:** Reducing carbon dioxide and other harmful emissions from car use is possible for journeys under 2 miles where walking provides a realistic alternative to motorised travel.
- **Safety and security:** Issues concerning the dominance and speed of general traffic, together with personal security concerns, particularly in relation to children walking short journeys are significantly higher than the actual likelihood of an incident actually occurring.

### Information Provision & Marketing Campaigns

The provision of information helps to raise awareness and address pre-conceptions of walking and the related benefits. There are a number of different mediums through which this may be achieved, and increasingly through electronic information and the internet.

#### The Big Wheel Website, Nottingham

*The Big Wheel represents the branding of integrated transport measures undertaken in Nottingham.*

*Its website forms a one-stop shop for information on all modes of transport including walking and details the benefits of walking more, maps of routes which can be enjoyed and events which may involve an element of walking.*

*As well as the online content a series of advertisement campaigns have also been undertaken around the conurbation to raise the profile of the benefits of walking.*



#### Policy WS7: Information Provision

*Walking maps will be produced for individual towns and will detail trip generators, areas of interest, public transport provision and the relative distances in time on foot between specific locations, whilst also highlighting the calories burnt and CO2 saved in comparison to undertaking a journey by car.*



## Travel Plans

Travel Plans form an important tool in encouraging trips on foot through the promotion of sustainable forms of travel at places of work, educational establishments and increasing as part of new residential developments. Travel Plans and their associated actions are something the authority will seek to secure through the planning process and in more informal negotiations with employers and developers. The thresholds upon which the requirement for a Travel Plan will be triggered are set out in Table 7.2.

Table 7.1: Thresholds for the Provision of a Travel Plan

Use Class	Transport Statement	Travel Plan / TA
A1 - Food retail	250 - 800 sq.m	> 800 sq.m
A1 - Non-food retail	800 – 1,500 sq.m	> 1,500 sq.m
A2 - Financial and professional services	1,000 – 2,500 sq.m	> 2,500 sq.m
A3 - Food and Drink	300 – 2,500 sq.m	> 2,500 sq.m
B1 - Business	1,500 – 2,500 sq.m	> 2,500 sq.m
B2 to B7 - Industry	2,500 – 4,000 sq.m	> 4,000 sq.m
B8 - Warehousing and Distribution	3,000 – 5,000sq.m	> 5,000 sq.m
C1 - Hotels and Hostels	75 – 100 bedrooms	> 100 bedrooms
C3 - Dwelling houses	50 – 80 units	> 80 units
D1 - Non-residential Institutions	500 – 1,000 sq.m	> 1,000 sq.m
D2 - Assembly and Leisure	500 – 1,500 sq.m	> 1,500 sq.m
New and expanding schools		All

## Southern Leighton Buzzard Sustainable Urban Extension

As part of the development of a sustainable urban extension to the south of Leighton Buzzard in 2007, which comprised some 1,500 dwellings, a Travel Plan was produced to highlight sustainable travel options available to residents.

As part of this travel packs were produced for each household and a website set up to provide easily accessible information relating to public transport, walking and cycling together with details of local shops, entertainment, sports and leisure facilities.



## Policy WS8: Travel Plans

Travel Plans will be sought for all schools, workplaces, healthcare provision, retail units, leisure facilities and to accompany any significant new residential development, to demonstrate that the developer has fully considered the needs of pedestrians in ensuring the accessibility of the site.



## Walking to School

Across the UK a number of successful walking incentive schemes have been delivered which form simple but effective ways of encouraging children to walk to school. Examples of these have been applied locally include:

- **Walking buses:** Walking buses have many community benefits. These include the promotion of sustainable travel, health improvements through regular walking, increased awareness of road safety issues, and fewer cars on the road during the school run.
- **Park and Stride:** Park and Stride schemes build upon the use of existing parking opportunities away from the school gate thus improving safety but also providing an opportunity for a short walk to school. This recognises the needs of parents whose journey is linked to another destination but addresses the issues of parking outside the school gate and associated road safety concerns.

### Wild About Walking, Dunstable

*Bedfordshire County Council undertook a scheme entitled 'Wild about Walking' whereby children's 'footprint' card was stamped every time they walked to school. At Watling Lower School in Dunstable, the scheme was linked to a park and walk scheme from local shops near Langdale Road. The school also developed their own variation to the scheme by designing and making badges as a further incentive for pupils.*

### Flitwick Park and Stride Scheme



*Flitwick Park and Stride is an example of where the establishment of a Park and Stride scheme from the local supermarket car park has effectively removed the need to park immediately adjacent to the school gates.*

*The implementation of the scheme was undertaken in consultation with pupils, parents and local residents and was positively supported by the governing body and teaching staff at the schools.*

*Parents who normally drive their children to school are encouraged to park away from the school gate in the Tesco car park, and walk with or allow their children to walk the last part of the journey to school.*

### Policy WS9: Walking to School

*Central Bedfordshire will work with schools to promote walking through the provision of crossing facilities on roads close to the schools and a series of associated promotional measures.*



## Promoted Walks

Whilst the historic focus on the promotion of walking has been on getting children to walk more, the authority will seek to develop a series of guided walks and promoted routes throughout the authority, geared more towards encouraging a wider variety of age groups to walk more often, predominantly as a leisure pursuit.

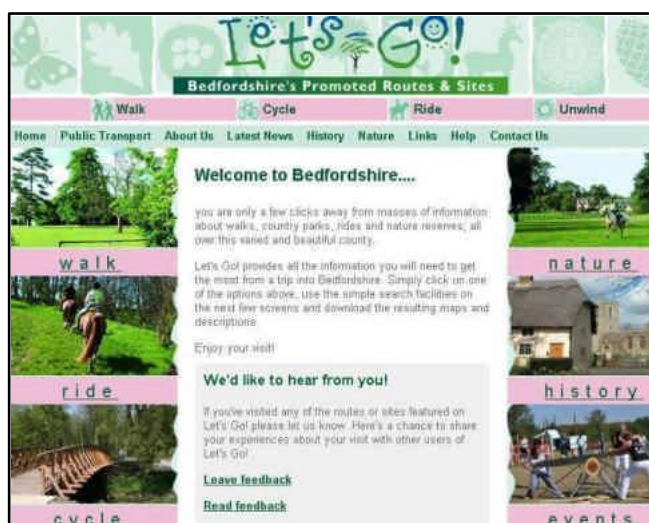
By getting more people to walk for leisure in attractive environments, the opportunities to encourage people to walk for other forms of trip will increase in turn, whilst also boosting the number of visitors to the area and the economic implications that generates.

### Walk 4 Health, Bedfordshire

*Bedfordshire's 'Walk 4 Health' scheme is part of a national 'Walking for Health' campaign which is led by Natural England and has a network of over 537 local health walk schemes across England.*

*The campaign (WfH), with more than 38,000 trained leaders, is amongst the biggest structured physical activity programme in the world.*

*In 2009 there were more than 720 health walks taking place in the county, with a 'people x walks' figure of over 15,000 walkers taking part in local walks.*



### Policy WS10: Promoted Walks

*Central Bedfordshire will work with local walking groups in the promotion and delivery of walks for leisure and health, aimed at all sections of society.*





# 8. Delivery

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This chapter details the partnership working through which the areas of intervention will be delivered to ensure schemes are successful and maximise their cost effectiveness. The actual organisations responsible for scheme delivery, sources of both capital and revenue funding, and finally the programming and timescales over which investment will be staged is also set out.

## 8.1 Partnership Working

In order to deliver the aims of the Strategy the authority will work closely with other organisations, in the public, private and voluntary sector. Partnership working and continued public consultation is critical to delivering the Strategy at the local level and ensuring the needs of all stakeholders are taken into consideration.

### Neighbouring Authorities

It is important for Central Bedfordshire Council to work closely with neighbouring authorities to ensure that entire journeys are catered for in instances where they cross local authority boundaries. The close relationship between Luton and Dunstable, particularly in terms of journeys to work is important in this regard, as is the development of the rights of way network in terms of more leisure orientated trips.

### Developers

The authority will seek to work with developers to ensure that the needs of pedestrians are embedded into the design of new developments so that desire lines are protected and sufficient road space and links to the wider network are provided. In addition contributions will be sought to supplement investment in the local networks where appropriate.

Central Bedfordshire Council has produced a design guide for developers to adhere to in the submission of new planning applications and this has been adopted as Supplementary Planning Document by the authority and is detailed in Appendix A<sup>11</sup>. The authority will work with developers to assist in the application of these principles within individual developments.

#### **Policy WS11: Design Principles – Planning for Pedestrians**

*Ensure that the design principles set out in 'Design in Central Bedfordshire: A Guide for Development' are applied within all new developments to create pedestrian friendly places.*

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<sup>11</sup> Design in Central Bedfordshire: A Guide for Development; Central Bedfordshire Council, January 2010.



## Joint Local Access Forum

The Central Bedfordshire and Luton Joint Local Access Forum is an independent advisory body working with both Central Bedfordshire Council and Luton Borough Council to improve and safeguard the future of the surrounding countryside. Members comprise local people with a balance of interests in the countryside, including recreational users, land managers and those with interests in nature conservation, heritage, business, health, transport and access for the less able.

## 8.2 Responsibilities for Delivery

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

- **Central Bedfordshire Council**  
Central Bedfordshire Council is responsible for the delivery of schemes on the local road network. This includes all the roads within the authority apart from those which form part of the strategic road network (SRN) which are managed by the Highways Agency (see below). As a unitary authority, the Council also has planning responsibilities and can therefore influence the type and pattern of development and secure funding through the development planning process for the benefit of pedestrians.
- **Bedfordshire Highways**  
The Managing Agency Contractor (MAC) for the delivery of highways works across Central Bedfordshire are responsible for implementing the capital programme of schemes prioritised through the Local Transport Plan. The authority will continue to work closely with the Contractor to ensure that the programme developed is in line with the priorities identified through the LTP and that the delivery of schemes maximises the benefits to all road users.
- **Highways Agency**  
The Highways Agency is responsible for the operation of the strategic road network through Central Bedfordshire. This comprises the M1, A1, A421 and A5, and responsibility for taking into account the needs of pedestrians where feasible along this network rests with the Agency.
- **Developers**  
Individual developers will be responsible for incorporating the principles behind the development of the Network Hierarchy identified in the Strategy through the layout of new housing estates as they come forward, and the funding of works to the surrounding pedestrian networks.
- **Town and Parish Councils**  
These bodies will be encouraged to take greater responsibility for the maintenance of their local pedestrian routes, particularly in winter months. The authority will provide gritting bins in appropriate locations to enable Town and Parish Councils, together with local businesses for example, to maintain the safety of footways in adverse weather conditions.
- **Sustrans**  
Sustrans is a transport charity which seeks to enable people to walk and cycle more frequently, encourage behaviour change and as such benefit levels of health, the environment and general quality of life. The organisations role in managing strategic footways especially in rural areas will help in the delivery of the Strategy.



- **Ramblers Groups**

There are a number of ramblers groups in place across Central Bedfordshire which organise and facilitate various walks for leisure and health purposes. The authority will seek to work with these groups in the promotion and delivery of such walks and in expanding the availability of them to the general public.

## 8.3 Funding

There are a number of sources of capital funding through which the measures identified in the Strategy will be funded and these are detailed below.

- **Local Transport Plan Capital Pot**

The LTP will form the predominant source of funding for pedestrian schemes in Central Bedfordshire. This will be available for the delivery of new infrastructure and physical works to be undertaken. The LTP forms the only guaranteed source of funding for pedestrian improvements.

- **European Funding**

There are a number of pots of funding accessible to the authority through the European Commission. These monies have to be bid for and whilst it represents uncertain funding, may provide significant additional capital for taking forward initiatives within the Strategy.

In addition to capital funding available, revenue funding is required to fund the delivery of smarter choices measures such as Travel Plans and promotional campaigns. In this respect the predominant areas of funding will come from:

- **Developer Contributions**

It is important for the authority to maximise opportunities to secure additional funding for new pedestrian facilities through the planning process, in securing developer contributions from new developments. The Section 106 Agreements as they are referred to, will enable new schemes to be delivered which relate directly to new developments.

- **Parking**

The authority will continue to monitor the availability and cost of parking across Central Bedfordshire and set appropriate tariffs. Opportunities to reinvest the revenues raised from such charges within sustainable transport provision, such as pedestrian improvements, will be explored.

## 8.4 Programme of Works & Timescales for Delivery

This Walking Strategy covers the period between April 2011 and March 2026 in line with that of the wider Local Transport Plan and the Local Development Frameworks which are in place across the authority.

It is not possible to develop a programme of schemes over such a long timeframe and therefore a shorter term, three year rolling implementation programme has been developed. The programme is identified through the *Local Area Transport Plan* process which considers the options presented by the *Journey Purpose Themes* and *Supporting Strategies* such as this Walking Strategy in the context of local provision, local priorities and local opinion.



# Appendix A: Design Supplement – Movement, Streets and Places

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This appendix contains an extract from 'Design in Central Bedfordshire: A Guide for Development'.

Design Supplement 7: Movement, Streets and Places focuses on catering for pedestrians and design guides to be adhered to within new provision and the upgrading of existing provision.

The Guide was produced by Central Bedfordshire Council in January 2010.



## 6.00 Design Principles

### 6.01

#### COMMUNITY SAFETY

Layout design is important in preventing crime and reducing the fear of crime. Badly designed layouts with poor quality public realm tend to discourage people from walking and can increase the potential for antisocial behaviour.

Buildings should front onto the street and public space. Having a mix of uses, especially active uses, on the ground floor will mean movement during the day and at night therefore providing a natural surveillance. Manual for Streets, section 4.6, Crime Prevention, elaborates on the role of good design in improving community safety. The Main Design Guide, section 6.30, discusses community safety in the context of street design.

By involving the community in the design or use of public space they feel it is their own and this can help foster a sense of protection and mutual belonging.

Layout has a crucial role to play in preventing crime and alleviating the fear of crime and it is recognised that poor design can increase the potential of

vandalism, theft and assault. Since most crime depends upon concealment, the main aim should be to create public spaces that are well used and overlooked: it should be readily apparent from the design which areas are the public domain, even where responsibility for it may lie with individuals, and which areas are private and may need to be secured against unrestricted access.

Reference should also be made to Safer Places: The Planning system and Crime Prevention, ODPM and Home Office (2004)



Fig 09 Public space overlooked by buildings. Active and overlooked routes for pedestrians.

### 6.02

#### PLANNING FOR PEDESTRIANS

##### 6.02.1

- Nationally, pedestrian journeys make up around 27% of all journeys. In Bedfordshire 50% of children walk to school. Pedestrian convenience should have the highest priority.
- To encourage walking, facilities need to be nearby. The average walk journey is 0.7 miles long, whilst around 70% of walk journeys are under a mile and 95% under 2 miles.
- Routes should be as direct as possible, safe and attractive.
- Routes should follow natural "desire lines" both at the scale of junctions, across the development and how it links into the wider footway network.
- Routes and network should make sense to the user. The network should be "legible" and memorable in terms of streets, signage and landmarks.
- The pedestrian network should be permeable, creating high quality links for real pedestrian journeys without creating an unnecessary multitude of routes that are likely to be poorly used.

##### 6.02.2

#### ROUTE PLANNING

Pedestrians should have direct routes (normally footways) to all key local destinations. These include schools, local shops, bus stops, recreation grounds and playgrounds, to village or town centres and other public facilities. Routes should be identified at the outset.

The key principle is directness. Walking is relatively slow and pedestrians minimise diversion. Routes should make sense from all parts of the development by taking the shortest route as possible and following desire lines. This needs to be assessed at network level, but also at individual junctions or crossings. A legible network is the result of many factors. Streets and separate paths should be named at entrances. Appropriate signage should be installed. There should be a logic in how the development fits together with appropriate landmarks.

Footways should always be overlooked. Pedestrians will not want to use a street they do not feel safe on. Appropriate lighting, house frontages with



windows overlooking the planned to be in pleasant alongside residential roads. Space should be visible to the visually

## 6.00 Design Principles continued

in 20mph zones is to continue the footway across the side road junction at footway height, either by creating a flat top hump or raised junction for vehicles. Advice on the design of "raised footway extensions" or "entry treatments" can be found in the appropriate references.

Another option is to drop the footway to carriageway height but continuing the footway visually. Pedestrian safety and convenience also depends on the kerb radii. Kerb radii at junctions in residential streets should be the minimum,

whilst allowing access for permitted traffic such as refuse collection lorries. (See charts on pg 24, 26, 28 & 30). In some locations, it may be appropriate to reduce the road width at the junction to minimise the pedestrian crossing distance. At raised junctions, it may be necessary to install bollards to enforce tight kerb radii.

Crossings are the other main location of pedestrian accidents. There are a range of crossing types dependent on traffic flows and traffic speeds. In 20mph zones with low speeds, informal

crossing types are usually suitable. These can be raised crossings or with build outs to reduce the crossing width. At higher flows and in 30mph limits, Zebras provide the best option in terms of pedestrian convenience and traffic flows. Raised Zebras are becoming increasingly common and add weight to pedestrian priority.

Outside the development, it may be necessary to install Pelicans, Puffins or Toucans where pedestrian routes cross higher flow roads with speed limits of 30 or 40mph.

Pedestrian facilities should be provided at all signalised junctions. In all cases the crossing needs to be on the desire line if it is to be used.

### REFERENCES

For further information the following documents should be consulted

- DfT 2003 Inclusive Mobility
- IHT 2000 Providing for Journeys on Foot
- DfT Entry treatments: dft roads pdf 504775
- DfT LTN 1/07 Traffic Calming



**Fig 12** Design in Dunstable shows how access to driveways can be provided whilst maintaining a clear level usable width for pedestrians.



**Fig 13** A raised footway extension gives disabled people and other pedestrians the most comfortable and convenient crossing point at side road junctions.



Fig 14 Raised footway combined with reduced width entry provides for excellent pedestrian continuity.

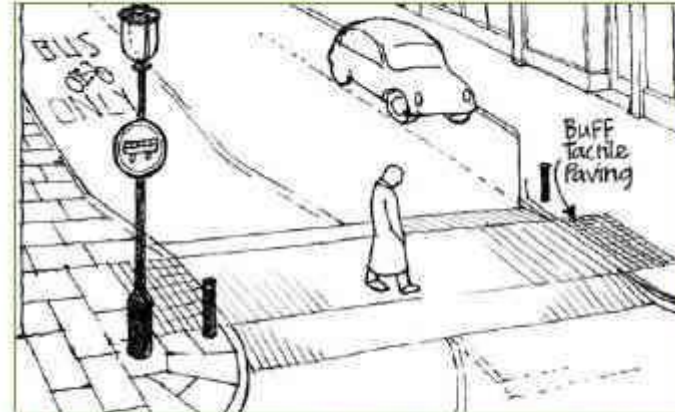


Fig 15 A raised informal crossing is usually effective in providing pedestrians sufficient opportunity to cross in low traffic situations.

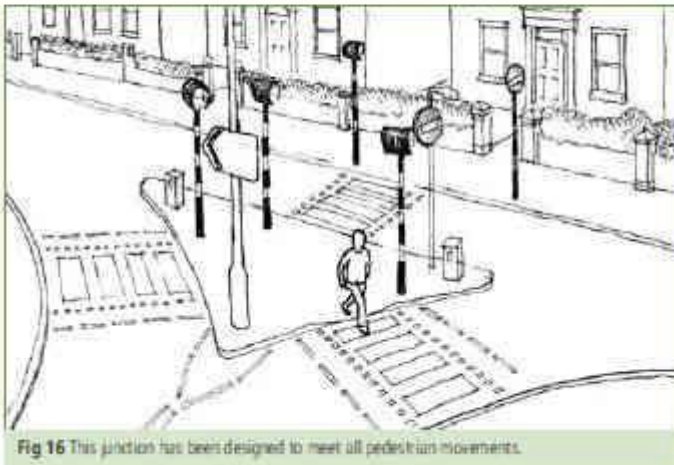


Fig 16 This junction has been designed to meet all pedestrian movements.



Fig 17 A raised zebra crossing combined with a road narrowing gives excellent pedestrian priority over this shopping street.





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