



BEDFORD  
BOROUGH  
COUNCIL



**2011- 2021**

**Forward from the Mayor – to be provided**

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## Introduction

The Local Transport Plan 2011-2021 sets out the transport aims and ambitions for Bedford Borough and identifies the key strategies, schemes and initiatives necessary to deliver corporate and local outcomes. This Local Transport Plan will be delivered through shorter delivery plans based on local priorities and funding availability.

The Plan itself is made up of two key elements:

- A strategy document
- An Implementation Plan which amalgamates the actions from 8 key strategies into short, medium and long term delivery plans (see Appendix 1)

This strategy document sets the context for transport in Bedford Borough and explains how and why we deliver transport services to meet the needs of our residents, businesses and visitors. It also demonstrates how transport fits with other service areas and sets out how working together, both internally and externally can bring improvements and efficiencies to service delivery.

Transport challenges have been identified for Bedford which form the basis of this Local Transport Plan. These challenges which were formulated with local stakeholders also reflect national transport goals.

Within this Local Transport Plan document there is a summary of the eight key strategies setting out the principles of each strategy and how they also contribute to wider non-transport benefits (see Appendices 3 – 10).

Delivering the Local Transport Plan is likely to be challenging over the next few years because of uncertainties with public spending. Other external influences such as the carbon agenda will also have an impact on how services are delivered. However, we will develop an adaptable delivery and monitoring programme which reflects local priorities and can respond to changing circumstances.

# 1 Vision and Philosophy

## 1.1 What is Bedford Borough's Transport Vision?

1.1.1 For the immediate post 2011 period, it is likely that local transport planning will focus on consolidating the core service and on strengthening and building relationships with other service providers. Value for money from existing infrastructure and services will be among the priorities, as will affordability.

1.1.2 However, this does not detract from adopting an aspiring vision for transport in the Borough in 2021 and provides us with the opportunity to look for and deliver innovative solutions.

### **A Vision for Transport in Bedford Borough**

*To create a transport system in which walking, cycling and public transport are the natural choices of travel for the majority of journeys because they are affordable, healthy, convenient and safe alternatives to the private car.*

1.1.3 We recognise that we cannot deliver this vision in isolation. To some extent, it is dependent on other service providers, both transport and non transport considering their service as a whole, for example health care providers. It is no longer appropriate to deliver a service without considering how people will access it. Although challenging, consideration of transport needs when planning service delivery can lead to greater integration of service provision and greater efficiencies for service delivery.

## 1.2 Bedford's Transport Goals and Challenges

1.2.1 The transport challenges below provide the basis of the objectives of the Local Transport Plan. They were developed locally from the national transport goals through stakeholder events and consultation; thereby reflecting the local issues and priorities of Bedford Borough's residents and businesses.

<b>Overarching Challenges:</b>	
<b>A. Understand and Change Travel Behaviour and Perceptions</b> <b>B. Prioritise and Deliver with Limited Resources</b>	
<b>Bedford's Goal 1.</b>	<b>A strong local economy, delivering high levels of sustainable growth and employment for the benefit of the Borough's existing and future residents.</b> <i>(In line with National DaSTS* Goal: Support economic growth)</i>
	a) Improve the town centre and access to it for all users b) Deliver infrastructure developments / improvements through an agreed programme c) Support the provision of strategic employment sites in the Borough d) Ensure the transport system can meet business and commercial needs and requirements e) Deal with the transport challenge of new developments in a consistent and sustainable way f) Maintain and improve the standard of all Bedford's roads and footways, and plan for adverse conditions g) Understand congestion in the Borough and minimise its growth / reduce its impact
<b>Bedford's Goal 2.</b>	<b>A natural environment which is valued and enjoyed by all; which encourages biodiversity, reduces emissions and contributes to the development of a low carbon community capable of adapting to the impacts of climate change.</b> <i>(In line with National DaSTS* Goal: Tackle climate change)</i>
	a) Develop a strong low carbon network, which encourages modal shift away from single vehicle use, into and within the town and between key facilities b) Promote opportunities and improvements to public transport, including rail c) Reduce the number of children travelling to and from school by car
<b>Bedford's Goal 3.</b>	<b>Equal access to opportunities for all residents.</b> <i>(In line with National DaSTS* Goal: Promote equality of opportunity)</i>
	a) Increase accessibility by non car mode to key services such as education and employment in the urban and rural areas b) Include non car travel considerations in investment and service planning decisions
<b>Bedford's Goal 4.</b>	<b>A Borough where people live safer (and healthier) lives.</b> <i>(in line with National DaSTS* Goal: Contribute to better safety, security and health)</i>
	a) Use active travel to promote and increase healthy life expectancy b) Reduce road risk and reduce casualty levels c) Incorporate personal and road safety into urban design d) Reduce air pollution e) Improve accessibility to essential services
<b>Bedford's Goal 5.</b>	<b>A healthy natural (and built) environment, which is valued and enjoyed by all, and people feel part of the wider community.</b> <i>(In line with National DaSTS* Goal: Improve quality of life)</i>
	a) Reduce the impact of existing transport services and infrastructure on the environment b) Minimise the impact of new transport services and infrastructure c) Improve the quality of transport infrastructure in streetscapes and the urban environment d) Identify and mitigate environmental black spots e) Promote urban design and heritage considerations f) Improve the public face of transport interchanges (e.g. bus station and rail stations) g) Protect the public from transport related noise

\* DaSTS = Delivering a Sustainable Transport System

### 1.3 From Challenges to Objectives

- 1.3.1 The objectives of the LTP are Bedford Borough’s high level transport aims. These have been adapted from the national transport goals and developed from the Bedford transport challenges by stakeholders to reflect local priorities. They support the objectives of the Sustainable Community Strategy and provide a basis for supporting economic growth, protecting the environment and improving quality of life.

Objective	
1	To provide a reliable and efficient transport system, in order to support a strong local economy and facilitate sustainable growth
2	To deliver improvements that encourage a reduction in transport emissions and greenhouse gases, in order to tackle climate change and develop a low carbon community capable of adapting to the impacts of climate change
3	To promote greater equality of opportunity by providing opportunities for all residents to access key services and facilities
4	To contribute to better safety, security and health by reducing death, injury or illness from transport and promoting travel modes that are beneficial to health
5	To encourage and support a sustainable transport system that contributes to a healthy natural and urban environment
6	To gain a better understanding of travel behaviour in and out of the Borough, in order to make informed decisions on how people can be encouraged to make “smarter” sustainable travel choices

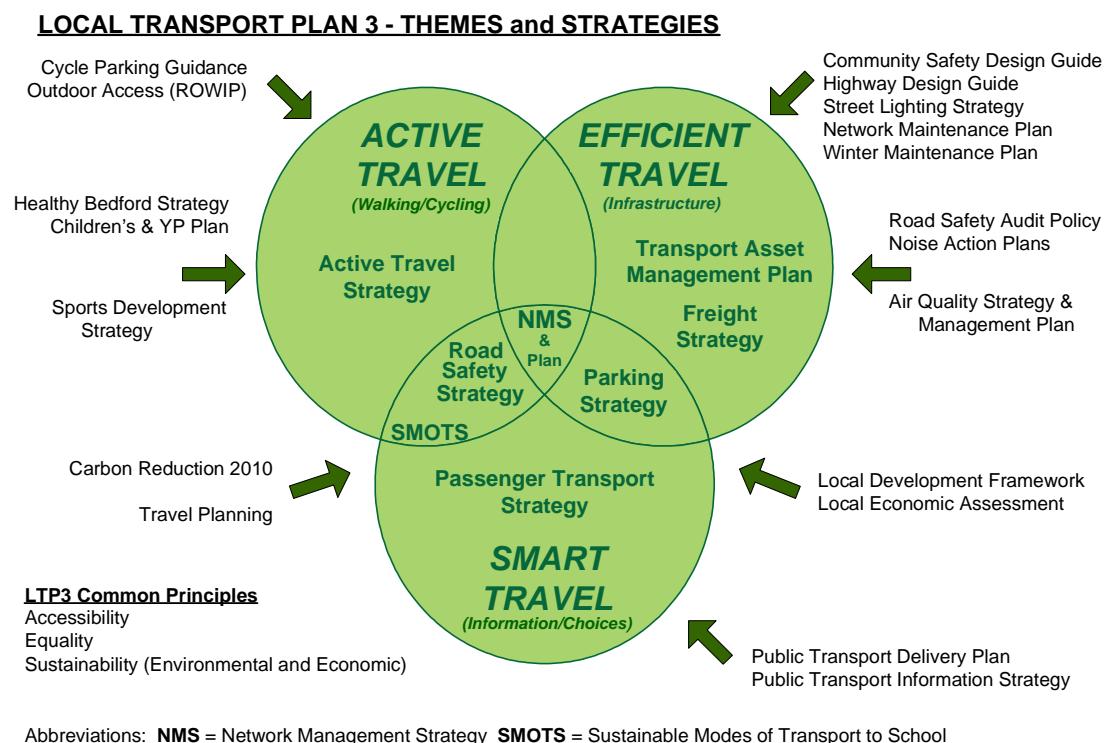
### 1.4 From Objectives to Actions: the approach to LTP

- 1.4.1 The Local Transport Plan translates these high level aims into practical actions which are relevant for all residents and which can tie into everyday travel behaviour.
- 1.4.2 We believe that people choose how to travel depending on how they perceive the highway network. There is also evidence to suggest that travel behaviour is based on habit rather than on considered and informed choices. So for example, a journey which is 2 km long and would be suitable in terms of distance for most people to cycle, may not encourage people to cycle because it contains a major road junction which is perceived to be unsafe. Similarly, journey time on a congested route may discourage people from using the bus if they think that it would be quicker and more convenient by car.
- 1.4.3 We want to be able to influence how people travel by providing choices, and are working towards a three themed approach which encompasses the links between people, the network and how people travel. The capacity of the road

network is limited and people are limited by time and money. Similarly, fossil fuel is limited by availability and price. As a result, people make constrained travel choices. We need to redistribute trips across all modes and provide the infrastructure and information for efficient and sustainable choices to be made.

1.4.4 The philosophy behind this approach is that a sustainable transport system represents a balance between the three elements. If the emphasis is too heavily weighted on the network or we focus solely on the needs of car users, people will be discouraged from using sustainable modes of transport and we will fail to influence travel behaviour. However, we are conscious of the needs of business and service providers to be able to travel where they are needed.

1.4.5 The 8 strategies in Figure x have been selected as the key strategies of the Local Transport Plan because they can influence people’s travel behaviour. Although it represents current interactions between different transport strategies, the approach is flexible and adaptable enough to cater for future transport needs because it is based on maintaining a balance between the three key elements – the network, people and the choices they make. Other external factors, for example, the cost of fuel can influence travel behaviour and these are also able to be accommodated within this model.



1.4.6 Each strategy contains a set of actions which are tied to the objectives and to the targets and indicators. These have been amalgamated and prioritised in the Implementation Plan which will be continually monitored and reviewed to ensure that Borough priorities are being met and funding availability and opportunities are taken into account. We believe that this integrated approach



is flexible and adaptable enough to meet demands resulting from demographic, economic and development changes over the next ten years.

## **2 Context and Evidence Base**

### **2.1 Building the Evidence Base**

2.1.1 The approach to this LTP is one of integration, from developing the plan to delivering the actions. Therefore, we need to consider how transport relates not only to the Borough's objectives, but to other service areas and external influences.

2.1.2 To set the context, this chapter briefly explores the following,

- A summary of the national approach to transport planning and community involvement
- Some facts and figures about transport in Bedford
- The key plans and strategies which can influence the planning and delivery of the transport function, and where the LTP fits into the Borough's corporate policies and plans
- A summary of consultation to date
- Details of the assessments required by the plan to set the statutory framework

2.1.3 We will update the contextual information throughout the course of the plan to ensure it reflects the demographic, economic and developmental conditions in the Borough.

### **2.2 Localism and the Big Society**

2.2.1 As this LTP is being prepared, the Coalition Government's "Decentralisation and Localism Bill 2010" is passing through Parliament. Localism is a main theme of current government policy and the Localism Bill is presented as the main vehicle for measures that will strengthen the capacity of communities and individuals to find local solutions to local problems. The measures that will relate to transport are likely to be as follows:

- Regional Growth Fund – providing support for private sector investment and some basic infrastructure on a bidding basis
- Local Enterprise Partnerships (LEPs) – bringing together business and civic leaders to promote economic growth in their areas. It is expected that LEPs will play a role in the allocation of government funds for transport beyond 2014/15. Bedford Borough Council is a partner in the South East Midlands LEP
- Decentralisation of Planning – the government has already announced its intention to abolish the regional tier of government together with Regional Spatial Strategies and to allow local communities to take the lead in setting their own targets and aspirations
- Community Involvement – the Big Society agenda places local communities and the voluntary sector at the heart of service delivery. This could potentially have a significant impact in the delivery of rural passenger transport services.

## **2.3 Facts and Figures about people and transport in Bedford**

### **2.3.1 People**

Bedford Borough covers an area of 476 km<sup>2</sup> and in 2009 was home to 158,000 residents. Nearly two thirds of the population live in the urban area of Bedford and Kempston. Bedford Borough sits within the Milton Keynes and South Midlands growth area and is at the centre of the Oxford Cambridge arc. The Borough has a growing population which is expected to reach 171,000 in 2021 and 184,000 in 2031.

2.3.2 The population of Bedford and Kempston is much younger than the population in the rural areas with 45% of people in the town aged 40+ compared to 55% in rural areas.

2.3.3 Nationally in 2001, 13% of the population was black or minority ethnic (BME). In Bedford Borough in 2001, 19.2% of the population was from a black or minority ethnic community with large concentrations in some areas of the town, 57.8% in Queens Park and 43.8% in Cauldwell.

2.3.4 The estimated number of households (2010) in the Borough is 64,600. We know that in 2001, 22.9% of households did not have access to a car or van (national percentage of non car households was 26.7%). If the percentage of non car ownership is applied to 2010 households, nearly 15,000 households in the Borough would have no access to a car or van.

### **2.3.5 The Highway Network**

The value of our transport asset has been estimated at around £1.2bn and we are responsible for the following;

- 778 km of Road
- 980 km of Right of Way
- 17,000 Streetlights
- 30,000 Gullies
- 300 Structures

2.3.6 Our road network reflects that of many historic market towns with arterial routes from surrounding population centres such as Luton, Northampton, Milton Keynes, Cambridge, Hitchin and Rushden converging on Bedford. There are good road links to the strategic road network and recent improvements to the national road network make both the A1 and M1 accessible from Bedford within 10 minutes.

2.3.7 We monitor traffic flows on the network at key points and carry out an annual survey on traffic crossing the cordon in Bedford town centre. The results of this survey contained in the table below which shows how traffic levels in the town have remained relatively consistent for some years.

## BEDFORD INNER CORDON

Mode type	Aggregate cordon total flows by survey year													
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010
<b>Pedestrians</b>	3404	2685	2995	3312	4772	4772	4756	4692	4606	N/A	6076	6012	5325	4299
<b>Pedal Cyclists</b>	1127	1276	1298	1302	1157	1039	1215	1220	989	879	894	1025	1066	961
<b>Motor Cyclists</b>	287	223	239	288	287	303	321	291	249	281	280	327	319	216
<b>Cars</b>	31975	30249	32762	32033	31666	33748	30486	31799	32626	32201	32521	30530	31929	29777
<b>LGVs</b>	4049	3716	3484	3116	3379	4039	3650	4019	3966	4154	4459	3188	2609	3323
<b>OGVs</b>	1560	1517	1693	1302	2096	1897	1789	1447	1324	1530	1102	1665	1662	1595
<b>PSVs</b>	402	406	337	364	394	399	365	458	460	433	383	424	532	433
<b>Other Buses</b>	335	319	331	287	360	319	399	289	227	217	366	294	321	264
<b>TOTAL (All modes)</b>	<b>43139</b>	<b>40391</b>	<b>43139</b>	<b>42004</b>	<b>44111</b>	<b>46516</b>	<b>42981</b>	<b>44215</b>	<b>44447</b>	<b>39695</b>	<b>46081</b>	<b>43465</b>	<b>43763</b>	<b>40868</b>

*2006 Indices are shown in italics, because Pedestrian numbers are not available and therefore the full range of modes of movement are not available*

### 2.3.8 The Public Transport Network

#### 2.3.9 Rail

The Borough is well connected by rail and there are four stations within the Borough area – Bedford Midland, Bedford St Johns, Kempston Hardwick and Stewartby. The following rail services operate from Bedford:

- Thameslink Line – services to London and the South Coast, serving Luton and Gatwick airports. Ongoing improvements and investments will provide a 12 car service from 2011 / 2012. (At time of writing, services were provided by First Capital Connect)
- Midland Main Line – fast services to London, Nottingham and Sheffield (At time of writing, services were provided by East Midland Trains)
- Marston Vale Line – services to Bletchley calling at 10 intermediate stations. (At time of writing, services were provided by London Midland)

A new station at Wixams, on the Thameslink service will be operational by 2014, and we are confident that the development of the East West rail service will bring further improvements to the Borough's rail infrastructure within the plan period.

#### 2.3.10 Bus

The town centre area is covered by a network of routes with relatively high operational frequencies during the day. The rural network is less comprehensive and is focused on linking communities to key service areas rather than on encouraging modal shift. A regular and frequent express coach service operates between Oxford and Cambridge calling at St Neots, BEDFORD, Milton Keynes, Buckingham and Bicester.

#### 2.3.11 The Cycle and Pedestrian Network

The landscape of Bedford Borough is characterised by a gently undulating topography and plateau areas, divided by broad shallow valleys which lend themselves to walking and cycling. In 2001, 4.6% of Bedford residents cycled to work and 9.6% walked but evidence from the Cycle Demonstration Towns programme shows that there is potential to significantly increase levels of cycling by a programme of general and targeted initiatives. Bedford Borough has a network of approximately 75kms of cycle routes forming a sound basis from which to encourage more cycling.

## 2.4 Future Plans for the Development of Bedford

- 2.4.1 *“The next 15 years are set to be a time of real change for Bedford town centre. By 2021, the town centre will have seen major redevelopment to create new and improved shopping, leisure and cultural facilities, new housing, jobs and new public spaces”.* This statement from the Area Action Plan 2006 sets the background for future economic growth in Bedford.

Bedford Borough Council has placed town centre regeneration as one of its main priorities. The following key developments within the town will have an impact on transport;

- Regeneration of the High Street

- Riverside North
- Bedford Town Centre West
- Bedford Station Quarter

2.4.2 To maximise the benefit these developments will bring to the Borough, the transport infrastructure has to be able to meet the challenges redevelopment and economic growth will bring in order for sustainable travel choices to be made. Changes to the network, however minor, will provide opportunities to implement the actions contained in the LTP strategies, for example by allocating cycle parking, or improving bus priority.

2.4.3 We believe that economic growth does not necessarily have to result in increases in overall traffic and that a well designed transport system can meet increased demand *and* reduce its impact on the environment. Within the overall context of carbon reduction and environmental protection, it is no longer acceptable to follow the “predict and provide” approach which has been associated with development in the past.

2.4.4 Continuing one of the main approaches in LTP2, planning for growth is essential if we are to succeed in delivering the development schemes listed above. Bedford Western Bypass (Phase 1) was opened in 2009 and the A421 Improvements between Bedford and Junction 13 of the M1 were completed in 2010. These two major improvements to the road network in Bedford provide a firm foundation to cater for future economic growth. However, the Borough Council will work towards delivering three additional infrastructure schemes within the plan period, either through development or Government Funding.

**2.4.5 A New River Crossing in Bedford (Batts Ford Bridge)**

Previous detailed studies have demonstrated that an additional crossing of the river in the town centre has the potential to reallocate roadspace and reduce congestion on other parts of the town network. There is potential for a new river crossing to be brought forward with associated development.

**2.4.6 High Street Improvements, including Detrafficking<sup>1</sup>**

In 2010, a Vision and Strategy for the High Street was adopted, which acknowledged the importance of the High Street and its role within the town centre. Since then, the following actions have been taken;

- Removed the High Street designation as the A6 from the Traffic Network
- Secured a first round funding pass for £850,000 from the Heritage Lottery Fund Townscape Heritage Initiative programme, match funding of £1m from the Council and £100,000 from Bedford BID
- Closed the High Street for three days for the 2010 Victorian Fair, reallocating around 15,000 vehicles (weekday) onto other routes in the town.

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<sup>1</sup> Detrafficking does not necessarily mean the removal of all traffic; the impact of traffic can be reduced by restricting the number of lanes, or by introducing time restrictions to entry. At time of writing, the precise form of detrafficking has yet to be determined.

#### 2.4.7 **Bedford Western Bypass Phase 2**

Phase 1 of the bypass links the A421 to the A428 providing a western relief road and a main distributor road for the new residential developments west of Bedford. A new link between the A428 and A6 is required to complete the bypass and to further reduce the environmental impact of traffic on Bedford town centre and outlying villages. The Borough Council is investigating ways of bringing forward this link within the context of land ownership and outstanding development.

2.4.8 Each of these schemes will be subject to a full appraisal to take account of their impact on the environment.

### 2.5 **The Big Picture**

#### 2.5.1 **Sustainable Community Strategy**

The Sustainable Community Strategy (SCS) defines the type of Borough its inhabitants want Bedford to be. This provides the local context for the LTP, with transport impacting on each of the seven SCS themes shown below.

<b>A Thriving Borough</b>
<b>Economic Development, Regeneration and Enterprise</b>
A stronger local economy, delivering higher levels of sustainable growth and employment for the benefits of the Borough's existing and future residents.
<b>A Greener Borough</b>
<b>Environment and Climate Change</b>
A high quality natural and built environment which is valued and enjoyed by all; which encourages biodiversity and supports the development of a low carbon community, including local businesses, capable of adapting to the impacts of climate change.
<b>An Aspiring Borough</b>
<b>Children and Young People</b>
A Borough where all the Borough's children and young people are able to lead safe, healthy and happy lives and are provided with opportunities to develop their self-esteem, maximise their life chances and realise their full potential.
<b>A Healthy Borough</b>
<b>Adult Health and Well-Being</b>
A Borough where everybody has access to high-quality health and social care services when they need them and the help they need to lead healthy and independent lives.
<b>A Safer Borough</b>
<b>Safer Communities</b>
A Borough where people live safer lives.
<b>An Inclusive Borough</b>
<b>Social Inclusion, Community Cohesion and Culture</b>
A Borough where all people feel part of the wider community and are proud to celebrate its rich cultural diversity: where inequalities are reduced and all people are able to participate in the sporting, artistic and civic life of the Borough

**A Growing Borough  
Housing and Transport**

A Borough where the supply and quality of housing and transport is capable of supporting the needs and aspirations of the Borough's population now and in the future.

**2.5.2 Bedford Borough Corporate Plan**

The Borough has a Corporate Plan for 2009-2012 which sets out how the authority is tackling the challenges faced. There are 8 priority areas of work, which reflect the SCS objectives and 'Housing and Transport' is one of these areas.

**2.5.3 The Bedford Local Development Framework (LDF)**

The current land use planning system was introduced by the Planning and Compulsory Purchase Act 2004. The overall strategy for the Borough is set out in three main LDF documents;

- the Core Strategy and Rural issues Plan, adopted in 2008
- Bedford Town Centre Area Action plan which covers the central area of Bedford and contains detailed policies and proposals for the regeneration of Bedford town centre, also adopted in 2008
- Allocations and Designations Plan which provides detailed proposals to meet the Borough's development requirements to 2021 (published May 2010).

The Allocations and Designations Plan identifies the infrastructure requirements associated with new development. Some of these are linked to development sites, but the Plan also has specific infrastructure and green infrastructure policies.

**2.5.4 Outdoor Access Improvement Plan and Green Infrastructure**

This plan, which is currently under review, sets out proposals to increase accessibility to the countryside for everyone. Strengthening the linkages to and between the rights of way and cycle route network and the town footway and cycle path network is essential if we are to promote active travel as a travel choice for everyday journeys rather than as a predominantly leisure based trips, particularly in the rural area. The Bedford Green Wheel is a strategy which sets out the principles of providing route linkages around and across urban areas and beyond and is integrated into development proposals and plans. With around 980 km of Public Rights of Way in the Borough, the footpath, bridleway and byway network is a significant part of our asset, and has the potential to support and extend our active travel initiatives.

**2.5.5 Joint Commissioning Strategy for Older People's Services 2010-2013**

The number of people aged 50+ in Bedford Borough is rising and more people are living longer. As our population grows increasingly older, services need to change to reflect a higher range of health and social care needs. This strategy has been co-produced by NHS Bedfordshire and Bedford Borough Council and sets out joint responsibility for commissioning good quality, efficient and personalised health and social care services for people in the Borough, to



help everyone to have as independent and fulfilling a life as possible, as they grow older.

2.5.6 Actions in the LTP are focused on strengthening transport links which will help to improve access to high quality health and social care services, with subsequently better outcomes for older people. These actions will also help to ensure that the appropriate infrastructure and services are in place to encourage all those who can independently and actively travel, using walking, cycling and conventional public transport routes, to do so.

#### 2.5.7 **Children and Young People's Plan 2010-2013**

The Children and Young People's Plan (CYPP) for Bedford Borough Children's Trust is ambitious and inspirational; it describes the strategic aims and actions that will drive forward improvements in outcomes for children and young people in Bedford Borough.

2.5.8 The plan has four Strategic Implementation Groups (Healthy, Safe, Aspire and Workforce Development) each with a detailed action plan. The actions in the LTP will have the most influence on the following priorities of the CYPP;

- Encourage a healthy, enjoyable and active lifestyle at home, in school and in the community – by providing increased opportunities for cycling and walking, and by supporting School Travel Plans which encourage travel to school by sustainable mode
- Ensure that children, young people and their families feel safe and happy at home, in school and in their local community – by introducing 20 mph zones in residential areas and around schools, and by supporting School Travel Plans
- Support those young people most at risk of not being in education, employment and training – by understanding and measuring accessibility by public transport to key facilities such as education and employment, and designing public transport services and walking and cycling schemes to increase accessibility

#### 2.5.9 **Climate Change Strategy and Carbon Management Plan**

In its Climate Change Strategy 2010 – 2012 Bedford Borough acknowledges climate change as one of the most important challenges facing the world. Through the Climate Change Strategy and associated Carbon Management Plan 2010/11 – 2014/15, Bedford Borough has set its initial targets to reduce carbon emissions in the Borough by 10.8% by 2011 and further targets are taken forward and have been developed within the Carbon Management Plan to 2014/15. The stated Climate Change Strategy objectives are:

- Reduce emissions from Council assets and to make them more energy efficient
- Decrease the release of greenhouse gases from travel and waste sent to landfill
- Make provisions to adapt to impacts of Climate Change
- Educate and support residents and businesses of the Borough to mitigate and adapt to Climate Change

2.5.10 The Carbon Management Plan clearly acknowledges transport as a key contributor to Council generated CO<sub>2</sub> emissions. The Local Transport Plan component strategies such as the Network Management Strategy, Asset Management Plan, Active Travel and Passenger Transport Strategies can all contribute to not only the internal CO<sub>2</sub> reduction targets but can also provide a mechanism to deliver the wider climate change objective to:

- Educate and support residents and businesses of the Borough to mitigate and adapt to Climate Change

2.5.11 While the Carbon Management Plan focuses on reduction of CO<sub>2</sub> from direct activities of the authority in providing services, the LTP provides many opportunities through its broad vision for modal shift, to engage the wider public in reducing their personal carbon footprints and contributions to transport based local CO<sub>2</sub> emissions.

2.5.12 “Bedford Borough Council was selected, among strong competition, to enter into the Carbon Trust’s Local Authority Carbon Management Programme (Phase 8) to address its contribution to the UK’s carbon emissions. With the support of the Carbon Trust, the Council has developed a vision and strategy for carbon management within the Council’s operations, set out in the following Carbon Management Plan. The Council has set an aspirational target of reducing its 2009/10 carbon emissions by 40% by 2014/15.” (Taken from the Carbon Management Plan.)

#### 2.5.13 **A Healthier Bedford - Time to Change 2010-2015**

This strategy has been co-produced by NHS Bedfordshire and Bedford Borough Council and sets out the health and well-being priorities for the Borough, in line with the SCS theme “A Healthy Borough”. It represents a collaborative approach to developing and sustaining a healthy community, where all residents can have the best quality of life. Together, we need to help individuals to take control and responsibility for their own health, by encouraging and supporting lifestyle changes, such as improving diet and levels of physical activity.

2.5.14 Encouragement of increased levels of physical activity is an important element of our Active Travel Strategy, which aims to encourage walking and cycling as the natural choices of travelling because they are convenient, safe, healthy and attractive. It clearly supports and contributes to the following aims of “A Healthy Bedford”:

- Aim 1: “Increase healthy life expectancy for all across the Borough” (increased physical activity and a healthy workforce); and,
- Aim 2: “Reduce health inequalities by focusing effort on deprived areas and increasing opportunities for healthier lifestyles” (education and training and transport infrastructure for housing and economic development).

## 2.6 **Involvement of Local People**

2.6.1 Throughout the plan's development, we have consulted with stakeholders and the public on the approach in the following ways,

- Stakeholder workshop (Feb 2010) – to discuss the challenges and main themes of the plan
- The Citizen's Panel (Summer 2010) – to seek public opinion on emerging LTP priorities, sustainable transport, car usage and local transport information
- Local Transport Forum (July 2010, December 2010) – to gain an understanding of other service areas and their impact on transport, and to encourage other service providers to work with us to deliver the LTP actions
- Strategic Environmental Assessment (September 2010 – January 2011) – to understand the potential impact of the LTP on the environment (see next section for key points)
- Equality Impact Assessment (December 2010 – January 2011) – to understand the potential impact of the LTP on the identified equalities groups (see next section for key points)
- Town Centre Exhibition (November 2010) – to seek public opinion on the broad actions within the LTP
- Rural Roadshow (November / December 2010) to seek public opinion on the broad actions within the LTP with a targeted focus in the rural area
- Use of the internet (ongoing) – to make LTP documentation available to the public and stakeholders

2.6.2 A Consultation Report covering all comments and feedback will be available from May 2011. The Local Transport Forum will continue as a means of working with stakeholders over the lifetime of the plan.

## **2.7 Statutory Assessments**

### **2.7.1 Strategic Environmental Assessment**

Bedford Borough Council is required by European Directive 2001/42/EC to undertake a Strategic Environmental Assessment (SEA) of all plans and strategies that are likely to have any significant environmental implications. Certain plans, including LTPs have been deemed by the Government to automatically require an SEA. Bedford Borough's LTP3 has therefore been subject to a full SEA in line with the requirements of the SEA regulations. The SEA provides us with a process to integrate environmental and sustainability considerations into decision-making at an early stage and throughout the plan development.

2.7.2 The SEA has been undertaken as a parallel process which has informed each stage of the LTP development. Integrating SEA into all stages of the plan making process ensures that any potential adverse effects that the LTP3 could have on the environment are identified early, and that recommendations are presented to help eliminate the adverse effects prior to the publication of the final LTP3.

2.7.3 Consideration of human health is a legal requirement in an SEA and a Health Impact Assessment (HIA) is integrated into the SEA. The HIA ensures that, as well as considering the impact of LTP3 plans on the environment, the impact on people's health and wellbeing across the Borough is considered. The environmental assessment of the LTP3 began with a Scoping Report, published in August 2010. This report looked at existing conditions, defined how the assessment would be carried out and identified alternative future scenarios. The results of this assessment and of consultation on the scoping report were taken into account in the production of a draft Environmental Report, published in November 2010. A non-technical summary of the SEA is included in Appendix 2.

2.7.4 The key points from the Environment Report are:

- A preferred approach to achieve the goals and challenges of the LTP3 has been determined in light of the SEA appraisal and other factors, including potential funding available and consideration of public attitudes to transport. This involves a continuation of the current approach whilst also implementing small scale, low cost, high value for money improvements with a particular concentration on active travel schemes.
- Analysis of the strategic options, policies and interventions has concluded that there would be no significant negative impacts on the environment in Bedford Borough as a result of the delivery of the LTP3.
- The preferred approach and the LTP3 will be enhanced through the application of a range of mitigation measures which are identified in the Environmental Report.
- The emphasis of the plan concentrates on sustainable modes and efficient network management which will have minimal impacts on the environment and social/economic aspects.
- There is generally a positive impact on the environment by improving the choices of sustainable transport, encouraging its use and reducing the need to travel by car.

#### 2.7.5 **Equality Impact Assessment**

The Equality Act 2010 provides a new cross cutting legislative framework to protect the rights of individuals and advance equality of opportunity for all; the Act updates, simplifies and strengthens previous legislation. It places a duty on Bedford Borough to carry out an Equality Impact Assessment (EqIA) on the LTP. An EqIA can help determine the likely effects of implementing the LTP on the identified equalities groups and put in place actions for mitigating any negative impacts. DfT advises that an EqIA encompass race, gender, disability, age, religion/belief, sex and sexual orientation. As with the SEA, it is important that EqIA is an integral part of LTP development.

2.7.6 No negative impacts were identified from the level 1 EqIA. However, a gap in first hand information from the key characteristic groups was identified. To

ensure there will be no negative impact from the implementation of the LTP3, further consultation was required, resulting in a level 2 EqIA. The results of the level 2 EqIA indicate that negative impacts of implementing the LTP3 are unlikely. Overall, the LTP3 strategy is intended to have a beneficial impact on all residents of Bedford Borough, regardless of age, race, gender, disability, income or faith / belief.

2.7.7 The implementation of LTP3 positively contributes towards:

- Equal opportunities
- Eliminating discrimination
- Eliminating harassment
- Promoting good community relations
- Considering a persons disabilities and promoting positive attitudes towards disabled people
- Participation by disabled people.

The EqIA is available on the Council's website.

### **3 Accessibility**

### **3.1 Introduction and Overview**

- 3.1.1 Improving access to services is fundamental to ensure that all Bedford Borough residents can reach essential service and key destinations more easily. This is primarily focused on people without access to a car, particularly young, disabled, elderly and low income groups.
- 3.1.2 Access to good quality, reliable transport system is an essential tool to enable people to enjoy a better quality of life by improving access to services and facilities, including employment and training opportunities, education facilities, health care provision, healthy and affordable food. Schemes and initiatives to improve accessibility can therefore have wide reaching benefits, for example, reducing inequalities in health, participation and retention in work and education etc.
- 3.1.3 The Government's Social Exclusion Unit (SEU) report "Making the Connections" (Feb, 2003) recommended that a strategy for improving access to key services and destinations be introduced, and as a result of this accessibility planning was introduced into the Local Transport Plan process in 2006. Local Authorities were required to consider access to key services by developing and delivering an Accessibility Strategy. This was intended to move the emphasis from developing services without considering transport, to consideration of where services are provided and how people can get to them.
- 3.1.4 Although accessibility planning continues to be a key element of local transport planning we have not produced a separate Accessibility Strategy for this Local Transport Plan. This decision has been informed by and accessibility assessment undertaken using
- Technical analysis and mapping to assess the level of accessibility to key services by different modes of travel;
  - The outcomes of public and stakeholder consultation.
- 3.1.5 We believe that accessibility planning is a fundamental consideration in the delivery of all our strategies. Therefore our approach has been to build accessibility issues and solutions into the eight strategies rather than produce a separate Accessibility Strategy.

### **3.2 Overall Objectives**

- 3.2.1 The main aims of accessibility planning are to:
- To develop safe, convenient and attractive transport networks to help improve overall access for every resident of Bedford Borough;
  - Continue the consideration of accessibility in land use, transport, and service planning and delivery making processes;
  - Develop public transport provision which meets access needs more effectively and efficiently;

- Help to improve accessibility through the provision of new transport infrastructure and better asset and network management.

3.2.2 Accessibility is central to Bedford Borough's LTP3. The eight strategies have an impact on accessibility, particularly to:

- Improve the town centre and access to it for all users;
- Increase accessibility by non-car mode to key services such as education and employment in the urban and rural areas;
- Improve accessibility to essential services.

### **3.3 Summary of Bedford Borough's Accessibility Assessment**

3.3.1 This section gives a brief summary of the two key areas involved in the accessibility assessment.

- i. Technical analysis and Mapping assessments
- ii. Public and Stakeholder Consultation

### **3.4 Technical Analysis and Mapping Assessment**

3.4.1 In order to gain an overview of the current levels of accessibility in Bedford Borough, mapping audits using Accession software (as recommended by DfT) were undertaken. This produced maps and data indicating the current levels of access by public transport to key services identified by the SEU as having the most influence on social inclusion

- GP's
- Hospitals
- Schools
- Employment areas
- Retail centres

3.4.2 This analysis shows that households in Bedford and Kempston urban areas are in the most accessible areas. This is where public transport networks are most dense, connectivity is relatively good and services are generally located nearby. Households located in the rural areas of the Borough generally have the poorest accessibility although some rural areas are located on interurban bus routes which can improve accessibility. Increases in car ownership have resulted in lower levels of bus use; subsequently commercial provision has been reduced, leaving a lower frequency and less comprehensive network particularly affecting the more rural areas.

3.4.3 Overall, the analysis indicates that generally the accessibility levels in Bedford Borough are reasonable, with over 80% of the population within 30 minutes access by public transport to the key services mentioned.

### **3.5 Public and Stakeholder Consultation**

3.5.1 Accession is an excellent tool to visually demonstrate the accessibility across Bedford Borough and provides an analytical tool to identify the crude accessibility levels of the Borough. The technical analysis and mapping assessment gave an overall positive picture for accessibility by public transport to key services however; we recognise that there may still be pockets of exclusion and difficulty of access within seemingly accessible areas.

3.5.2 Public and stakeholder consultations on LTP3 also offered an insight into accessibility issues and an opportunity to gain an understanding of particular access issues and concerns being raised by the people in Bedford Borough.

3.5.3 During 2011/12 an LTP3 consultation report will be made available detailing all the information received during the consultation period. There were some very specific accessibility issues raised however, more general comments were made on how to improve accessibility in Bedford Borough. The main accessibility comments are outlined below:

- Public Transport
  - Frequency and reliability of buses generally to facilities in the town centre, particularly in the evenings and weekends and from rural areas
  - Affordability – an important part of accessibility is assuring that public transport is available for those that need it most i.e. those without private modes of transport, often lower income families, the young, elderly, women and other specific groups. There is a concern that the high cost of public transport may obstruct or inhibit people from using it.
- Interchange facilities
  - Bus station is intimidating and unattractive environment. There are poor linkages between the bus and rail station does little to encourage these modes of transport.
- Car parking
  - Not enough car parking in Bedford restricts people accessing the town centre
  - Car parking charges too expensive.
- Poor cycle routes
  - An issue was raised about the need for improved and more continuous cycle network, in particular joining up existing routes with each other.
- Physical Access and Safety
  - Although buses have improved there were some issues raised regarding physical access to buses with this being particularly poor for elderly and disabled
  - There was a general feeling that there was a need for more, and better maintained facilities along the bus network i.e. at shelter and stops



- The perceived crime and fear of crime in Bedford Town centre can deter walking, cycling and the use of public transport.

### 3.6 Improving Accessibility

3.6.1 No one key facility has been identified as critical to social inclusion, or any one geographical area or group has come out strongly as an overriding issue in Bedford Borough. Those most in need are not always located in areas where accessibility is poor; this indicates that needs are complex and accessibility is only a contributory factor to social exclusion.

3.6.2 The good levels already achieved in Bedford Borough are and will continue to be improved by measures brought about by existing initiatives already in place, many of which are explained within each individual strategy, but include:

- Encouraging modal shift
- Investing in walking and cycling
- Working with bus operators to redesign urban and rural bus networks, improve service delivery and quality
- Sustainable development planning

3.6.3 There are also other initiatives not related to transport which are bringing goods and services closer to those who need them, such as healthy food initiatives, local provision of health services, advances in technology allowing internet shopping and remote learning opportunities.

3.6.4 In order to continue improvements in accessibility the Borough Council will continue to focus on reducing or removing barriers that serve to limit access to services. It is recognised that any improvements to access to one of the key services or facilities, is likely to provide benefits to them all.

3.6.5 This conclusion, borne out by the mapping and consultation analysis, has therefore influenced the priority given to accessibility planning in the LTP3 and influenced our approach. With the issues that have been identified accessibility planning will be a fundamental consideration in the delivery of all our strategies supporting the approach to build accessibility solutions into the eight strategies rather than a separate Accessibility Strategy. The eight strategies have an impact on accessibility particularly for the key areas highlighted in the transport goals to:

- **Improve the town centre and access to it for all users:**
  - Improve the physical accessibility of the town centre by addressing issues that affect disabled people and those with impaired mobility in the pedestrian environment and in and around public transport services and infrastructure;

- Improve walking and cycling links within Bedford Urban area. Subject to other issues walking and cycling are realistic modal options for local trips particularly in the urban area;
  - Maintain and enhance where possible the availability, accessibility, affordability of public transport and for those living in the rural areas;
  - Consider the role of parking provision, in particular the availability of parking for disabled users;
  - Reducing the impact of congestion on accessibility through traffic calming or traffic management measures.
- **To increase accessibility by non-car mode to key services such as education and employment in the urban and rural areas:**
    - Improve physical access for non car modes by addressing issues that affect the pedestrian and cycle environment;
    - Improving the attractiveness of walking and cycling for journeys to local destinations by improving routes and facilities, maintaining them in a more usable condition, improving Rights of Way in both urban and rural areas and making routes safer, more secure and more attractive;
    - Improve physical access in and around public transport services;
    - Improve the availability, accessibility, affordability of public transport;
    - Continue to consider the impact of new development proposals for key services and residential development by requiring an accessibility statement with transport assessments, showing how accessibility problems for specified groups will be overcome;
    - Consider the role of parking provision, in particular the availability of parking for disabled users; and
    - Reducing the impact of congestion on accessibility through traffic calming or traffic management measures.

### 3.7 LTP3 Linkages

3.7.1 The table below gives an indication of the potential impact of each strategy on these accessibility goals throughout the LTP3 period.

Strategy	Improve the Town Centre and access to it for all users	Increase accessibility by non car mode to key services in the urban and rural areas
<b>Active Travel Strategy</b>	High	High
<b>Freight Strategy</b>	Low	Low

Strategy	Improve the Town Centre and access to it for all users	Increase accessibility by non car mode to key services in the urban and rural areas
Network Management Strategy	High	High
Parking Strategy	High	Moderate
Passenger Transport Strategy	High	High
Road Safety Strategy	Moderate	Moderate
SMOTS	Moderate	Moderate
TAMP	Moderate	Moderate

**Table 1: Impact of Strategies on Accessibility Goals**

3.7.2 A summary of each individual strategy is included in this LTP3 document. Each summary includes a more detailed explanation of how the strategy can help achieve the accessibility goals.

### 3.8 Wider Corporate Objectives

3.8.1 We are working towards the corporate challenge of making Bedford Borough a better place to live, work and visit and of creating a first class council. The table below demonstrates how accessibility can contribute to the key SCS objectives.

Key SCS Themes	Accessibility Links
Economic Development, Regeneration and Enterprise	<ul style="list-style-type: none"> <li>○ Meet access needs to enable individuals to access further education, skills training and employment</li> <li>○ Reduce congestion to improve travel and accessibility</li> <li>○ Work with public transport operators can help to make travel more affordable and available</li> </ul>
Environment and Climate Change	<ul style="list-style-type: none"> <li>○ Focus on accessibility to key services to reduce distance and need to travel by private vehicle</li> <li>○ Improve walking, cycling and public transport to increase modal shift and reduce emissions from private vehicle</li> <li>○ Increase efficiency of network to reduce congestion, delays and emissions</li> </ul>

<b>Key SCS Themes</b>	<b>Accessibility Links</b>
Children and Young People	<ul style="list-style-type: none"> <li>○ Improve walking and cycling routes to improve safety for vulnerable road users</li> <li>○ Improve accessibility to key services by all modes; this will help improve opportunities for children and young people to maximise their life chances and realise their full potential.</li> <li>○ Enhance the walking and cycling environment to improve accessibility whilst also encouraging a healthy lifestyle which can help to tackle obesity in young people</li> </ul>
Adult Health and Well Being	<ul style="list-style-type: none"> <li>○ Focus on how and where services are provided to improve access to high quality health and social care</li> <li>○ Improve walking and cycling routes to encourage a shift to these modes of transport, supporting a healthy lifestyle and promoting independence</li> </ul>
Safer Communities	<ul style="list-style-type: none"> <li>○ Improve the transport network and infrastructure design to enhance safety particularly for cyclists and pedestrians</li> </ul>
Social Inclusion, Community Cohesion and Culture	<ul style="list-style-type: none"> <li>○ Improve all aspects of accessibility to help make people feel part of the wider community and enable people to participate</li> <li>○ Improve walking, cycle and public transport links to key services to help those without to a car</li> </ul>
Housing and Transport	<ul style="list-style-type: none"> <li>○ Focus development in areas which are accessible to key services</li> <li>○ Improve and encourage walking, cycling and public transport in order to create a more efficient network</li> </ul>

## 4 The Eight Key Strategies

4.1 This section provides a summary of the eight strategies which inform the delivery of the Local Transport Plan. These are listed below and set out in full as appendices to this document:

- **Active Travel Strategy**
- **Freight Strategy**
- **Network Management Strategy**
- **Parking Strategy**
- **Passenger Transport Strategy**
- **Road Safety Strategy**
- **Sustainable Modes of Travel to School**
- **Transport Asset Management Plan**

### 4.2 ACTIVE TRAVEL STRATEGY

4.2.1 Cycling and walking provide easy opportunities for people to improve their health by incorporating physical activity into their lives, for both business and pleasure. Active travel is also very important for tackling social exclusion by increasing access to jobs and services. It also offers significant environmental benefits, as the replacement of car journeys by cycling and walking will contribute to a reduction in the levels of congestion and emissions.

4.2.2 Poor health and obesity, congestion and accessibility in Bedford Borough all represent significant challenges for the Council and there is an urgent need to promote better health and well-being in the residents of the Borough. At a time when public finances are under increasing pressure the potential of low-cost, sustainable measures, such as walking and cycling, are attractive and effective ways of tackling these challenges.

4.2.3 Consequently this Strategy represents a crucial element of the Local Transport Plan, as it aims to increase levels of physical activity in travelling, thereby increasing accessibility, reducing congestion and improving air quality.

#### 4.2.4 **Vision:**

*To create an environment and culture in which cycling and walking are seen as the natural choices of travelling because they are convenient, safe, comfortable, healthy and attractive.*

#### 4.2.5 **Aims:**

The overall objective is to increase the number of people walking and cycling. Active travel can contribute to a number of Borough Council aims:

- Improving residents' health and wellbeing through more active lifestyles
- Maximising access to jobs and services without increasing congestion, thus supporting sustainable economic regeneration

- Making for more attractive, safer places and communities
- Ensuring greater access for everyone to local services
- Promoting enhanced mobility and independence for vulnerable groups such as children, older people or those with disabilities or long-term conditions
- Reducing harmful emissions and improving air quality
- Reducing carbon emissions from transport and supporting climate change targets

It is clear from the evidence provided by the Sustainable Travel and Cycling Demonstration Towns that a coherent programme of targeted and complementary measures, addressing a range of barriers and opportunities, is required to deliver a change and that aligning sustainable travel and cycling programmes can deliver a real step-change in cycling levels.

#### 4.2.6 **Key Actions**

Over the next 10 years, to get more people walking and cycling, the Borough Council will employ three approaches, often combined together in programmes and schemes:

- Promotion, Marketing and Information
- Getting the Built Environment Right
- Integration of Active Travel with Community and Public Transport Services

We will deliver these programmes and schemes with our partners and stakeholders to encourage more active travel in Bedford Borough:

#### 4.2.7 **Active Travel Partners:**

- TravelWise
- Primary Care Trust and National Health Service
- Tourism and leisure services providers
- “Living Streets”
- Sustrans “Bike It” and “Active Travel”
- Cycling Campaign for North Bedfordshire (CCNB)
- “Cyclists’ Touring Club” (CTC) the UK’s National Cyclists’ Organisation
- East Region Instructor training organisation (Bikeability)
- Local Walking and Cycling Clubs
- Public and community transport operators

We also work closely with the Bedford Borough Partnership and Borough Council service providers, such as Planning, Development Control, Highways, Rights of Way and Access & Partnerships.

#### 4.2.8 **Accessibility**

The Active Travel Strategy has the potential to contribute significantly to improving accessibility to the key areas highlighted in the transport goals to:

- Improve the town centre and access to it for all users
- Increase accessibility by non-car mode to key services such as education and employment in the urban and rural areas and
- Improve accessibility to essential services.

#### 4.2.9 How does the Active Travel Strategy contribute to improving Accessibility?

This strategy represents a crucial element of LTP3, as it aims to increase levels of physical activity in travelling. Ultimately this means encouraging walking and cycling modes of transport which will increase accessibility. Walking and Cycling are simple, low-cost and effective ways for those who do not have access to a car.

- Ensuring information is available is a key to improving accessibility as a public lack of knowledge about the walking and cycling network and what services are available along the route may lead people to believe that a key service in their area is not accessible.
- The development of travel plans will improve levels of accessibility through supplying information on the location of facilities and services where people can most easily access them.
- A barrier to people walking and cycling can be a fear for personal safety. Improvements to the walking and cycling environment can help to improve safety and make walking and cycling to facilities more attractive.
- One of the main ways of improving accessibility is making sure that the built environment is right. Facilities need to be near their clients in local centres so that they are accessible by walking and cycling.
- Ensuring that new developments and other key facilities are supported with cycling and walking infrastructure can deliver improved accessibility. For example – joining up routes, route signing, cycle parking etc
- Improving the walking/cycling links between public transport interchanges could improve accessibility to services by providing more accessible travel options

### 4.3 FREIGHT STRATEGY

4.3.1 The freight industry currently supports approximately 5,400 jobs in the town. These are in the town's major manufacturing, wholesale, warehousing and retail sections of the town's employers. The freight sector is expected to grow over the lifetime of the Local Transport Plan.

4.3.2 The Freight Strategy considers the origin and destination of freight movements and routings and how to best manage this important sector. A successful freight industry is vital in underpinning the economic development of any area, which in turn then creates more job opportunities within the freight industry itself.

4.3.3 The Freight Strategy considers all aspects of freight in the Borough:

- It seeks to make freight transport an integral part of transport and development policy
- It considers how freight can be routed and managed to achieve efficiencies for the industry while minimising impact on the environment and residential communities in particular
- It considers funding streams for freight infrastructure, including rest areas and parking for road based freight.
- It gives due consideration to all means of transporting freight

4.3.4 The Freight Strategy does recognise that there are costs and environmental impacts of freight which include:

- HGV impact, in terms of noise, visual intrusion, operating hours and carbon footprint
- Highways asset and capacity management and deterioration
- Road safety impact of freight transport
- Community severance
- Delay to deliveries and increased fuel costs.

4.3.5 Bedford Borough Council will be working be partners including freight and logistics operators, the Business Improvement District Members, Local Businesses and Communities and the East of England Freight Quality Partnership to deliver solutions.

4.3.6 The key actions to be delivered are:

- Carry out a focused review of wider Bedford Borough Planning and Minerals and Waste policies in relation to freight.
- To ensure that freight delivery routeing controls and infrastructure are considered as an integral part of the planning proposals for Bedford Borough
- To collate specific data relating to goods vehicle movements in Bedford Borough from in-house and external sources
- To promote and implement the Freight Route Network
- To produce town centre and key freight generator access maps
- Explore the need and potential for a Bedford Borough based overnight lorry parking facility
- Approach the Bedford Business Improvement District members which operate sizeable fleets to engage them in the freight strategy

#### 4.3.7 **Accessibility**

The Freight Strategy has some potential to contribute improving accessibility to the key areas highlighted in the transport goals. In particular the goals to:

- Improve the town centre and access to it for all users;
- Improve accessibility to essential services.

#### 4.3.8 **How does the Freight Strategy contribute to improving Accessibility?**

There are a number of actions included within this strategy that impact positively on Accessibility.



- Delivering routing controls and ensuring greater access to information makes sure that it is user friendly to ensure the correct routing of freight.
- A barrier to walking and cycling can be the road safety issue from the presence of freight vehicles using a route. This action will improve accessibility to the town centre and essential services by making sure that freight vehicles are using the most suitable routes and not discouraging cyclists and pedestrians.

## 4.4 NETWORK MANAGEMENT STRATEGY

### 4.4.1 Vision

*To provide a highway network which effectively meets the daily demands placed on it by traffic, while contributing to safer, more efficient movement by buses, pedestrians and cyclists.*

### 4.4.2 Key Aims and Approach

The overall aim of the Network Management Duty to provide the “*expeditious movement of traffic*” implies a network that is working efficiently without unnecessary delay to those travelling on it. But the duty is also qualified in terms of practicability and other responsibilities of the authority. This means that the duty is placed alongside all the other things that an authority has to consider, and it does not take precedence. So, for example, securing the expeditious movement of vehicles should not be at the expense of an authority’s road safety objectives. But the statutory duty reflects the importance placed on making best use of existing road space for the benefit of all road users.

### 4.4.3 Partners

We work closely with a broad range of organisations, including the Bedfordshire Highways Authorities and Utilities Committee (HAUC) and neighbouring local authorities. We also liaise closely with the Bedford Borough Partnership and Borough Council service providers, such as Planning, Development Control, Highways, Rights of Way and Access & Partnerships.

### 4.4.4 Accessibility

The Network Management Strategy can have a moderate impact on contributing towards accessibility especially in the key areas highlighted in the transport goals to:

- Improve the town centre and access to it for all users
- Increase accessibility by non-car mode to key services such as education and employment in the urban and rural areas
- Improve accessibility to essential services.

#### 4.4.5 How does the Network Management Strategy contribute to improving Accessibility?

The Network Management Strategy has been developed to support local and national policies on tackling congestion and disruption on the highway network as well as to meet statutory obligations laid out in the Traffic Management Act 2004.

- Fear for personal safety is a barrier to people walking and cycling. Improvements to street lighting could potentially improve accessibility by these modes of transport by making people feel safer walking or cycling to key services.
- The NMS puts controls in place to minimise congestion and disruption on the highway. Congestion can have a big impact on accessibility to the town centre and key services. Reducing it can make the environment more accessible, attractive and safer which will open up choices for people to walk or cycle to key services and the town centre.
- Effective planning for works or events and ensuring that transport options for non car owners are incorporated will improve accessibility.
- Ensuring that information is available for all modes of transport, particularly for events and works, will improve accessibility as public lack of knowledge about walking and cycling networks and what routes are available may lead to people believing that a key service or the town centre is not accessible when in reality it is.
- Communicating information effectively will ensure that all members of public know that during events or works services are still accessible. Communications could include provision of information that provides a choice of different modes of transport to encourage access by non-car modes.

## 4.5 PARKING STRATEGY

4.5.1 The Parking Strategy seeks to reflect the balance between encouraging economic activity and providing a pleasant environment for shoppers, businesses and visitors. In Bedford, current off-street parking provision is predominately located in the town centre in the form of formal surface and multi-storey car parks, which are mainly operated by the Borough Council. There are also significant off-street private parking facilities over which the Council has little control. The adjacent residential areas are covered by on-street controlled parking zones, including shared use of available kerbspace between residents and pad for shorter stay use. Bedford has one operational bus based park and ride site at Elstow with 486 parking spaces.

#### 4.5.2 Vision:

*To effectively use parking controls and resources to stimulate regeneration and local economic activity whilst also supporting the LTP3 objectives in promoting sustainable travel choices.*

#### 4.5.3 **Key Aims and Approach**

The Parking Strategy seeks to deliver more effective and cost efficient use of existing assets and resources by realising greater value from present usage, particularly in relation to short stay parking. The approach will be to:

- Minimise the use of vehicles in the busiest and congested areas at what experience and research shows to be the most appropriate times;
- Provide sufficient short-stay parking facilities to support retail, commercial and leisure activities;
- Reduce the risk of road accidents;
- Safeguard the needs and requirements of residents, businesses and visitors;
- Reduce congestion;
- Encourage the use of public transport including Park and Ride;
- Preserve and improve the infrastructure and the general environment;
- Enhance pedestrian and cycle mobility;
- Effectively manage available on and off street parking.

#### 4.5.4 **Partners**

In the field of parking there are opportunities to work efficiently through the sharing of facilities such as payment methods, ticket processing, data management for traffic orders and these need to be explored with potential partners over the lifetime of the Local Transport Plan.

#### 4.5.5 **Accessibility**

Overall, the Parking Strategy has a low impact on the transport goals related to accessibility. The biggest impact would be on the key area highlighted in the transport goals to:

- Improve the town centre and access to it for all users

#### 4.5.6 **How does the Parking Strategy contribute to improving Accessibility?**

Car parking is important as it is a key factor in determining travel choices, and is a major user of land resources. The key actions of the Strategy are related to providing a comprehensive framework for determining parking provision in Bedford. The Parking Strategy has a limited impact on accessibility, particularly for non car users.

4.5.7 Improving parking provision in Bedford Town centre, including availability, affordability and accessibility can improve access for users of the town centre particularly disabled or elderly people.

4.5.8 By providing parking and having controls in place the council aims to minimise the use of vehicles in the busiest and congested areas. Congestion can have a big impact on accessibility to the town centre and key services. Reducing it can make the environment a more attractive and safer environment to encourage people to walk and cycle therefore improving people's accessibility levels by this mode of transport.

4.5.9 The Parking Strategy aims to encourage the use of Park and Ride facilities which encourages accessibility to the town centre for both car and non-car owners.

## **4.6 PASSENGER TRANSPORT STRATEGY**

4.6.1 Bedford Borough has a substantial passenger transport network consisting of rail and bus services. Within the principal urban centres and on inter-urban routes, the majority of services are provided commercially by bus operators. The inter-urban services (and the Marston Vale railway line) also play an important role in meeting rural travel needs of those communities lying along those routes. Services to more rural areas, together with evening and Sunday provision on principal routes, are not provided commercially and are financially supported by the Council.

### **4.6.2 Vision:**

*To provide and promote the use of passenger transport services across the Borough which are accessible, efficient and affordable for users providing a real travel choice to destinations. To ensure that the passenger transport network is comprehensive and meets users needs through providing innovative solutions. To seek a sustainable long-term future for services and promote use through easy to understand information and joined-up transport services.*

### **4.6.3 Key Aims and Approach**

In order to contribute to the wider transport strategy set out in the Local Transport plan, the Council is seeking to promote and develop passenger transport for two primary reasons:

- To reduce social exclusion by providing access to a wide range of opportunities for those without a car available; and
- To provide the public with a wider range of travel choices as an alternative to the private car, thereby contributing to reducing congestion, which will:
  - Reduce air pollution and carbon emissions
  - Improve road safety
  - Support economic sustainability

### **4.6.4 Partners**

To deliver this Passenger Transport Strategy, Bedford Borough Council will work in partnership with Public Transport Operators, Children's, Adults' and Health service providers and other stakeholders.

### **4.6.5 Accessibility**

The Passenger Transport Strategy can greatly impact accessibility in the key areas highlighted in the transport goals to:

- Improve the town centre and access to it for all users;
- Increase accessibility by non-car mode to key services such as education and employment in the urban and rural areas; and

- Improve accessibility to essential services.

#### **4.6.6 How does the Passenger Transport Strategy contribute to improving Accessibility?**

Improved public transport services can contribute greatly to improving the accessibility of jobs and services to people experiencing, or at risk of, social exclusion, and consequently lies at the heart of the Passenger Transport Strategy.

- Ensuring that all vehicles are fully accessible with trained drivers will mean that all residents can access public transport despite any disability.
- Reliable and punctual services will encourage more people to use public transport and improve accessibility.
- Improvements to bus stops and shelters will encourage people to use public transport and increase accessibility.
- Consultation highlighted an issue with public transport interchanges in Bedford. People are deterred from travelling by public transport due to the environment at the bus station and the poor linkages between the bus and rail station. A concentration on improving these in the passenger transport strategy will help improve accessibility.
- The strategy will improve accessibility by maximising the coverage of the network to ensure as many local communities as possible are served by frequent public transport services at the times that are needed.
- Ensuring service connectivity between bus services and other modes of transport will improve accessibility.
- Ensuring that sufficient information is available on public transport services and price etc. will enable people to make choices about how they travel.
- Providing information to people will improve accessibility by ensuring people know what services are available and to where.
- Accessibility is about providing services for those on low incomes who don't have access to a car. If services are not affordable they are not accessible to those most in need and those on low incomes.
- If public transport is affordable it also provides an alternative for those that do own a car and improves access to everyone.
- A barrier to using public transport can be a fear for personal security and safety. Improvements such as CCTV and lighting and real time information can improve perceptions of safety and improve accessibility to public transport services.

## 4.7 ROAD SAFETY STRATEGY

4.7.1 Road casualties result in high emotional and personal costs to families, friend and individuals as well as high economic costs. Bedford Borough as a new Unitary authority is in a strong position to take advantage of data sources across the authority which will help us to understand some of the key 'grass roots' social aspects of increased road risk in our communities, particularly those in disadvantaged areas.

4.7.2 In particular, stakeholders have identified safety as important for two of Bedford's transport challenges, although it is inherent in many of the others –

- Reduce road risk and reduce casualty levels
- Incorporate personal and road safety into urban design

4.7.3 **Vision:**

*To embed road casualty reduction into Bedford Borough's activities and service delivery and work with communities to reduce road traffic casualties in line with national targets and aspirations.*

4.7.4 **Key Aims and Approach**

Bedford Borough is interested in focusing efforts to improve the safety of the following user groups:

- **Car Drivers and passengers;** who represent the highest proportion of fatal and serious injury numbers.
- **Rider of Mopeds and motorcycles;** particularly riders of machines up to 125cc.
- **Adult pedestrians and cyclists;** this group is collectively represented in a high number of fatal and serious collisions.
- **Child cyclists;** a recent sharp increase in numbers has been noted among this vulnerable group'
- **Child pedestrians;** child pedestrians are extremely vulnerable and are represented in a number of fatal and serious collisions.

4.7.5 **Partners**

It is clear that the Borough Council cannot deliver the road safety vision and objectives alone and we will therefore continue our efforts to maintain and extend close partnership working with a broad range of organisations. A key mechanism for delivering road safety will be through established networks such as the Community Safety Partnership. The uncertainty over future dedicated funding for road safety and other areas of work means it will be essential to ensure that added road safety value is achieved through every possible avenue.

4.7.6 **Accessibility**

Overall, the Road Safety Strategy can have a moderate impact on the transport goals related to accessibility.

#### 4.7.7 **How does the Road Safety Strategy contribute to improving Accessibility?**

Road safety measures not only influence road safety but ease of travel including accessibility and the quality of the environment.

- Identifying accessibility barriers has thrown light into safety issues and tackling these barriers can be integrated into this strategy. For example training systems to encourage people to use public transport in a responsible way, encouraging walking buses, or cycle training.
- Well linked networks and clear signposting can make a safer environment which will encourage people to walk, cycle and/or take public transport. Making these options easier and safer to use can improve accessibility to the town centre and to key services especially for non-car owners.
- Schemes such as 20mph zones can improve accessibility levels as could take away the safety barrier that some people have to walking and cycling.

### 4.8 **SUSTAINABLE MODES OF TRAVEL TO SCHOOL (SMOTS)**

#### 4.8.1 **Vision:**

*To create an environment and culture in which walking and cycling and passenger transport (of all forms) are seen as the natural choices for travelling to school because they are convenient, affordable, safe, comfortable and attractive.*

#### 4.8.1 **Key Aims and Approach**

The purpose of this Strategy is to provide a framework for determining increases in sustainable transport to schools and colleges in Bedford Borough as well as improving the health of residents and reducing the incidence of obesity in the school/college population,

The need for focusing on sustainable travel is centred on the factors below:

- Flexibility in parental choice of schools encourages more and longer car-borne trips
- Congestion in Bedford appears to be encouraging more people to consider walking and cycling
- The health agenda is similarly causing people to consider more active modes of travel

#### 4.8.2 **Partners**

We work closely with many different organisations, including schools and Children's Services.

#### 4.8.3 **Accessibility**

The Sustainable Modes of Transport to Schools Strategy has the potential to greatly improve accessibility to the key areas highlighted in the transport goals to:

- Improve the town centre and access to it for all users
- Increase accessibility by non-car mode to key services such as education and employment in the urban and rural areas
- Improve accessibility to essential services

#### 4.8.4 How does SMOTS help to deliver Accessibility?

One of the main purposes of this Strategy is to provide a framework for determining increases in sustainable transport to schools and colleges in Bedford Borough.

- Schemes such as 20mph zones can improve accessibility levels as could take away the safety barrier that some people have to walking and cycling.
- Fear for personal safety can inhibit peoples accessibility choices so promoting safer routes could potentially improve accessibility by creating safer routes that people can use for walking and cycling.
- Cycle training will give children the confidence to access school, key services and the town centre and encourage accessibility by this mode of transport.
- School travel plans encourage schools, the local authority and other partners to work together to promote walking, cycling, public transport and car share schemes. Providing this information to people will give more choices on how schools and other services can be accessed by all modes of transport.
- Strategy will help focus infrastructure in areas that are in need of improvements to sustainable travel. This can improve accessibility for those most in need to all key services and town centre.
- Ensuring that cycle infrastructure is in place will encourage people to use this mode of transport that they may have thought was previously unavailable therefore improving accessibility.

## 4.9 TRANSPORT ASSET MANAGEMENT PLAN (TAMP)

4.9.1 Asset management is a tactical approach that identifies the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure to meet the needs of current and future customers. The purpose of the TAMP is to set out current practices and systems being applied to the management of the transport asset. Whilst many of the working practices relating to good asset management are already in place, the TAMP will formally incorporate overarching transportation strategies to maximise the benefits to the community, leading to better value for money and efficiency savings in service delivery.

4.9.2 The preparation of a TAMP is not a statutory requirement from the Government but their preparation is encouraged as representing best practice.



#### 4.9.3 Vision:

*To deliver the best use of resources for the management, operation, preservation, and enhancement of our transport infrastructure.*

#### 4.9.4 Key Aims and Approach

The key aims of the TAMP can be summarised as follows:

- i) Maintain an accurate, up to date comprehensive inventory of all transport assets (e.g. 'highways' assets such as roads, gullies and street lights, plus 'Transport' assets such as bus stops, traffic signals, car parking signs, cycle facilities and pedestrian crossings.
- ii) Supplement the inventory with performance data (e.g. x km of road requires structural maintenance, or x% of bus stops provide suitable timetable information and real time provision)
- iii) Provide a compendium of performance targets to support the Sustainable Communities Strategy, the Local Transport Plan and Environment and Sustainable Communities Directorate service plans.
- iv) Provide tools to enable prioritisation of programmes of work to take into account whole life costs of asset management. Use these tools to produce annual programmes of work to meet strategy aims and improve performance to meet targets.
- v) Apply risk management to refine programmes of work.
- vi) Provide sources of information to meet the Council's statutory responsibilities on valuation of assets.

#### 4.9.5 Partners

Progress will be overseen by the Councils Asset Management working group and will conform to the priorities set out in the road network hierarchy (Network Management Strategy).

#### 4.9.6 Accessibility

The Transport Asset Management Plan has the potential to contribute moderately to improving accessibility to the key areas highlighted in the transport goals to:

- Improve the town centre and access to it for all users
- Increase accessibility by non-car mode to key services such as education and employment in the urban and rural areas
- Improve accessibility to essential services.

#### 4.9.7 How does the Transport Asset Management Plan contribute to improving Accessibility?

This strategy is an integral element of LTP3, as it incorporates overarching transportation strategies to maximise the benefits to the community. It takes an approach to identify the optimal allocation of resources for the management, operation, preservation and enhancement of the highway infrastructure.

4.9.8 The shortcomings of existing networks to cater for current travel demands are recognised. A balance must be found between providing new infrastructure,

which facilitates easier and more travel but does not necessarily improve access for all, and that which actually supports accessibility in its wider sense. It is critical that with the growth taking place in Bedford Borough that new travel infrastructure and transport management ensures that the environmental, social equity and economic aspirations of the Borough are realised and not frustrated. Accessibility can be linked to Transport Asset Management to influence scheme selection, prioritisation, promotion and delivery.

## **5 Delivery and Monitoring**

5.1 This chapter sets out the Implementation Plan for the Local Transport Plan and indicates how progress, effectiveness and performance will be managed. In addition, it describes ongoing involvement with partner organisations, in terms of consultation, dissemination of information and shared responsibility for delivery.

### **5.2 The Implementation Plan (IP)**

The IP is an amalgamation of the 8 strategies' action plans which are listed at Appendix 1. All actions are focused on the 2021 vision, but to tie in with transport funding mechanisms, we will develop three time periods for implementation. These are:

- Short term – 2011 / 2014 (Yrs 1-4)
- Medium term – 2014 / 2017 (Yrs 5-7)
- Long term – 2017 / 2020 (Yrs 8-10)

5.2.1 Many of these actions are ongoing and will continue throughout the length of the LTP, particularly the strategies which require capital investment and behaviour change. The annual capital programme and maintenance regime will take account of all LTP3 actions.

5.2.2 The first year of the Delivery Plan will focus on the following;

- Continuity of business
- Engagement
- Partners
- Establishing priorities
- Determining performance levels

5.2.3 Each action is linked to the LTP objectives and performance indicator where appropriate.

### **5.3 Working with Partners**

5.3.1 Working with partners will become increasingly important and we can build on the relationships we have made through LTP2 and since the advent of the unitary authority. This will include working across service delivery areas and disciplines and adopting an innovative approach to challenges. This is important because decisions made by service providers may have an impact on local transport issues and, similarly, LTP actions may affect the delivery of local services.

5.3.2 We will continue to work with a wide range of partners around the following themes, including:

- Sustainable Community Strategy (Bedford Partnership Thematic Groups)

- Road safety and casualty reduction (Bedfordshire Police, Bedfordshire Fire and Rescue Service, Central Bedfordshire Council, Luton Borough Council)
- Freight and Logistics
- Marston Vale Community Rail

5.3.3 The table below sets out how we will continue to involve partners in local transport issues. This will include consultation, dissemination of information and shared responsibility for delivery. Working in partnership will be an important mechanism for pooling of resources and efforts, in order to achieve value for money.

Who	When	How
Town / Parish and UCCs	As required	<ul style="list-style-type: none"> <li>• Workshops</li> <li>• Local Transport Forum</li> </ul>
Partners and stakeholders <sup>2</sup> (e.g. other local authorities, statutory bodies, user groups, NHS)	Ongoing Quarterly – 6 monthly	<ul style="list-style-type: none"> <li>• Thematic Partnerships</li> <li>• User groups</li> <li>• Responding to requests for information</li> </ul>
Public	As required / ongoing	<ul style="list-style-type: none"> <li>• Web updates</li> <li>• Press reports</li> <li>• Surveys</li> </ul>

5.3.4 The LTP is a live document with a wide range of stakeholders and interested parties. Its relevance in 2021 is as important to us as its relevance at the time of writing, and as such, it has to be a flexible and adaptable policy document which is capable of responding to local priorities and circumstances.

5.3.5 Review and monitoring of the Implementation Plan will help to keep the plan current, and we will engage with stakeholders throughout the 10 year plan period, primarily through the Local Transport Forum, but also through the other mechanisms listed in the table. Where possible, we will look for opportunities to link consultation and engagement with other Council initiatives and events.

## 5.4 Performance Management

5.4.1 We have selected performance indicators (PIs) which enable us to measure the effectiveness of the LTP and give an indication of how well we are

<sup>2</sup> The Local Transport Forum is for transport stakeholders to discuss and advise on all aspects of local transport policy. It includes public transport and freight operators, service commissioners and providers, interest groups, Third Sector organisations, partners, NHS, etc. It meets 2 or 3 times a year depending on need and is used to disseminate as well as to gather information.

achieving the LTP objectives; they include both national and local PIs. These have been divided into key and supporting indicators. The key indicators focus on the outcomes of the strategies and reflect the objectives of the LTP; the supporting indicators focus on outputs and the effectiveness of delivery.

5.4.2 The effectiveness of these indicators will be regularly reviewed against the key LTP3 priorities.

5.4.3 PIs often measure performance relating to more than one action, strategy or objective. The integrated approach of the LTP strategies means for example that a target which measures the delivery of 20 mph zones will impact on the effectiveness of the Road Safety and Active Travel strategies.

5.4.4 Realistic targets will be developed for all PIs during 2011/12.

#### 5.4.5 LTP3 Performance Indicators

Key PI	
K1	Walking trips
K2	Cycling trips
K3	Journey time indicator in peak hour (congestion management)
K4	Use of public transport bus services
K5	Rail passengers
K6	Reported road casualties / incidents
K7	Children travelling to school by sustainable mode
K8	Access for all Borough residents to key services by public transport (bus), walking and cycling

Supporting PI	
S1	Length of cycleways
S2	Number of cycle parking spaces
S3	Number of Bikeability Level 2 achieved
S4	Number of schools achieving Bikelt Bronze / Silver / Gold status each year
S5	Number of people cycling to main railway station (and other key destinations)
S6	Number of businesses taking up "Cycle to Work Guarantee" each year
S7	Road condition (Principal)
S8	Road condition (Non-principal)
S9	Footway condition
S10	Highway structures condition
S11	Street lighting condition
S12	CAT1 defects (carriageways)

Supporting PI	
S13	CAT1 defects (footways)
S14	Effectiveness of winter highways maintenance service
S15	Parking Penalty Charge Notices cancelled
S16	Quality of car parks
S17	Park and Ride patronage
S18	Access from new developments to key services by public transport bus, walking and cycling
S19	Urban area households within 400m of a 15 minute frequency public transport bus service
S20	Rural area households within 13 minutes walking distance of an hourly public transport bus service
S21	Punctuality / reliability of public transport bus services
S22	Availability of bus timetables at bus stops
S23	Availability of waiting facilities at bus stops
S24	Disabled accessibility at bus stops
S25	Unallocated seats on mainstream school transport services
S26	Urban built up area covered by 20mph zones
S27	Number of residential 20mph zones around schools
S28	Number of school travel plans

## 5.5 Resources

- 5.5.1 We will continue to compete at national levels for key project funding and maximise external funding opportunities to implement highways and transport schemes. These could take the form of various grants (Community Infrastructure/Growth Area Funding etc.), Section106 agreements (funding from developers), specific initiatives and income sources. Currently, a bid for the Local Sustainable Transport Fund is being developed and this is likely to remain an important source of funding.
- 5.5.2 All prospective schemes will be assessed for value for money and larger individual schemes will be subject to formal option testing and cost benefit analysis.
- 5.5.3 In an increasingly budget-constrained world, we will need to do more with less, focusing on affordable, low-cost, high value measures that can support a number of objectives. Also, as mentioned above, an important element of this plan will be to achieve more and increase value for money by focusing on partnership working, sharing costs and delivery. This will reflect both the greater role of local communities and the voluntary sector and the changing role of the local authority from main provider to facilitator.

5.5.4 The table below sets out anticipated Structural Maintenance and Integrated Transport and funding for the period 2011 – 2015. In addition, Bedford Borough Council has approved supplementary funding of £3.5m per annum for structural maintenance for the next three years.

**£'000**

<b>Year</b>	<b>Structural Maintenance</b>	<b>Integrated Transport</b>	<b>Total Grant</b>
2011 / 12 Final	2,728	944	3,672
2012 / 13 Final	2,800	1,006	3,806
2013 / 14 Indicative	2,785	1,006	3,791
2014 / 15 Indicative	2,698	1,415	4,113

## Appendix 1 LTP3 Implementation Plan

Key:

Action References	
AT	Active Travel
F	Freight
NM	Network Management
P	Parking
PT	Passenger Transport
RS	Road Safety
SMOTS	Sustainable Modes of Transport to Schools
TAMP	Transport Asset Management Plan

LTP3 Objectives	
1	To provide a reliable and efficient transport system, in order to support a strong local economy and facilitate sustainable growth
2	To deliver improvements that encourage a reduction in transport emissions and greenhouse gases, in order to tackle climate change and develop a low carbon community capable of adapting to the impacts of climate change
3	To promote greater equality of opportunity by providing opportunities for all residents to access key services and facilities
4	To contribute to better safety, security and health by reducing death, injury or illness from transport and promoting travel modes that are beneficial to health
5	To encourage and support a sustainable transport system that contributes to a healthy natural and urban environment
6	To gain a better understanding of travel behaviour into out of and around the Borough, in order to make informed decisions on how people can be encouraged to make “smarter” sustainable travel choices

Strategy/ Ref	Action	Objective/s	Delivery *			Measure /PI
			Short	Med	Long	
AT - PM1	Provide road safety education and training for pedestrians and cyclists of all ages.	4, 5	✓	✓	✓	K1, K2, S3, S4
AT - PM2	In conjunction with health services, undertake local promotional and marketing campaigns and events to encourage people to walk and cycle more.	4, 5, 6	✓	✓	✓	K1, K2



Strategy/ Ref	Action	Objective/s	Delivery *			Measure /PI
			Short	Med	Long	
AT – PM3	Ensure active travel and smarter travel information is widely available to the public	3, 4, 5	✓	✓	✓	K1, K2
AT – PM4	Promote and support the development of Travel Plans and take up of the Cycle to Work Guarantee.	4, 5, 6	✓	✓	✓	K1, K2, S6
AT – BE1	Improve the Highway network to enhance the safety of pedestrians and cyclists	2, 4, 5	✓	✓	✓	K1, K2
AT – BE2	Standardise, improve and update walking and cycling route signing and information	1, 2, 3, 4, 5	✓	✓	✓	K1, K2
AT – BE3	Develop a high quality cycling network to eliminate gaps, ensure continuity and increase access to the Rights of Way network (including the Green Wheel), essential services, employment opportunities, green spaces and leisure services	1, 2, 3, 4, 5	✓	✓	✓	K1, K2, S1
AT – BE4	Increase provision of secure and sufficient cycle parking in the town centre at, or within easy reach of, every public building and cycling generators	1, 2, 3, 4, 5	✓	✓	✓	K1, K2, S2, S5
AT – PC1	Improve the integration of public transport services (buses and trains) with walking and cycling routes	1, 2, 3, 4, 5	✓	✓	✓	K1, K2, S5
F1	Carry out a focused review of wider Bedford Borough Planning and Minerals and Waste policies in relation to freight.	1, 4, 6		✓		K3
F2	To ensure that freight delivery routeing controls and infrastructure are considered as an integral part of the planning proposals for Bedford Borough	1, 2, 4		✓		K3
F3	To collate specific data relating to goods vehicle movements in Bedford Borough from in-house and external sources	6		✓	✓	K3
F4	To promote and implement the Freight Route Network	1, 2, 4	✓			K3
F5	To produce town centre and key freight generator access maps	1, 5	✓			K3

Strategy/ Ref	Action	Objective/s	Delivery *			Measure /PI
			Short	Med	Long	
F6	Explore the need and potential for a Bedford Borough based overnight lorry parking facility	1, 6	✓			K3
F7	Approach the Bedford Business Improvement District members which operate sizeable fleets to engage them in the freight strategy	1, 6	✓			K3
NM1	Ensure that the statutory duty under the Traffic Management Act is met	1, 3, 4	✓	✓	✓	K3
NM2	Ensure that the needs of all road users are properly considered	1, 2, 3, 4	✓	✓	✓	K3, K6, S7-14, S21
NM3	Define the road network hierarchy	1, 2, 4, 6	✓	✓	✓	K3, S7-S13
NM4	Co-ordinate and plan works and known events	1, 4, 6	✓	✓	✓	K3
NM5	Gather and provide information about roadworks	3, 4, 6	✓	✓	✓	K3
NM6	Establish contingency plans for managing incidents and the effects of adverse weather	1, 2, 3, 4, 6	✓			K3, S14
NM7	Effectively monitor and manage the existing network, including monitoring traffic and identification of congestion hotspots and detailed review of road traffic accident data	1, 2, 3, 4, 5, 6	✓	✓	✓	K3, K6, S7-13
NM8	Consult and involve stakeholders (external and internal) to ensure efficient operation of the network	1, 3, 4, 5	✓	✓	✓	K3
NM9	Ensure parity between the local highway authority and others	1	✓	✓	✓	K3
P1	Prepare new proposals for the application of parking standards to new developments based on a zonal approach	1, 2, 4, 6	✓			K3
P2	Prepare Contributions Policy to support application of maximum parking standards in new developments	1, 2, 4, 6	✓			K3
P3	Keep under review alternative operating arrangements for parking including internal, external and shared service options	1, 2, 4, 6	✓	✓	✓	S15-17

Strategy/ Ref	Action	Objective/s	Delivery *			Measure /PI
			Short	Med	Long	
P4	Review and update parking payment methods including pay by phone and automated card payment systems for parking penalty payments	1	✓	✓	✓	S15
P5	Review CPZ coverage in relation to local needs and the new zoning proposals for parking standards	1, 2, 3, 4, 5	✓			K3
P6	Establish methodology to address local parking issues e.g. for schools, hospitals, industrial estates, village centres, verges etc	1, 2, 3, 4, 5, 6	✓			K3
P7	Review overall level of parking supply in the town against projected demand to 2021	1, 3, 4, 5, 6	✓			K3
P8	Review charging policy and levels for Council operated car parks and the CPZ	1, 2, 4, 6	✓	✓	✓	K3
P9	Review levels of permit issue and price in the more congested areas of the CPZ	1, 2, 4, 6	✓	✓	✓	K3
P10 & PT16	Provide, subject to affordability, a second Park & Ride facility to the north of the town	1, 2, 3, 4, 5, 6	✓			K3, S17
PT1	Work with schools, Children's Services operators to enable efficient use of bus services to and from schools	1, 2, 3, 5	✓	✓	✓	K4, K7, S25
PT2	Work with health care providers to improve transport to health facilities	1, 2, 3, 5, 6	✓			K4, K8, S19, S20
PT3	Improve partnership working with public transport operators	1, 3, 5	✓	✓	✓	K4, K5, K8
PT4	Seek innovative ways to provide accessibility to key services and facilities where local bus services are unviable	1, 2, 3, 5, 6	✓	✓	✓	K4, K8, S19, S20
PT5	Work with the Local Development Framework to ensure that new developments are sustainable and on or near existing public transport routes	1, 2, 3, 4, 5	✓	✓	✓	K4, K8, S18
PT6	Improve the use of technology for information, security and ticketing	1, 2, 3, 4, 5, 6	✓	✓	✓	K4, K5, S22

Strategy/ Ref	Action	Objective/s	Delivery *			Measure /PI
			Short	Med	Long	
PT7	Develop the Bedford Public Transport Information Strategy with partners	1, 2, 3, 5, 6	✓			K4, K5, S22
PT8	Increase personalised travel planning through the use of travel plans	2, 3, 6	✓	✓	✓	K8
PT9	Implement and enforce appropriate bus priority measures	2, 3	✓	✓	✓	K3, K4, S21
PT10	Improve punctuality for bus services through route action plans	1, 2	✓	✓	✓	K3, K4, S21
PT11	Invest in public transport facilities through a programme of improvement works	1, 2, 3, 4, 5	✓	✓	✓	K4, K5, S19-S24
PT12	Support the introduction of low emission vehicles and fuel	4, 5	✓	✓	✓	Refer to Carbon Reduction Strategy
PT13	Carry out further feasibility work for a potential rail station at Kempston Interchange Retail Park and prepare a business case if justified for submission to the Department for Transport	1, 2, 3, 5	✓			K5
PT14	Engage with the rail industry to support improvements to line speeds and capacity on the Midland Main Line	2, 5	✓	✓	✓	K5
PT15	Support the work of the East West Rail Consortium for the reinstatement of rail services between Oxford / Milton Keynes / Bedford / Cambridge	1, 2, 3, 4, 5	✓	✓	✓	K5
RS1	Identify all potential internal and external partners	3, 4, 6	✓			K6
RS2	Carry out specific analysis of casualties in disadvantaged areas and prepare a specific plan for casualty reduction as appropriate	3, 4, 6	✓			K6
RS3	Carry out full consultation as part of the Local Transport Plan to determine the community vision for road safety	3, 4	✓			K6

Strategy/ Ref	Action	Objective/s	Delivery *			Measure /PI
			Short	Med	Long	
RS4	With the right partners prepare a framework for the application of Urban Safety Management within Bedford and Kempston	1, 3, 4, 6	✓	✓	✓	K6, S26, S27
RS5	Work with communities to determine the best ways to deliver road safety and to engage community road safety champions	1, 3, 4, 6	✓	✓	✓	K6
RS6	Develop a programme of casualty reduction based engineering improvements on both urban and rural routes	3, 4, 6	✓	✓	✓	K6, S26
RS7	Work alongside Bedfordshire Police to target enforcement against irresponsible road use	3, 4, 6	✓	✓	✓	K6
RS8 & SMOTS2	Investigate and where appropriate install 20mph zones in residential areas and around schools	1, 2, 3, 4, 5, 6	✓	✓	✓	K6, S26, S27
RS9	Review and confirm arrangement for collection and corroboration of casualty data via Stats 19 system.	4, 6	✓			K6
SMOTS 1	Identify all potential internal and external partners and engage with them	6	✓			K6
SMOTS 3	Encourage the creation of an environment in and around schools which promotes sustainable travel through the provision of safer routes	2, 3, 4, 5, 6	✓	✓	✓	K6, K7, S27
SMOTS 4	Identify funding opportunities through the planning process	2, 3, 4, 5	✓	✓	✓	K7
SMOTS 5	Encourage all schools and colleges to develop travel plans and update them on an annual basis	2, 3, 4, 5, 6	✓	✓	✓	K7, S28
SMOTS 6	Integrate other elements of the strategy with travel planning initiatives including local infrastructure audits and assessment of needs	2, 3, 4, 5	✓	✓	✓	K7, S28
SMOTS 7	Implement a revised network of public and dedicated school bus services designed to minimise the number of children conveyed by private car	1, 2, 3, 4, 5, 6	✓	✓	✓	K7
SMOTS 8	All new schools to be provided with appropriate facilities to facilitate safe dropping off for car and bus users.	1, 2, 3, 4, 5	✓	✓	✓	K6

Strategy/ Ref	Action	Objective/s	Delivery *			Measure /PI
			Short	Med	Long	
SMOTS 9	Make cycle training to national standards available to all school age pupils	3, 4, 5, 6	✓	✓	✓	K6, K7, S3, S4
SMOTS 10	Support initiatives in school to motivate children to take up cycling	3, 4, 5, 6	✓	✓	✓	K6, K7, S3, S4
SMOTS 11	Ensure school cycle parking meets the criteria as laid down in the Borough's design guidance	3, 4, 5, 6	✓	✓	✓	K7, S2
TAMP1	Ensure access to an up to date Asset Register	1	✓			K3
TAMP2	Develop a tool to produce prioritised schemes for inclusion in the programme of work	1	✓			K3
TAMP3	Complete reviews of the Asset Register, concentrating on the key assets	1	✓			K3
TAMP4	Determine target levels of service for each asset	1	✓			K3
TAMP5	Update TAMP for changes in asset quantities/values and revise plans as required in line with budget revisions	1	✓	✓	✓	K3
TAMP6	Introduce an Advanced Asset Management system	1	✓			K3

\* Delivery Periods:

Short: April 2011 – March 2015

Medium: April 2015 – March 2018

Long: April 2018 - March 2021



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## Strategic Environmental Assessment

Bedford Borough Council is undertaking a Strategic Environmental Assessment of the Local Transport Plan (LTP3). It is a statutory requirement of the LTP under the European Directive 2001/42/EC and provides authorities with a process to integrate environmental and broader sustainability considerations into decision making at an early stage and throughout the development of the Local Transport Plan.

*The vision for transport in Bedford Borough is ...to enable the people of the Borough, visitors and businesses to benefit from the opportunities that the Borough has to offer by working together to create a transport system which positions walking, cycling and public transport as the natural choices of travel for the majority of journeys because they are an affordable, healthy, convenient and safe alternative to the private car.*

Strategic Environmental Assessments provide a systematic process for evaluating and anticipating the environmental consequences of decisions prior to the policy adoption stage in order to safeguard the environment

The purpose of the SEA is to:

- Help to determine the scope of LTP3, clarifying goals, specifying problems and challenges the authority wants to solve.
- Develop, refine and appraise a strategic approach
- Assess the LTP3 approach in terms of cumulative effects on the environment.
- Selection of a preferred approach
- Produce an Environmental report which details impacts, mitigations, recommendations and monitoring

We have chosen five different scenarios in the development of the Local Transport Plan:

1. Without the Plan
2. Continuation of the LTP2 Approach and funding
3. Without Major Capital Investment
4. With Major Capital Investment
5. Focus on community actions and Private Finance Initiatives

The Environmental Report assesses and details the impacts of each of these approaches on the environment to define a preferred approach for this LTP. The preferred approach combines elements of alternatives 2 & 3 but would not rule out limited new infrastructure from alternative 4 should circumstances warrant it and subject to environmental appraisal and the availability of funding. The preferred approach is to achieve the efficient management of the existing network and an increase in the use of sustainable modes with the main elements being set out in the LTP Strategy document. The Environmental report details impacts, mitigations and recommendations of this approach on the schemes and policies within the Strategy documents.

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[ltip@bedford.gov.uk](mailto:ltip@bedford.gov.uk)