

Addendum to Agenda Item 14 – Leighton Buzzard Station Travel Plan

Purpose of addendum:	To make the financial implications of the Leighton Buzzard Station Travel Plan clearer to the Executive, and also to provide an updated position on the Station Travel Plan.
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Change paragraphs 23 to 30, including Tables 1, 2 and 3 to the following:

Financial

23. The meeting of the Executive on 18th August 2008 highlighted a number of budgetary concerns for Central Bedfordshire Council, and it is understood that a review of the expenditure of the authority is currently being undertaken by officers. The Station Travel Plan will require financial commitment from Central Bedfordshire Council, as well as other stakeholders involved, for the delivery of schemes and continued monitoring, however, this would be of no additional cost to Central Bedfordshire Council.
24. The schemes which are specific to the Station Travel Plan, as well as the funding areas from where they will be delivered, are shown in Figure 1. The adoption of the Station Travel Plan by the Executive will commit Central Bedfordshire Council to the delivery of these schemes, which are fundamental to the successful delivery of the Station Travel Plan. Should the Executive be minded to approve the Station Travel Plan and not to approve the delivery of these schemes, the Station Travel Plan will be unsuccessful in delivering on its objectives and targets. The Executive should note that the development of these schemes involved close working with the relevant budget managers.

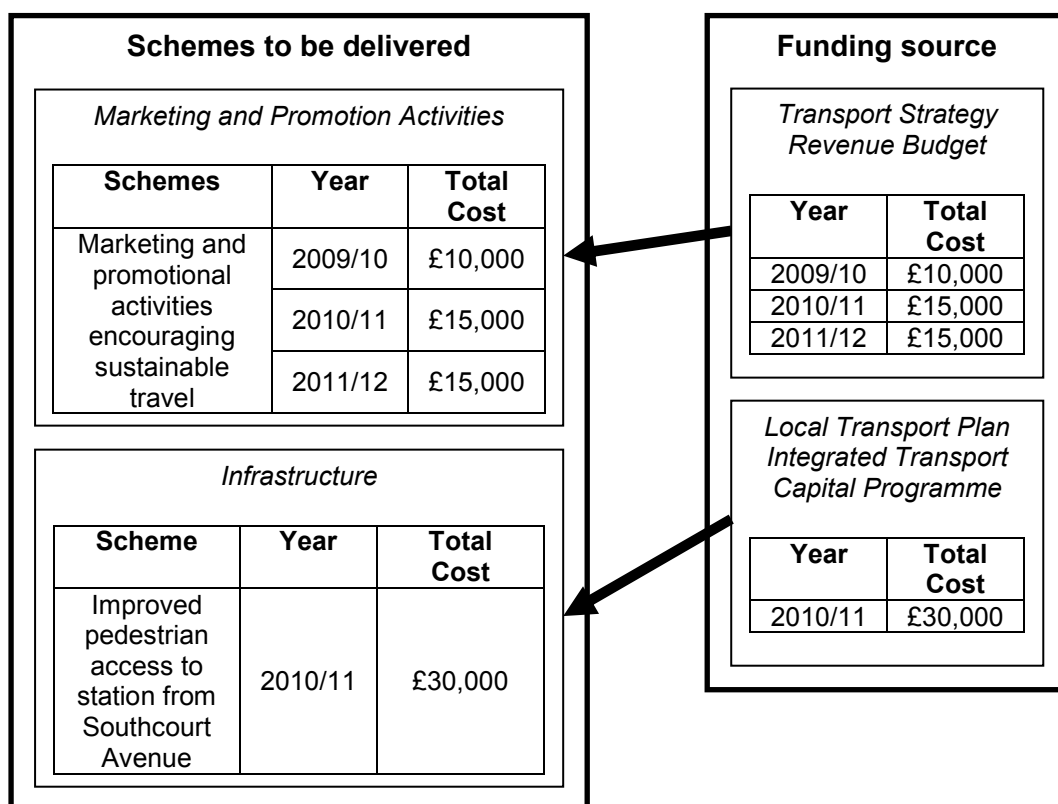


Figure 1 – Station Travel Plan-specific schemes

25. The marketing programme will be funded through the Transport Strategy Revenue Budget. During this financial year £10,000 has been provisionally allocated from within the existing budget for this purpose. If the Station Travel Plan was adopted by the Executive, then the annual contribution of £15,000 during financial years 2010/11 and 2011/12 will be included within the Transport Strategy Revenue Budget for these years, which will be recommended to members for their approval in time for these financial years. These amounts have been deemed to be affordable by the budget manager.
26. The pedestrian improvements capital infrastructure scheme, identified for delivery in 2010/11, will be funded through the Local Transport Plan (LTP) Integrated Transport Capital Programme. This programme is funded by an annual grant paid by Central Government to Central Bedfordshire Council through the LTP process, meaning no Central Bedfordshire Council funding is required for this scheme. If the Station Travel Plan was adopted by the Executive, this scheme would be included in the 2010/11 LTP Integrated Transport Capital Programme, to be recommended to members for their approval in time for the forthcoming financial year. This amount has been deemed to be affordable within this capital programme.
27. The Station Travel Plan Action Plan also identifies a number of schemes that are being, or are planned to be, delivered by Central Bedfordshire Council through the Local Transport Plan (LTP) Integrated Capital Programme, and Growth Area Funding (GAF). The total funds to be allocated to these schemes are outlined in Figure 2, with a full breakdown of these schemes given in Appendix 2. These schemes are considered to have potential in helping to achieve the objectives of the Station Travel Plan, although the ultimate success of the Station Travel Plan will not fundamentally depend upon the successful delivery of these schemes. The Station Travel Plan can also value to these schemes, by encouraging the use of the identified improvements by encouraging more people to access the station by sustainable modes of transport.

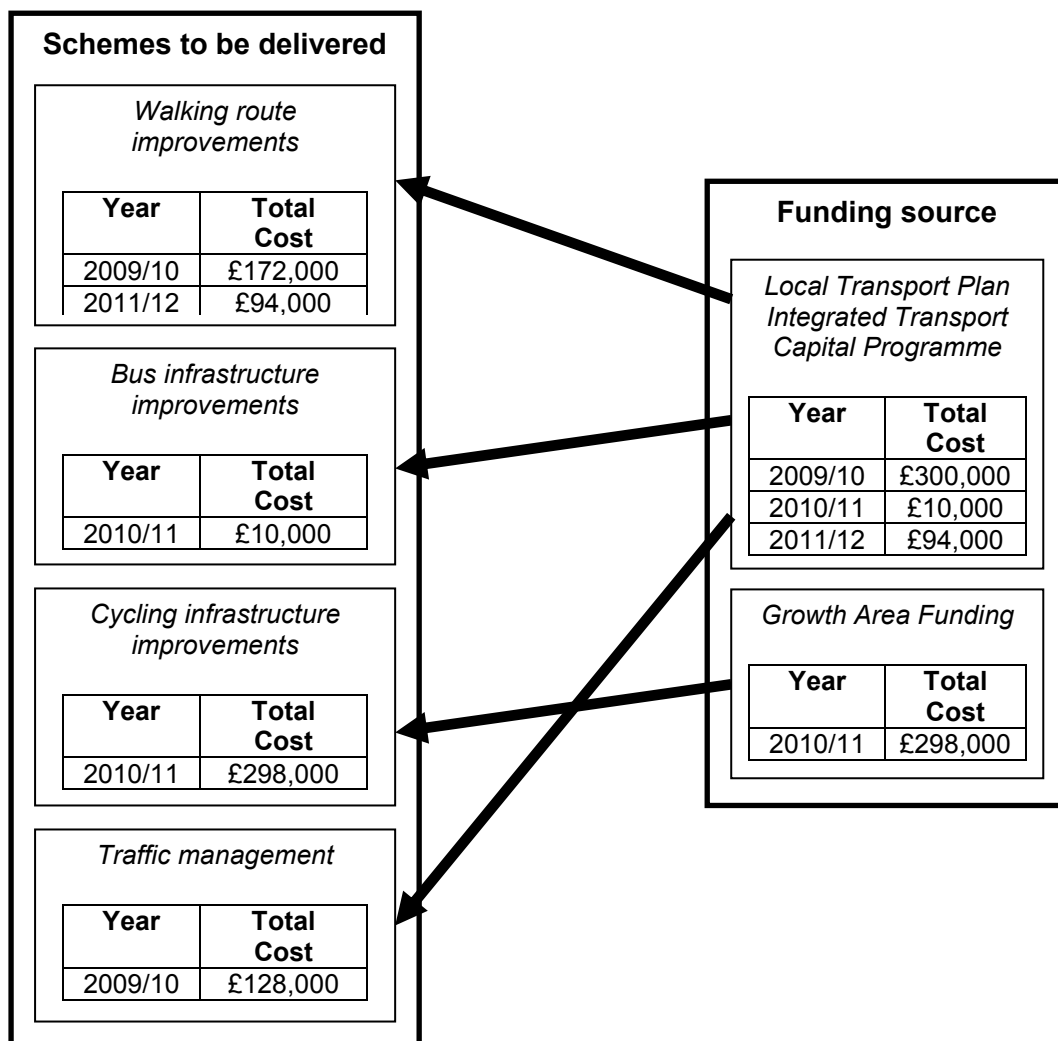


Figure 2 – Committed schemes that will contribute towards the achievement of Station Travel Plan objectives

28. The schemes identified for this financial year have been allocated in the approved Central Bedfordshire Council LTP Integrated Transport Capital Programme, as agreed on 26th February 2009. The LTP Integrated Transport Capital Programme is fully-funded by an annual grant that is paid by Central Government to Central Bedfordshire Council through the Local Transport Plan process. All of the allocated Growth Area Funding outlined in Figure 2 is being spent on cycle improvement schemes in Leighton Buzzard as part of the Leighton-Linslade Cycle Demonstration Town Project.
29. The Executive should note that the schemes in Figure 2 have been identified within the Station Travel Plan Action Plan because they are likely to contribute towards the objectives of the Station Travel Plan. However, unlike the schemes shown in Figure 1, the successful delivery of the Station Travel Plan is not fundamentally based upon the successful delivery of these schemes. Also, as these schemes have been committed to through other plans and programmes, the delivery of these schemes is not dependant upon the Executive adopting the Station Travel Plan. Therefore, the Executive is simply asked to note these actions, and no decision or guidance on these actions is requested.

30. The Executive should also note that all of these existing commitments are subject to review of the Council's wider capital programme, due to be considered by the Executive on 13th October 2009.
31. The Station Travel Plan Action Plan also contains actions which are to be delivered through Section 106 Planning Agreements. These schemes are outlined in Table 1. As with the schemes in Figure 2, these schemes are considered to have potential in helping to achieve the objectives of the Station Travel Plan, although the ultimate success of the Station Travel Plan will not fundamentally depend upon the successful delivery of these schemes. The Station Travel Plan can also value to these schemes, by encouraging the use of the identified improvements by encouraging more people to access the station by sustainable modes of transport.

Table 1 – Schemes to be delivered through Section 106 Agreements

Scheme	Cost		
	2009/10	2010/11	2011/12
Vimy Road Cycleway	£6,150	-	-
Rosebury Avenue Traffic Calming	£20,000	-	-
Billington Road Civilisation	-	£254,500	£254,500
Bus service to town centre and Southern Leighton Buzzard	£500,000	£500,000	£500,000

32. The Executive should note that the full costs of these schemes are being met by the associated developers, meaning that no financial contribution is required from Central Bedfordshire Council to deliver any of these schemes. These schemes will not be committed to until the Section 106 agreements have been signed (if they have not already been), and the monies are received from the developer. This is in accordance with Council policy as agreed on 26th February 2009.
33. As with the schemes outlined in Figure 2, the implementation of the schemes identified in Table 1 will help to contribute to the objectives Station Travel Plan by making access to the station by non-car modes more attractive. Of particular interest are projects associated with the Southern Leighton Buzzard Sustainable Travel Exemplar Site (Billington Road Civilisation and the bus service), an initiative that the Station Travel Plan is likely to benefit from.
34. The civilisation of Billington Road is a key element of the Southern Leighton Buzzard Sustainable Travel Exemplar Project, which aims to develop and promote Billington Road as a sustainable transport corridor into the town. Elements of this particular project are likely to include surface and kerbing treatment, enhanced signage and redirection of traffic away from Billington Road, and the upgrade of bus stops. By improving making non-car modes of transport a priority on this key link between Southern Leighton Buzzard and the rest of the town, access to the station by non-car modes of transport, particularly bus, is improved, which is of benefit to the Station Travel Plan.

35. The identified bus service between the railway station, the town centre, and Southern Leighton Buzzard also forms part of the Sustainable Travel Exemplar Scheme. The purpose of this service is to link new development to the South of Leighton Buzzard to the town centre and railway station via a fast and frequent public transport link. This service will have an additional benefit of improving bus access between the station, the town centre, and areas of southern Leighton Buzzard for existing residents in Southern Leighton Buzzard, and station users, which will be of benefit to the Station Travel Plan.
36. The Executive should note that the schemes in Table 3 have been identified within the Station Travel Plan Action Plan because they are likely to contribute towards the objectives of the Station Travel Plan. However, unlike the schemes shown in Table 1, the successful delivery of the Station Travel Plan is not fundamentally based upon the successful delivery of these schemes. Also, as these schemes have been committed to via Section 106 Agreements, the delivery of these schemes is not dependant upon the Executive adopting the Station Travel Plan. Therefore, the Executive is simply asked to note these actions, and no decision or guidance on these actions is requested.
37. The Station Travel Plan Action also contains an aspiration to deliver an improved Station Forecourt at Leighton Buzzard station. Improving the station forecourt was identified by passengers, stakeholders and local councillors as important to improving facilities at the station for sustainable transport modes. Consultation with these groups has identified a number of aspirations for improving the station forecourt, including:
 - Additional bus stops closer to the ticket office to cater for a planned increase in the number of buses serving the station
 - Improved facilities for cyclists, such as additional cycle parking, lockers, and showers
 - An improved environment for pedestrians, such as a wider footway directly in front of the ticket office
 - If possible, a segregated facility for taxi and car drop-offs, minimising the current conflicts between drop offs and buses turning into the bus stop
38. Making significant improvements to the station forecourt is likely to be a costly scheme. Based upon the experience of neighbouring authorities in delivering similar station forecourt improvements at mainline rail stations, it has been estimated that such a scheme will cost in the region of £400,000 to deliver.
39. Due to the costly nature of this scheme, the Executive should note that this scheme is currently aspirational, with its delivery being dependent upon a successful bid for external funding being made. Central Bedfordshire Council's only commitment to this scheme currently is to undertake option assessment and preliminary design work during this financial year, for the purpose of making bids to funding streams such as Growth Area Funding, and rail industry funding through the National Station Improvement Programme. The funding of this initial work has been committed to in this years LTP Integrated Transport Capital budget.

Reason for change: To make the financial implications of the Leighton Buzzard Station Travel Plan clearer

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Change Corporate Implications – Financial to the following:

Scheme	Funding source	Costs		
		2009/10	2010/11	2011/12
Central Bedfordshire Council actions for marketing and promoting more sustainable means of travelling to the station	Revenue <i>Transport Strategy Revenue Budget</i>	£10,000	£15,000	£15,000
Improved pedestrian access to the station from Southcourt Avenue	Capital <i>Local Transport Plan Integrated Transport Capital Programme</i>	-	£30,000	-

Reason for change: To make the financial implications of the Leighton Buzzard Station Travel Plan clearer

Appendix A – Page 150

Remove Soulbury Road Traffic Calming row from table.
Change cost of Billington Road Civilisation from £835,000 to £509,000.
Remove Leighton-Linslade Transport Study row from table.

Reason for changes: To provide the Executive with updated information on the Station Travel Plan Action Plan

Appendix B – Page 172

Remove Soulbury Road Traffic Calming row from table.

Reason for changes: To provide the Executive with updated information on the Station Travel Plan Action Plan

Appendix B – Page 176

Remove Leighton-Linslade Transport Study row from table.

Reason for changes: To provide the Executive with updated information on the Station Travel Plan Action Plan

Appendix B – Page 178

Change estimated cost of Billington Road Civilisation from £835,000 to £509,000.

Reason for changes: To provide the Executive with updated information on the Station Travel Plan Action Plan