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**Meeting:** Executive

**Date:** 15 February 2010

**Subject:** Local Transport Plan 3

**Report of:** Cllr Tom Nicols, Portfolio Holder for Sustainable Development  
Cllr David McVicar, Portfolio Holder for Safer Communities and Healthier Lifestyles

**Summary:** The report summarises the content of the third Local Transport Plan for Central Bedfordshire.

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**Advising Officer:** Gary Alderson (Director of Sustainable Communities)

**Contact Officer:** Paul Cook (Head of Transport Strategy & Countryside Access)

**Public/Exempt:** Public

**Wards Affected:** All

**Function of:** Council

**Key Decision** Yes

**Reason for urgency/  
exemption from call-in  
(if appropriate)** Not applicable

## **CORPORATE IMPLICATIONS**

### **Council Priorities:**

The Local Transport Plan is an important tool in helping to deliver the priorities contained within the Sustainable Community Strategy. The plan will help assist in providing the capacity for economic growth, cater for an increase in demand to travel, help improve the health and well being of the population, increase access to education and other local services, and address general quality of life issues.

### **Financial:**

The authority receives an annual capital settlement from Central Government through the Local Transport Plan, split between funding to be spent on integrated transport measures and maintenance of the network. In addition, the plan forms a framework through which to secure additional investment in transport through developer contributions, bidding for other pots of funding and a basis upon which to lobby for investment.

### **Legal:**

It is a statutory requirement for the authority to have a Local Transport Plan. The current plans covering the Central Bedfordshire area expire on 31 March 2011.

**Risk Management:**

No direct implications.

**Staffing (including Trades Unions):**

No direct implications.

**Equalities/Human Rights:**

An Equalities Impact Assessment has been carried out in conjunction with the creation of the Local Transport Plan which found that the plan satisfies the legal obligations required of the council and in part actively enables greater equalities.

**Community Safety:**

The Local Transport Plan will help improve community safety in two respects. Firstly in terms of road safety and a reduction in the number of people killed or seriously injured on the authority's roads. Alongside this the Plan will seek to address perceptions of road safety which are often a barrier to encouraging more people to walk or cycle. Secondly, the Plan addresses personal security issues, through the identification of measures that will make residents feel more secure when they travel – better lit bus stops, pre-paid ticketing, and general measures to encourage more people to walk and cycle, and so provide more natural surveillance of streets for example.

**Sustainability:**

Sustainability is considered as part of the Strategic Environmental Assessment carried out for the Local Transport Plan and which forms Appendix N of the main document. The report concludes that the plan will promote sustainability, especially through the implementation of smarter choices measures.

**Summary of Overview and Scrutiny Comments:**

At its meeting on 18 January 2011 the Sustainable Communities Overview and Scrutiny Committee received a report which summarised the draft of the third Local Transport Plan for Central Bedfordshire. Whilst Members raised comment on some aspects of the Plan's content they were also of the strong and unanimous opinion that the Plan should be approved and adopted. The Committee agreed the following recommendations to be considered by the Executive:-

- That the Executive be strongly recommended to adopt the vision, objectives, priorities and Implementation Plan of the third Local Transport Plan and the areas of intervention through which these will be achieved
- that the officers responsible for drafting the Plan be commended on the consultation and resulting document.

Further details relating to these recommendations are contained in Appendix C

## RECOMMENDATIONS:

That the Executive recommends to the council that:

1. The Local Transport Plan for Central Bedfordshire be approved.
2. The Director of Sustainable Communities, in consultation with the Portfolio holder for Sustainable Development, be authorised to make any necessary minor drafting changes to the document prior to final publication.

## Executive Summary

This Report gives information about the draft Local Transport Plan for Central Bedfordshire. The plan will cover the 15 year period up until March 2026 and provide a framework for investment in transport locally.

The Plan forms an important tool through which the authority sets out its transport related objectives and wider priorities, and contains a shorter term implementation Plan which will be updated on an annual basis, and which includes a programme of schemes to be delivered on the ground over a three year period.

## Structure of the Plan

1. The Local Transport Plan establishes a strategic approach to investment in transport locally. In line with these principles it contains a series of objectives and priorities that have been established based upon the reasons people travel.
2. The Plan is structured around the reasons people travel, 'journey purposes', to reinforce the concept that transport is a means to an end, and ensure a targeted and integrated approach to these objectives being achieved.
3. The structure of the Local Transport Plan is set out in Figure 1. Due to the volume and detail of information which is contained within the plan, including the evidence bases underpinning the journey purpose themes, the modal strategies, supporting strategies, and Local Area Transport Plans all referred to within the structure diagram below, a series of separate appendices have been produced.
4. The main Local Transport Plan document is attached to this report at **Appendix A**. The appendices of the plan are not included, but are available internally within P:\LTP3 or externally on <http://www.centralbedfordshire.gov.uk/transport-and-streets/policy/LTP/what-it-says.aspx>

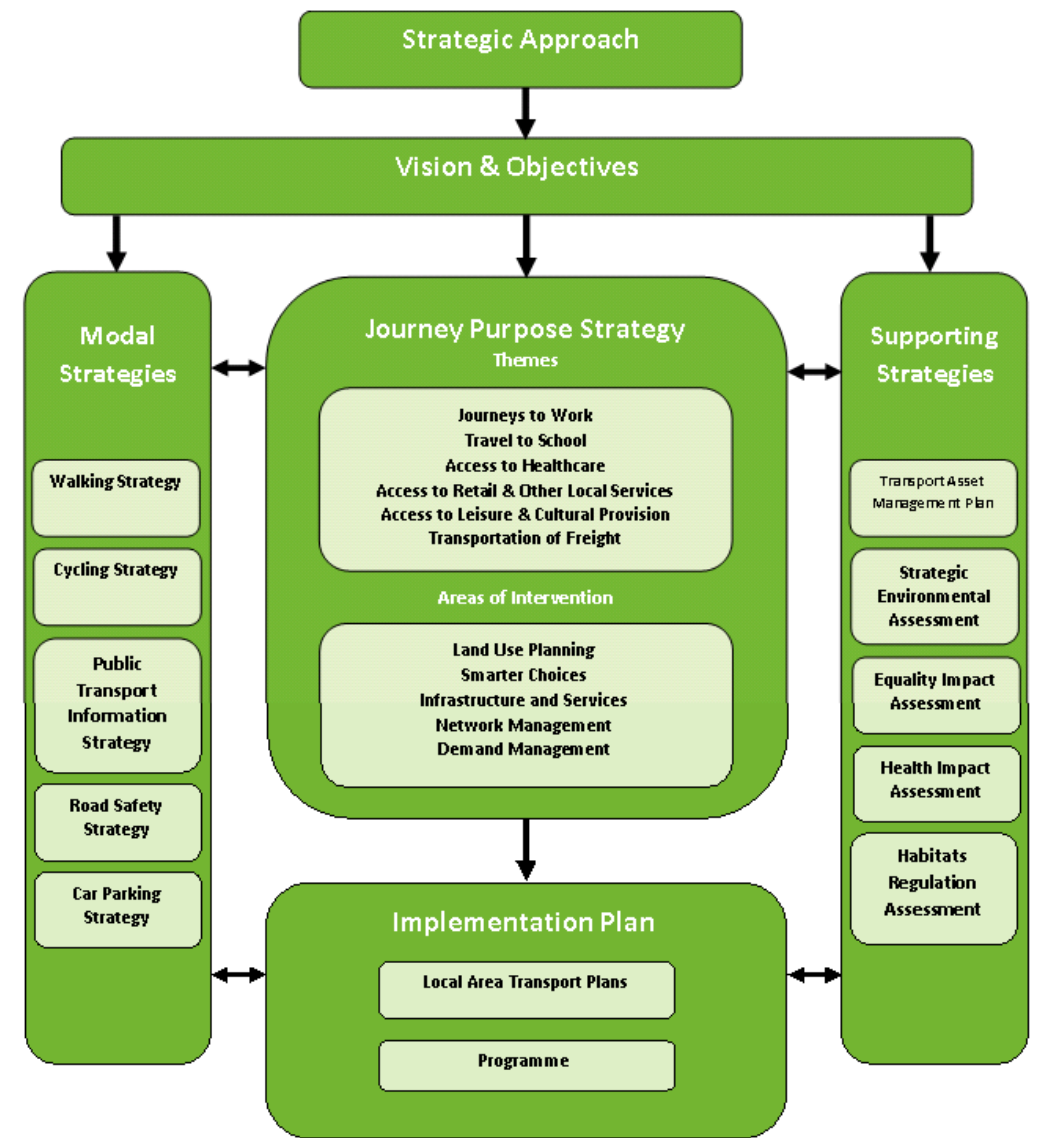
## Vision & Objectives

5. The vision of the Local Transport Plan is the same as that for the Community Strategy namely to ensure Central Bedfordshire is:

*'Globally connected, delivering sustainable growth to ensure a green, prosperous and ambitious place for the benefit of all by creating an integrated transport system that is safe, sustainable and accessible'*.

The vision reflects the wider aspirations of the Local Strategic Partnership as a whole, and the role transport provides to achieve these aspirations.

**Figure 1: Structure of the Local Transport Plan**



6. In seeking to deliver the vision, a set of overarching principles have been established that form a strategic approach to govern the direction of investment in transport and ensure efficiency and value for money in work undertaken. These principles comprise:
- The need for a long term vision.
  - The need to provide the capacity for growth.
  - The need to work in partnership.
  - A focus on localism in terms of scheme identification and delivery.
  - A focus on the purpose of individual journeys.
  - The establishment of a preference hierarchy in terms of how people travel.

7. A series of 10 objectives, and associated targets and indicators against which progress towards their achievement can be ascertained are also included within the Plan. The objectives seek to:
- a. Increase the ease of access to employment by sustainable modes.
  - b. Reduce the impact of commuting trips on local communities.
  - c. Increase the number of children travelling to school by sustainable modes of transport.
  - d. Improve access to healthcare provision by the core health service (hospitals and GPs).
  - e. Ensure access to food stores and other local services particularly in local and district centres.
  - f. Enable access to a range of leisure, cultural and tourism facilities for residents and visitors.
  - g. Enable the efficient and reliable transportation of freight.
  - h. Encourage the movement of freight by sustainable modes.
  - i. Minimise the negative impacts of freight trips on local communities.
  - j. Reduce the risk of people being killed or seriously injured.
8. The objectives relate to the journey purpose themes which provide the structure, and focus of the Plan, notably in terms of addressing:
- journeys to work;
  - travel to schools;
  - access to healthcare;
  - access to food stores and local services;
  - access to leisure, culture and tourism; and
  - transportation of freight.
9. Within these themes, the Local Transport Plan also establishes a series of priority areas focusing upon:
- Journeys to Work:
    - Maximising the number of sustainable short trips.
    - The ease of interchange between services.
    - Reducing the volume of through traffic.
    - Addressing carbon dioxide emissions.
    - Improving road safety.
    - Securing modal shift within new developments.
  - Travel to Schools:
    - Improving the walking and cycling environment.
    - Raising awareness of active travel.
  - Access to Healthcare:
    - Enabling access to healthcare services.
    - Reducing physical restrictions to access.
    - Promoting the links between travel and health.
    - Working in partnership with the NHS.

- Access to Food Stores and Local Services:
    - Support the delivery of town centre masterplans.
    - Promote access to online Council services.
    - Location of development in accessible locations.
  - Access to Leisure, Culture and Tourism:
    - Improve access to the countryside.
    - Improve access to leisure centres.
    - Improve access to town centres at the evening and weekends.
  - Transportation of Freight:
    - Manage carbon dioxide emissions.
    - Tackle air pollution.
    - Address noise and vibration issues.
    - Improve road safety.
    - Mitigate other physical effects of freight movements.
    - Improve accessibility by non-road modes.
    - Direct growth into accessible locations.
10. These themes and related priorities will form the basis to the direction of investment in new transport schemes.

### **Areas of Intervention**

11. To achieve the objectives of the Local Transport Plan, areas of intervention have been identified which address both the demand and supply side of transport – the actual demand to travel and so the number of trips on the network, and the supply of provision, and so the ability to undertaken these trips by different modes.
12. These focus on the areas of:
- land use planning;
  - smarter choices;
  - infrastructure provision / service provision;
  - network management; and
  - demand management.
13. These interventions are in no particular priority order and embrace all forms of trip, regardless of the mode of travel in question, and are summarised below.

### **Implementation**

14. The Local Transport Plan is based upon an area based approach to investment as opposed to a scheme led approach. Such an approach ensures that priority areas can be targeted for investment where need is greatest, and that the most appropriate interventions are delivered in each location.
15. It also enables a more co-ordinated approach to the implementation of different types of scheme at a local level.

16. On this basis a series of **Local Area Transport Plans** have been produced. These detail the key issues and schemes to be delivered over the course of the plan in specific areas.
17. They contain detail as to the level of growth each area is set to accommodate and a full list of schemes which will be required to facilitate such growth in a sustainable manner, funded through not just the Local Transport Plan but other sources of investment such as developer contributions for example.
18. The Local Area Transport Plans have initially been produced for the parts of the authority anticipated to be subject to the greatest levels of growth of the timeframe of the Plan, notably Arlesey and Stotfold, Biggleswade and Sandy, Dunstable and Houghton Regis, and Leighton Linlade.
19. The Local Area Transport Plans will be rolled out to cover the whole of the authority as detailed below:

<b>2011/12</b> Biggleswade & Sandy Arlesey & Stotfold Dunstable & Houghton Regis Leighton Linlade	<b>2013/14</b> Toddington Chiltern Downs Wixhams North Bedfordshire Rural Area East Bedfordshire Rural Area
<b>2012/13</b> Marston Vale Flitwick & Ampthill South Bedfordshire Rural Area Shefford	

20. The schemes identified and prioritised within the Local Area Transport Plans have been brought together to form a three year programme shown in chapter 10 of the Local Transport Plan. This will be updated on an annual basis and sets out how the authority will spend the settlement received from Central Government for integrated transport. Whilst the focus of the Integrated Transport budget will be the LATP areas approximately half of the money received from government for transport will be outside of these priority locations.

## Consultation

21. The Council carried out extensive consultation on the Local Transport Plan, as set out in Appendix B. One of the first things done when designing the Local Transport Plan was to take a paper to the Development Strategy Task Force setting out how we proposed to do consultation and seeking the views of Members about this. Once this had been agreed, a newsletter was sent out to all Members in June 2010. Parish and Town Councils were informed of the process at their Conference in June, where there was a stand and information was disseminated setting out how they could get involved.

22. Wider consultation on the high level strategy contained within the Local Transport Plan has included:
- A special, interactive website (My Journey) as part of Let's Talk Central which was launched in May. This has been active since this that period and has invited comment and debate on the development of the Local Transport Plan.
  - Carrying out a survey of local residents (2,100 people) in March 2010.
  - Holding six public exhibitions in July and August.
  - Holding a conference for special interest groups (bus users society, commuters association, friends of the earth, rural communities charity etc) in September.
  - Inviting the wider community, including all parish councils to a Local Transport Plan event in November 2010, which included a stall showing how the strategy was being developed, an opportunity to discuss the plan with officers and a presentation on Shared Space followed by a lengthy question and answer session.
  - Other specific meetings and workshops, for example with freight representatives, with bus and rail companies and with local cycle fora.
23. In addition to the high level strategy, the Local Transport Plan also contains four Local Area Transport Plans. These plans have been developed with specific reference to local Members and to the local community. The approach taken was:
- Discussions with local Members in the Autumn of 2010.
  - Presentations to and discussions with the relevant town councils in October 2010.
  - Representation at a number of other events, for example the Dunstable masterplan exhibition, Downside Community Action Group etc.
  - Further discussions with local Members in November/ December.
- Over the next two years we will be developing further Local Area Transport Plans to cover all of Central Bedfordshire. As we do this, we will ensure that those town and parish councils within each LAMP area are properly consulted.
24. Appendix B gives more information about the scale and breadth of the consultation carried out, while chapter 4 the Local Transport Plan contains full details concerning the approach taken.

## **Monitoring**

25. The success of these initiatives and progress towards the objectives of the Plan will be assessed through a series of targets and indicators. The indicators utilise a number of existing data sources where possible.
26. Targets for the Local Transport Plan are set out in Chapter 11 of the Local Transport Plan.



## **Conclusions**

27. The Local Transport Plan will play a key role in helping to deliver the Sustainable Communities Strategy. The plan sets out how the Council will use transport to support economic growth, promote sustainable transport and improve the quality of life of all local residents. Extensive consultation has already been carried out on the plan, but further consultation on future Local Area Transport Plans will further enhance the role that the council can play in supporting local needs and wishes for the area.

### **Appendices:**

Appendix A – Local Transport Plan 3: Central Bedfordshire Transport Strategy 2011 – 2026 (Draft)

Appendix B – Engagement report

Appendix C – Minutes from Overview and Scrutiny meeting

### **Location of papers:**

P:\LTP3 or externally on <http://www.centralbedfordshire.gov.uk/transport-and-streets/policy/LTP/what-it-says.aspx>