
Meeting: Sustainable Communities Overview and Scrutiny Committee
Date: 6 March 2013
Subject: Local Area Transport Plans and Programmes, 2013/14 & 2014/15
Report of: Cllr Nigel Young , Executive Member for Sustainable Communities
Summary: The report proposes the endorsement of the third round of Local Area Transport Plans (LATPs) and associated programmes for Chiltern, Haynes and Old Warden, and Potton, together with the refreshed LATPs for Arlesey and Stotfold, and Biggleswade and Sandy.

Advising Officer: Gary Alderson, Director of Sustainable Communities
Contact Officer: Ben King, Principal Transport Planner
Public/Exempt: Public
Wards Affected: All
Function of: Council

CORPORATE IMPLICATIONS

Council Priorities:

1. The Local Transport Plan (referred to as the LTP) is an important tool in helping to deliver the priorities contained within the Medium Term Plan.

Transport is a means to an end and the LTP helps assist in providing the capacity for economic growth, catering for an increase in demand to travel, improving the health and well being of the population, increasing access to education and other local services, and addressing general quality of life issues.

This all equates to 'Enhancing Central Bedfordshire', 'Promoting Health and Well Being' and providing 'Better Infrastructure', all priorities contained within the Medium Term Plan.

Finally, the use of a Scheme Prioritisation Framework within the LTP also ensures that Central Bedfordshire residents get 'Value for Money' in the allocation of transport funding.

Financial:

2. The authority receives an annual capital settlement from Central Government through the LTP, split between funding to be spent on integrated transport measures and maintenance of the network.

In addition, the LTP 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 from transport operators.

Legal:

3. No direct implications.

Risk Management:

4. The following risks have been identified:

- Failure to discharge statutory requirements.
- Reputational damage through not addressing community /local needs.

These risks will be monitored and mitigating action taken.

There are also financial risks associated with being able to deliver the schemes contained within the LATP programmes within their allocated budget. The involvement of engineers at Bedfordshire Highways throughout the process of identifying these schemes has sought to mitigate this risk.

Staffing (including Trades Unions):

5. Not Applicable.

Equalities / Human Rights:

6. An Equalities Impact Assessment (EIA) was carried out in conjunction with the production of the Local Transport Plan, and both the LATPs and the Scheme Prioritisation Framework sit within the LTP suite of documents.

The EIA concluded that the LTP's focus on providing realistic travel options and alternatives to car based travel to increase accessibility especially to employment and training opportunities, education, healthcare provision and leisure facilities, would have positive impacts across all groups, particularly disabled people and those in deprived areas without access to a car.

In addition the LTP also addresses the worst impacts of traffic, namely pedestrian accidents, air and noise pollution and busy roads cutting through communities which disproportionately affect deprived areas and people facing social exclusion.

As part of the development of each LATP, detailed consideration is given to these issues at a local level and further public consultation will be undertaken to ensure that all relevant issues are identified.

Public Health:

7. Schemes included within the LATPs may encourage more active travel through walking and cycling initiatives which contribute to improving the health and well being of local residents. These and other schemes which reduce reliance on the private car also help to minimise harmful emissions which may lead to respiratory illnesses, particularly in areas with a high volume of traffic.

Community Safety:

8. Promoting more active travel helps to ensure that there are more people on the street providing natural surveillance, which in turn helps to reduce crime and the fear of crime.

Sustainability:

9. A Strategic Environmental Assessment (SEA) was produced for the LTP, whilst a number of the schemes included within the LTP programme will promote less reliance on use of the car and increase use of sustainable transport modes, which in turn reduce congestion, air pollution, and CO2 emissions.

Procurement:

10. Not applicable.

RECOMMENDATION(S):

The Committee is asked to:-

1. **Review and comment on the three Local Area Transport Plans for Chiltern, Haynes and Old Warden, and Potton, and the associated programmes of integrated transport schemes to be delivered in these areas in 2013/14 and 2014/15, to inform the Executive Committee.**
2. **Review and comment on the refreshed Local Area Transport Plans for Arlesey and Stotfold, and Biggleswade and Sandy, and the associated programmes of integrated transport schemes to be delivered in these areas in 2014/15, to inform the Executive Committee.**

Overview

11. The report proposes the endorsement of the third round of Local Area Transport Plans (LATPs) for Chiltern, Haynes and Old Warden, and Potton, together with the refreshed LATPs for Arlesey and Stotfold, and Biggleswade and Sandy.
12. Each of the Plans contain an analysis of current transport problems and issues, a breakdown of how journeys are made for different journey purposes, an identification of priorities for action and the inclusion of a long list of schemes through which these will be addressed as and when funding becomes available.

Local Transport Plan

13. The Central Bedfordshire Local Transport Plan (LTP) was adopted by the authority on 1 April 2011. It covers the 15 year period up until March 2026 and contains a series of objectives and related targets and indicators against which to determine the success of the authority in improving transport infrastructure and service provision.
14. The LTP details strategic areas of intervention which form a framework for investment, to not just achieve the objectives of the Plan but also ensure that transport contributes towards the wider priorities of the authority.
15. The authority is awarded an annual settlement from the Government through which to deliver the Local Transport Plan as detailed in Table 1.

Table 1: Central Bedfordshire Funding Allocations

	2011/12	2012/13	2013/14	2014/15
Integrated Transport Funding	£1,260,000	£1,340,000	£1,340,000	£1,880,000

16. Extensive consultation was undertaken on the LTP prior to its adoption in April 2011. It included a survey of local residents (2,100 people), together with meetings with town and parish councils, Central Bedfordshire members and an extensive online presence including on the authority's own website and dedicated Facebook and Twitter pages.
17. The LTP has been very well received by the Department for Transport and has been the basis for a number of successful bids and major projects.

Local Area Transport Plans

18. A series of Local Area Transport Plans (LATPs) sit underneath the LTP. These apply the principles established within the LTP at the local level taking into account local issues and travel patterns. The LATPs and the timetable over which they have been produced are included in Table 2.

Table 2: Local Area Transport Plans

Year Produced	Area Covered
2011/12 (Tranche 1)	Arlesey & Stotfold, Biggleswade & Sandy, Dunstable & Houghton Regis, and Leighton Linlade.
2012/13 (Tranche 2)	Ampthill and Flitwick, Marston Vale, Shefford, Silsoe & Shillington, and Toddington, Harlington and Barton-le-Clay.
2013/14 (Tranche 3)	Chiltern, Potton, and Haynes & Old Warden.

19. The integrated transport funding which the authority receives from Central Government has been allocated to the different tranches of Plans as set out in Table 3.

Table 3: LATP Funding Allocations

Area	2011/12	2012/13	2013/14	2014/15	Total
Tranche 1	£940,000	£913,500	£913,500	£534,200	£3,301,200
Tranche 2	-	£304,500	£224,300	£597,800	£1,126,600
Tranche 3	-	-	£80,200	£203,500	£283,700
Local Safety Schemes (authority wide)	£320,000	£120,000	£120,000	£120,000	£680,000
“Rural Match Fund”	-	-	-	£376,000	£376,000
Development Fund	-	-	-	£50,000	£50,000
Total	£1,260,000	£1,340,000	£1,340,000	£1,882,000	£5,822,000

*Figures have been rounded

20. The allocations for the first two tranches of Plans for the 2011/12, 2012/13 and 2013/14 financial years have already been agreed and allocated to specific schemes by the authority.
21. This report relates to the 2013/14 and 2014/15 allocations for the third tranche of Plans and the 2014/15 allocations for the Arlesey and Stotfold and Biggleswade and Sandy Plans, which form part of the first Tranche of LATPs.
22. The other plans which made up the first tranche – those for Leighton Linlade and Dunstable, alongside the second tranche of plans covering Ampthill and Flitwick, Marston Vale, Shefford, Silsoe & Shillington, and Toddington, Harlington and Barton-le-Clay, will be reviewed from April 2013, in time for their programmes for 2014/15 to be identified.

Chiltern, Potton and Haynes and Old Warden Local Area Transport Plans

23. The Local Area Transport Plans for Chiltern (incorporating the Caddington and Eaton Bray wards), Potton, and Haynes and Old Warden, form the third and final tranche of plans to have been produced.
24. Each of the Plans contain an analysis of current transport problems and issues, a breakdown of how journeys are made for different journey purposes, an identification of priorities for action and the inclusion of a long list of schemes through which these will be addressed as and when funding becomes available.
25. The allocations available to each of these Plans are contained in Table 4.

Table 4: Tranche 3 LATPs Funding Allocations

Area	2011/12	2012/13	2013/14	2014/15	Total
Chiltern	-	-	£37,100	£92,300	£129,400
Haynes and Old Warden	-	-	£19,900	£49,600	£69,500
Potton	-	-	£23,100	£61,600	£84,700
Total	-	-	£80,200	£203,500	£283,700

*Figures have been rounded

26. The long lists included within each Plan have been scored against a Scheme Prioritisation Framework and a programme for the 2013/14 and 2014/15 financial years identified, primarily based upon the scoring generated by this process.
27. The allocations for each area and their associated programme of works are contained within Tables 5 to 7 whilst copies of the Plans themselves are available in Appendices B, C and D.

Table 5: Chiltern LATP Programme

Chiltern	2013/14	2014/15	Total
Pedestrian crossing & speed reduction measures – Church Road, Slip End		£70,000	£70,000
School Safety Zone Level 3 Standard – High Street, Eaton Bray	£14,600		£14,600
HGV Impact reduction – Farris Lane, East Hyde	£ 4,000		£ 4,000
HGV Impact reduction – Castle Hill Road, Totternhoe	£10,000		£10,000
Residential Parking problems – On Street residential parking issues, Slip End	£ 7,500		£ 7,500
Residential Parking problems – Isle of Wight Lane, Kensworth	£ 1,000		£ 1,000
Public Realm & vehicular access – Manor Road shopping area, Caddington		£22,300	£22,300
Total	£37,100	£92,300	£129,400

*Figures have been rounded

Table 6: Haynes and Old Warden LATP Programme

Haynes and Old Warden	2013/14	2014/15	Total
Cycle route improvements from Old Warden, Upper and Lower Caldecote, and Biggleswade – Feasibility	£5,450	-	£5,450
Safety improvements – Bedford Road, Houghton Conquest	£10,000	£49,600	£59,600
40mph buffer, Vinegar Hill, Upper Caldecote	£4,450	-	£4,450
Total	£19,900	£49,600	£69,500

*Figures have been rounded

Table 7: Potton LAMP Programme

Potton	2013/14	2014/15	Total
Potton to Sandy cycle route contribution	-	£25,000	£25,000
Potton 20mph limit	-	£35,000	£35,000
Real time information displays at 3 bus stops	£13,100	£1,600	£14,700
Bus shelter in Eyeworth	£10,000	-	£10,000
Total	£23,100	£61,600	£84,700

*Figures have been rounded

Arlesey and Stotfold, and Biggleswade and Sandy Local Area Transport Plans

28. The Arlesey and Stotfold, and Biggleswade and Sandy LAMPs form part of the first tranche of plans endorsed by the authority in April 2011. They have been refreshed due to:
- Changes to the areas covered by the Plans, as a result of alterations to the ward boundaries at the May 2011 elections.
 - Confirmation from the Department for Transport of additional funding available to the authority in 2014/15.
 - The adoption of a new scheme prioritisation framework to determine schemes to be funded through the Plans, as endorsed by Executive Committee on 27 March 2013.
29. The Arlesey and Stotfold LAMP now incorporates Astwick, Clifton, Henlow, Langford, and Stondon, whilst the Biggleswade and Sandy LAMP includes Blunham.
30. The long lists of schemes now included within each Plan have been scored against a Scheme Prioritisation Framework, as with those for Chiltern, Haynes and Old Warden and Potton, and a programme for the financial year identified on the basis of the additional funding made available by the DfT.
31. The additional allocations for each area and the schemes proposed to be delivered are set out in Tables 8 and 9. Copies of the Plans are included in Appendices E and F.

Table 8: Arlesey and Stotfold Programme for 2014/15

Arlesey and Stotfold	2014/15	Total
Biggleswade to Langford cycle route	£63,500	£63,500
Traffic calming measures in Clifton	£40,000	£40,000
Real time information displays at 6 bus stops	£30,000	£30,000
Total	£133,500	£133,500

*Figures have been rounded

Table 9: Biggleswade and Sandy Programme for 2014/15

Biggleswade and Sandy	2014/15	Total
Potton to Sandy cycle route	£25,000	£25,000
Biggleswade to Langford cycle route	£100,000	£100,000
Real time information displays at 10 bus stops	£50,000	£50,000
Implement recommendations of the Sandy Freight Study	£25,000	£25,000
Total	£200,000	£200,000

*Figures have been rounded

Conclusion and Next Steps

32. Following the endorsement of the 2013/14 and 2014/15 allocations for the third tranche of Plans and the 2014/15 allocations for the Arlesey and Stotfold and Biggleswade and Sandy Plans by Executive, the authority will commence delivery of the programme of schemes within the LATPs from April 2013.

Appendices:

Appendix A – Local Area Transport Plan boundaries

Appendix B – Chiltern Local Area Transport Plan

Appendix C – Haynes and Old Warden Local Area Transport Plan

Appendix D – Potton Local Area Transport Plan

Appendix E – Arlesey and Stotfold Local Area Transport Plan

Appendix F – Biggleswade and Sandy Local Area Transport Plan

Background papers:

Local Transport Plan