
Meeting: Sustainable Communities Overview and Scrutiny Committee
Date: 27 February 2014
Subject: Local Transport Plans Programme 2014/15
Report of: Cllr Nigel Young , Executive Member for Sustainable Communities
Summary: The report proposes the endorsement of the Local Transport Plan (LTP) capital funding split for 2014/15 together with details of the scheme programmes for the Leighton Linlade, Ampthill and Flitwick, Marston Vale, Shefford, Silsoe and Shillington, and Heath and Reach, Barton le Clay and Toddington Local Area Transport Plans (LATPs). In addition it seeks the endorsement of schemes to be delivered through the Rural Match Fund, the local safety funding allocation and the creation of a “development fund” for advance design works.

Advising Officer: Paul Cook, Assistant Director of Highways and Transport
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 to 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.

Financial:

2. The authority has received its annual capital settlement from Central Government for spend on integrated transport measures in 2014/15. This amounts to £1,882,000 which represents a significant increase on previous years. The Medium Term Financial Plan (MTFP) which is going to Council for approval includes the capital scheme of integrated transport spend for this amount.

Around £538,000 of this funding has already been allocated to schemes across the authority (as agreed at Executive on 19 March 2013) and this report sets out the areas in which the remaining £1,344,000 is earmarked to be spent.

Legal:

3. No direct implications.

Risk Management:

4. The following risks have been identified - (1) Failure to discharge statutory requirements; (2) 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 LAMP 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 LAMPs 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 LAMP, 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 LAMPs 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. Central Bedfordshire Council has a statutory duty under Section 17 of the Crime and Disorder Act to do all that it reasonably can to reduce crime and disorder, whilst mitigating any risks of increasing crime and disorder.

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. To ensure this, community safety risks will be assessed in the design of schemes.

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:-**

- i. **Review and comment on the LATP programmes for Leighton Linlade, Ampthill and Flitwick, Marston Vale, Shefford, Silsoe and Shillington, and Heath and Reach, Barton le Clay and Toddington in 2014/15.**
- ii. **Review and comment on the Rural Match Fund proposals to be implemented following a bidding process by Town and Parish Councils.**
- iii. **Review and comment on the road safety financial allocation.**
- iv. **Review and comment on the use of the “development fund” in 2014/15.**

Overview

10. The report proposes the endorsement of Local Transport Plan capital funding for 2014/15, the programme of schemes in the Local Area Transport Plans for Leighton Linlade, Ampthill and Flitwick, Marston Vale, Shefford, Silsoe and Shillington, and Heath and Reach, Barton le Clay and Toddington, the schemes to be delivered through the Rural Match Fund, the value of the dedicated road safety allocation and the use of a small ‘development fund’ through the year.

Local Transport Plan

11. 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.
12. 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.
13. The authority is awarded an annual settlement from the Government through which to deliver the Local Transport Plan. This amounts to £1,882,000 in 2014/15. Around £538,000 of this funding has already been allocated to schemes across the authority and this report sets out the areas in which the remaining £1,344,000 is earmarked to be spent.
14. Extensive consultation was undertaken on the LTP prior to it’s adoption in April 2011. This included a survey of over 2,000 local residents 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.

15. 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

16. 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 pertinent local issues and travel patterns. The LATPs and the timetable over which they have been produced are included in Table 1.

Table 1: Local Area Transport Plans

| Year Commenced | 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. |

17. The programmes of schemes to be delivered in 2014/15 for the Tranche 1 and Tranche 3 plans have previously been approved, with the exception of Leighton Linlade. **The focus of this paper is therefore on Leighton Linlade and the Tranche 2 plans.** The breakdown of funding for 2014/15 is set out in Table 2.

Table 2: LTP Funding Allocations in 2014/15

| Area | 2014/15 |
|--|-------------------|
| Tranche 1 | £534,200 |
| (Arlesey & Stotfold) | (£133,600) |
| (Biggleswade & Sandy) | (£200,300) |
| (Leighton Linlade) | (£200,300) |
| (Dunstable & Houghton Regis) | (£0) |
| Tranche 2 | £597,800 |
| (Amphill and Flitwick) | (£229,000) |
| (Marston Vale) | (£122,400) |
| (Shefford, Silsoe and Shillington) | (£102,400) |
| (Heath and Reach, Toddington and Barton le Clay) | (£144,000) |
| Tranche 3 | £203,500 |
| (Chiltern) | (£92,300) |
| (Potton) | (£61,600) |
| (Haynes and Old Warden) | (£49,600) |
| Rural Match Fund | £376,000 |
| Local Safety Schemes | £120,000 |
| (authority wide) | |
| Development Fund | £50,000 |
| Total | £1,882,000 |

*Figures have been rounded

Estimated Costs of Schemes

18. It should be highlighted that advanced design works have not been undertaken for any of the schemes included within the programme. As such there may be instances where the actual spend diverges from the allocation. In such cases either the scope of the scheme will be amended or the excess funding will be allocated elsewhere within the Plan area following discussions with local members. This is the case with each of the LATPs.

Leighton Linlade Local Area Transport Plan

19. The Local Area Transport Plan for Leighton Linlade has an allocation of £200,300 for the 2014/15 financial year and a meeting was held with local members on 19 December 2013 to determine the schemes this funding should be allocated towards.
20. The starting point for the discussions was the “long list” of schemes contained within the LATP, and prioritised through the Scheme Prioritisation Framework. This ranks schemes in terms of their suitability for implementation on the basis of their policy compliance, deliverability and value for money.

21. Following this process the schemes detailed in Table 3 are earmarked for delivery in 2014/15:

Table 3: Leighton Linlade LAMP Programme for 2014/15

| Scheme | Allocation |
|---|-----------------|
| <i>Plan wide:</i> Cycle improvement schemes prioritising the provision of a shared use path on Grovebury Road, a shared use path on Clipstone Brook and improved links between Pages Park and Sandhills Estate. | £120,000 |
| <i>Town centre:</i> Environmental improvements to Leighton Buzzard town centre. | £80,340 |
| Total | £200,340 |

Amphill & Flitwick Local Area Transport Plan

22. The Local Area Transport Plan for Amphill and Flitwick has an allocation of £229,000 for the 2014/15 financial year and a meeting was held with local members on 9 July 2013 to determine the schemes this funding should be allocated towards.
23. The starting point for the discussions was the “long list” of schemes contained within the LAMP, and prioritised through the Scheme Prioritisation Framework. This ranks schemes in terms of their suitability for implementation on the basis of their policy compliance, deliverability and value for money.
24. Following this process the schemes detailed in Table 4 are earmarked for delivery in 2014/15:

Table 4: Amphill and Flitwick LAMP Programme for 2014/15

| Scheme | Allocation |
|---|-----------------|
| <i>Amphill:</i> Shared use footpath / cycleway between Redbourne School and the A507. | £90,000 |
| <i>Flitwick:</i> Measures to deliver a 20mph scheme in Flitwick and Westoning. | £109,000 |
| <i>Amphill:</i> Improved crossing facilities on Church Street in Amphill town centre. | £30,000 |
| Total | £229,000 |

Marston Vale Local Area Transport Plan

25. The Local Area Transport Plan for Marston Vale has an allocation of £122,400 for the 2014/15 financial year and a meeting was held with local members on 4 June 2013 to determine the schemes this funding should be allocated towards.
26. The starting point for the discussions was the “long list” of schemes contained within the LAMP, and prioritised through the Scheme Prioritisation Framework which ranks schemes in terms of their suitability for implementation in terms of their policy compliance, deliverability and value for money.

27. Following this process the schemes detailed in Table 5 are earmarked for delivery in 2014/15:

Table 5: Marston Vale LAMP Programme for 2014/15

| Scheme | Allocation |
|--|-----------------|
| <i>Plan wide:</i> General bus stop improvements split 6 ways between the parishes of Marston Moretaine, Ridgmont, Woburn, Aspley Guise, Husborne Crawley and Brogborough (particularly Ridgmont Station) to provide either new bus shelters or smaller scale improvements. | £60,000 |
| <i>Woburn:</i> Hockcliffe Road speed limit amendments and associated restrictions | £17,400 |
| <i>Cranfield:</i> Pedestrian crossing (either at Portland Place or Crane Way, subject to local priority). | £45,000 |
| Total | £122,400 |

Shefford, Silsoe and Shillington Local Area Transport Plan

28. The Local Area Transport Plan for Shefford, Silsoe and Shillington has an allocation of £102,400 for the 2014/15 financial year and a meeting was held with local members on 13 November 2013 to determine the schemes this funding should be allocated towards.
29. The starting point for the discussions was the “long list” of schemes contained within the LAMP, and prioritised through the Scheme Prioritisation Framework which ranks schemes in terms of their suitability for implementation in terms of their policy compliance, deliverability and value for money.
30. Following this process the schemes detailed in Table 6 are earmarked for delivery in 2014/15.

Table 6: Shefford, Silsoe and Shillington LAMP Programme for 2014/15

| Scheme | Allocation |
|---|-----------------|
| <i>Shefford:</i> New pedestrian crossing on Old Bridge Way. | £65,000 |
| <i>Campton:</i> Traffic islands to protect turning traffic at the A507 / Greenway Campton junction. | £34,000 |
| <i>Gravenhurst:</i> Design of School Safety Zone. | £3,400 |
| Total | £102,400 |

Heath and Reach, Toddington and Barton le Clay Local Area Transport Plan

31. The Local Area Transport Plan for Heath and Reach, Toddington and Barton le Clay has an allocation of £144,000 for the 2014/15 financial year and a meeting was held with local members on 16 December 2013 to determine the schemes this funding should be allocated towards.

32. The starting point for the discussions was the “long list” of schemes contained within the LAMP adopted in April 2012, and prioritised through the Scheme Prioritisation Framework which ranks schemes in terms of their suitability for implementation in terms of their policy compliance, deliverability and value for money.
33. Following this process the schemes detailed in Table 7 are earmarked for delivery in 2014/15:

Table 7: Heath and Reach, Toddington and Barton le Clay LAMP Programme for 2014/15

| Scheme | Allocation |
|--|-----------------|
| <i>Plan wide:</i> School Safety Zones at Stanbridge Lower School and Chalton Lower School. | £129,000 |
| <i>Plan wide:</i> Bus stop improvements. | £5,000 |
| <i>Plan wide:</i> Signage of village cycle networks. | £10,000 |
| Total | £144,000 |

Rural Match Fund

34. The rural match fund is a way through which local town and parish councils can fund transport schemes in their areas with the assistance of match funding from Central Bedfordshire Council. A total of £376,000 of the Integrated Transport Budget for 2014/15 has been allocated to this initiative.
35. An email was sent to all town and parishes councils on 2 April 2013 inviting them to submit an application for match funding. As a result 20 applications were received.
36. Following the assessment of these applications in terms of their feasibility and potential implementation costs, 17 schemes have been identified for delivery. A summary of these schemes and their location are detailed in Table 8.
37. In total this process will draw in an estimated £108,000 in additional match funding, generating a total budget of around £484,000. [These schemes are subject to further liaison with Town and Parish Councils up until the end of February 2014].

Table 8: Rural Match Funded Schemes for Delivery in 2014/15

| | Location | Scheme |
|----|------------------------|---|
| 1 | Ampthill | Double yellow lines at various locations. |
| 2 | Arlesey | HGV re-routing scheme [tbc]. |
| 3 | Aspley Guise | Creation of safety zone close to Aspley Guise Lower School. |
| 4 | Barton le Clay | 40mph buffer zone on approach to village. |
| 5 | Biggleswade | Raised zebra crossing on London Road. |
| 6 | Flitton and Greenfield | Pedestrian improvements. |
| 7 | Harlington | Raised zebra crossing outside Harlington Upper School. |
| 8 | Henlow | Round top hump on Church Road. |
| 9 | Henlow | Road markings on approach to A507 junction. |
| 10 | Leighton | Pedestrian improvements on approach to the Station. |
| 11 | Maulden | Parking restrictions. |
| 12 | Northill | Horse rider warning signs. |
| 13 | Old Warden | Signage improvements [tbc]. |
| 14 | Slip End | Integrated traffic calming and parking improvements. |
| 15 | Stondon | 20mph zone at Stondon Lower School. |
| 16 | Toddington | 20mph zone at Toddington St Georges Lower School. |
| 17 | Westoning | Speed reduction measures and parking provision. |

Local Safety Scheme Funding

38. Improving the safety of our transport network is a high priority of the authority. Indeed it is a statutory duty for local authorities to seek to reduce the number of people killed or seriously injured, and for the fourth year in a row the LTP budget will be “top sliced” to fund road safety improvements across the Plan area.
39. These improvements are identified through a well established prioritisation process that gives precedent to those locations at which the largest numbers of accidents occur. Some £120,000 is proposed for dedicated road safety spend in 2014/15, commensurate with previous years.

Development Fund

40. It is proposed to set aside £50,000 of the Integrated Transport Budget in 2014/15 for a “development fund”. This is the first time in the four years of the LTP that such a fund has been earmarked and it is a response to issues encountered in the previous three years of the Plan.
41. The intended role of the fund is to allow advanced design works and associated public consultation on smaller scale local schemes for implementation in 2015/16.

42. This will ensure that there is greater certainty associated with future programme entries both in terms of their feasibility and costs, provide further confidence in the LATP process and ensure that schemes are in a position to be implemented from 1 April 2015.

Conclusion and Next Steps

43. Following the endorsement of the 2014/15 allocations by Executive, the authority will commence delivery of the programme of schemes within the LATPs from April 2014.

Appendix:

Appendix – Local Area Transport Plan boundaries

Background papers:

Local Transport Plan