



BEDFORD BOROUGH COUNCIL



TRANSPORT AND TRAFFIC INDICATORS 2016-2017

Indicator T1: Level of proposed transport infrastructure set out in LTP2 and LTP3 that has been achieved

Programmed Schemes in Local Transport Plans 2 and 3.

	Scheme	Project Lead	Target date	Achievement at 31/03/2017
1	East-West Rail Oxford/Aylesbury to Bedford	Network Rail/ East West Rail Consortium	Delivery of core scheme originally set as 2019	The East-West Rail link was included in the Government's High Level Output Specification (the investment plans for the rail industry). Delivery of western section originally planned for 2017, with electrification expected by 2019. Majority of funding will be Government, with a contribution from local authorities along the route. Consultation on the Transport and Works Act has taken place. Delivery of core scheme likely to be delayed until 2022
2	Wixams Station	Developer Led (some public sector funding)/ Network Rail	Originally 2015	Planning application approved in February 2012, but subsequently expired. Council and partners working to find solution which will deliver the station.
3	Bedford Midland Road Rail Station Improvements	Network Rail/ developer/ Bedford Borough Council		The remodelling of the station was originally proposed as part of the Thameslink programme, but this was cancelled by Network Rail in 2010. In 2017, the Department for Transport announced that electrification of the Midland Main Line will now extend only to Corby. Plans to remodel the station area are dependent on partnership investment and delivery and are being investigated through the One Public Estate programme.
4	Park and Ride (Clapham)	Bedford Borough Council/ developer	N/A	The Council is reviewing its commitment to Park and Ride at Clapham as part of the Local Plan Strategy.
5	Carriageway narrowing of Bedford High Street	Bedford Borough Council		The Council has been awarded funding to deliver the Transporting Bedford 2020 programme by 2021. This includes carriageway narrowing of Bedford High Street, and capacity improvements and junction enhancements at key pinch points in the town centre. Detailed design is in progress.

Schemes opened within the last 6 years include,

- Great Denham Park and Ride Car Park (multi use car park to meet school demand, park and ride, and village centre parking) – opened in 2013
- Bedford Western Bypass A428-A6 The Great Ouse Way – Opened in spring 2016
- Riverside North Foot and Cycle bridge opened in May 2017 as part of the Riverside Bedford development

(Source: Local Transport Plan 2, Local Transport Plan 3 and Bedford Borough Council)

Indicator T2: % of households in the urban area within 400m of a quarter hourly bus service

Core Strategy Objective 8: Support delivery of coordinated transport improvements with emphasis on non-car modes, improving east-west communications and achieving greater transport interchange

Progress:

56.47% of households in the urban area are within 400 metres walking distance of a bus service with a quarter-hourly bus service between the hours of 8am and 6pm. Following an alteration to the input data this year's figures are no longer comparable to previous monitoring reports.

(Source: Bedford Borough Council)

Indicator T3: Rural households within 400m walk of an hourly bus service

Core Strategy Objective 8: Support delivery of coordinated transport improvements with emphasis on non-car modes, improving east-west communications and achieving greater transport interchange

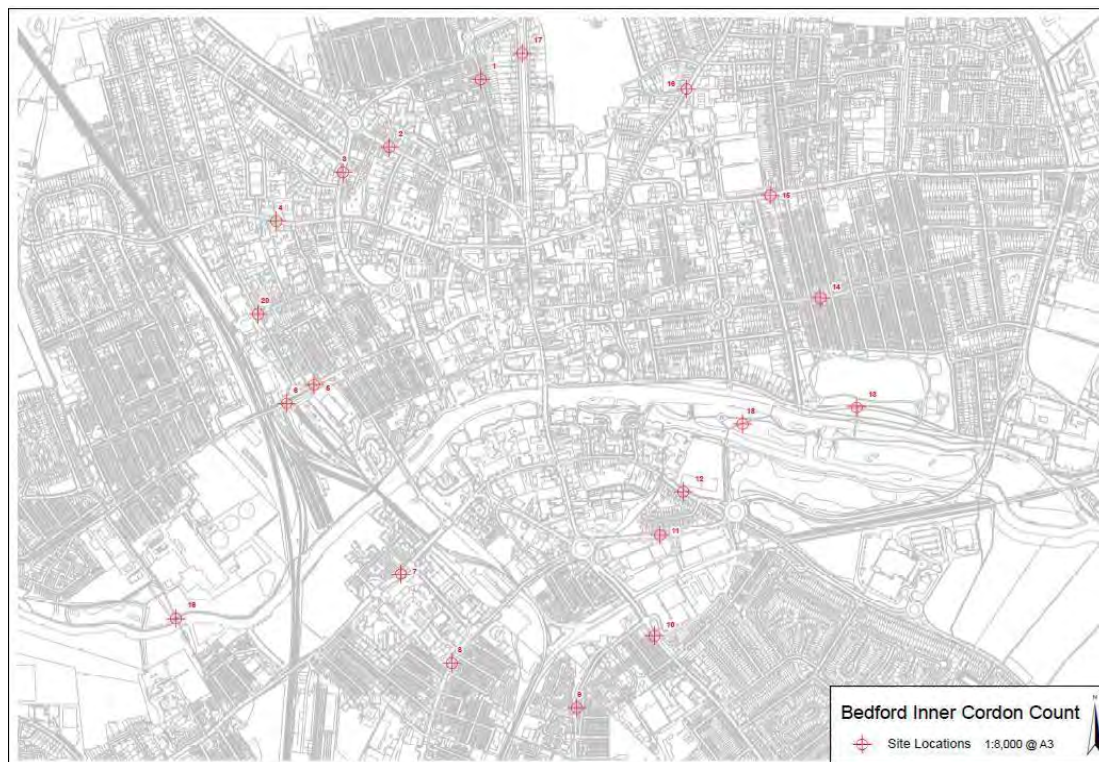
Progress:

39.55% of rural households are within 400 metres walking distance of an hourly bus service between the hours of 8am and 6pm. Following an alteration to the input data this year's figures are no longer comparable to previous monitoring reports.

(Source: Bedford Borough Council)

Indicator T4: Traffic levels in the town centre

LTP3 Objective: To encourage and support a sustainable transport system that contributes to a healthy natural and urban environment
 Progress:



Categories	2001	2005	2009	2013	2014	2015	2016	2017
Light Goods Vehicles	3168	3966	2632	3524	3762	3446	3538	3238
Other Goods Vehicles	1768	1324	1675	899	528	964	1107	838
Cars	32061	32626	32110	30440	33128	30627	32215	30163
Motor Cyclists	290	249	320	233	243	225	223	242
All Buses	701	687	856	530	525	527	518	537

Cyclists	1297	1175	1199	1196	1180	1222	1354	1463
ALL VEHICLES	39285	40027	38792	36822	39366	37011	38955	36481
Pedestrians	5178	5250	5825	4728	6465	4834	7242	7790
People on foot/cycle/bus	9791	10586	11008	9104	10795	9218	11704	12475
People in cars	41434	43613	46684	40650	41077	44138	41758	39323
ALL PEOPLE	51225	54199	57692	49754	51872	53356	53462	51798
% on foot/cycle/bus	19%	20%	19%	18%	21%	17%	22%	24%

Figures are collected from each point at the inner cordon with 18 road points and 3 cycle/footpaths indicated on the map above. The counts of all vehicles and people heading inbound into the town are undertaken on one weekday in October between the hours of 7am and 12 midday. The number of people in cars and pedestrians is also counted. The number of people on buses is estimated by multiplying an assumed occupancy rate of 6 people per bus by the number of buses counted at the inner cordon.

Since 2001, numbers of vehicles have been relatively stable, with minor yearly fluctuations and no discernible trends. Total vehicle numbers fluctuate between 36,000 and 40,000. Car numbers typically fluctuate between 30,000 and 32,000.

Total number of people entering Bedford is also stable, generally fluctuating between 50,000 and 55,000 (excluding van/lorry occupants), with people in cars typically making up around 80% of arrivals and people arriving by bus, on foot or by cycle around 20%. In 2017, high numbers of pedestrians and cyclists altered the ratio to 75.9% by car and 24% by bus, on foot or by cycle (with 0.1% by motorcycle).

Cyclist numbers typically range around 1,200, but the last 2 years have seen a noticeable increase to 1,463 cyclists. Likewise pedestrian numbers have increased over the last 2 years from a typical range around 5000 pedestrians to 7,790 in 2017.

Consequently, in 2017, there were 9,253 active travel users (walking and cycling) representing 18% of all arrivals. This was the highest number and highest percentage since records began in 1997. This supports Borough policies to promote public health and provides a solid base to build on for further future increases.

(Source: Bedford Borough Council)

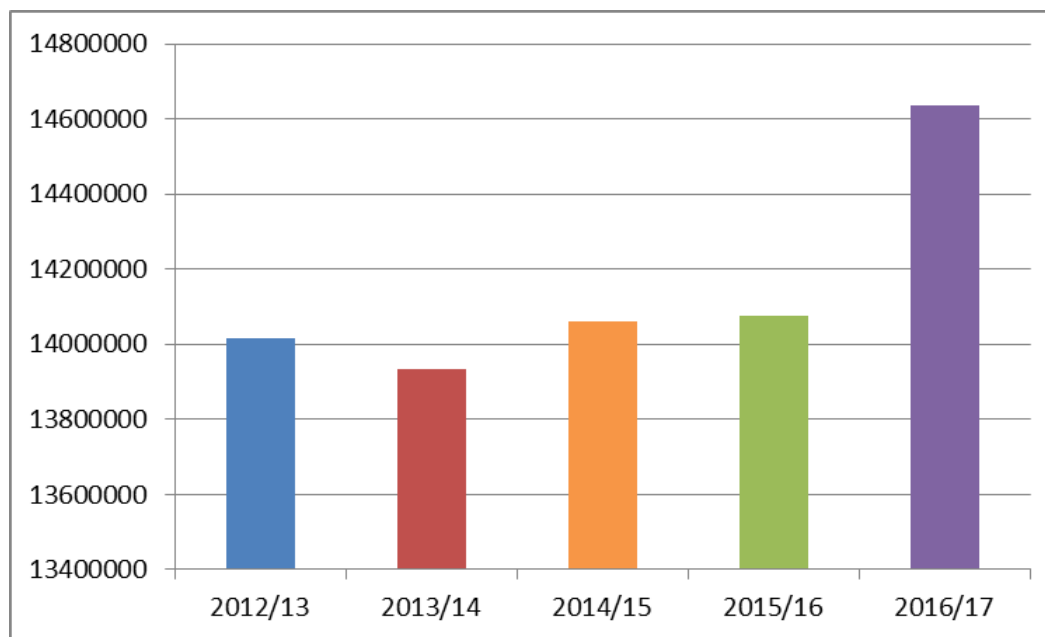
Indicator T5: Footfall levels in the town centre

Target: N/A

Progress:

Total footfall for 16/17 = 14,637,699

Footfall in the town centre has increased for the past 4 years, from a low of 13,931,978 in 2013/14, with a total increase of 563,788 recorded since the last monitoring period; this shows an increase of 5.3%, compared to an average of 0.6% for the rest of the UK and -0.5% for the South East.



(Source: Bedford Town Centre Company)

Indicator T6: Completion/enhancement of cycle routes in the Borough

Progress:

In 2012, a draft urban cycle network was identified, consisting of 27 strategic Bedford cycle routes (BCR) (including NCN51), town centre routes (TCR) and 2 orbital routes. Once implemented this will provide an urban cycle network of 125 kms length. This network is currently being assessed for works and any legal issues of ownership or traffic regulation orders. Developer (Section 106) and local transport plan funding will be concentrated on enhancing and completing this network.

In 2017, the network has continued to expand with the opening of the riverside north bridge, which adds a key cycling link to the town centre. Signage of the network is awaiting future funding.

(Source: Bedford Borough Council)

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