



BEDFORD BOROUGH COUNCIL



## TRANSPORT AND TRAFFIC INDICATORS 2014-2015

## 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 31/03/2015
1	Bedford Western Bypass A428-A6, The Great Ouse Way	Bedford Borough Council	Completion Spring 2016	Construction started on site in September 2014. Road due to be opened in Spring 2016
2	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 planned for 2017. 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
3	Wixams Station	Developer Led (some public sector funding) / Network Rail	Originally 2015	Planning application approved in February 2012, but subsequently expired.
4	Bedford Town Centre Improvements including River Bridge	Bedford Borough Council / developer		Foot/cycle bridge proposed as part of Riverside North development – the planning application was permitted subject to a Planning Obligation at Planning Committee on 25 March 2013. Options for new all vehicle river crossing being considered. Town centre improvements tied up with development opportunities in town
5	Bedford Midland Road Rail Station Improvements	Network Rail / developer / Bedford Borough Council		Government announced electrification of Midland Main Line and East West Rail in July 2012. Redevelopment of station has subsequently been put on hold. Electrification is expected to require remodelling of the station.
6	Park and Ride (Clapham)	Bedford Borough Council / developer	N/A	Clapham P&R is linked with development opportunities as a result of proposed development on land north of Bromham Road and the provision of the bypass Phase II
7	Detrafficking of Bedford High Street	Bedford Borough Council		Form of detrafficking and timescale will depend on completion of A428/A6 bypass and other developments under consideration in the town centre.

Schemes opened within the last 6 years include,

- A421/A428 Bedford Western Bypass Northern Section – completed in 2009
- A421 Improvements Bedford to M1 Junction 13 – completed in 2010
- Platform lengthening as part of the Thameslink programme at Bedford Midland Road Rail station – completed in 2010
- Great Denham Park and Ride Car Park (using the service car park) – opened in 2013

(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:

50.87% 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. Because of a change in the way the figure is calculated, direct comparison cannot be made with previous years' figures.

(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:

34.02% of rural households are within 400 metres walking distance of an hourly bus service between the hours of 8am and 6pm. Because of a change in the way the figure is calculated, direct comparison cannot be made with previous years' figures.

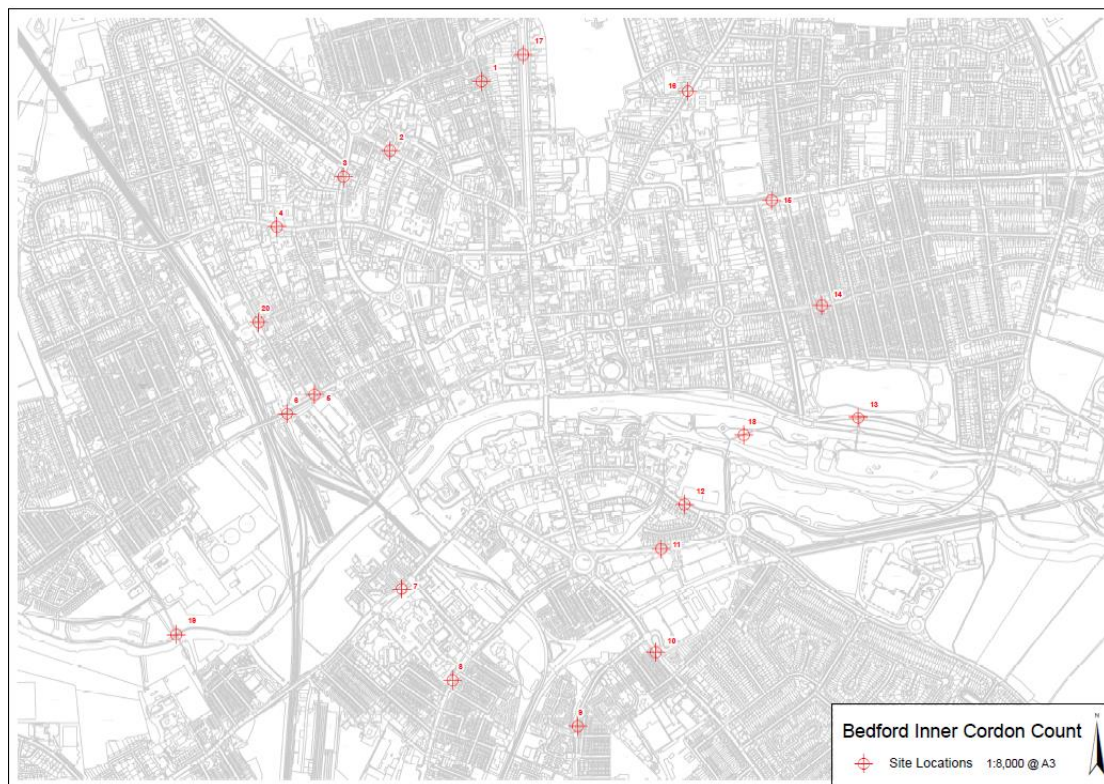
(Source: Bedford Borough Council)

---

## 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	2003	2005	2007	2009	2011	2013	2014	2015
Large Goods Vehicles	3168	3650	3966	4459	2632	3179	3524	3762	3446
Other Goods Vehicles	1768	1789	1324	1102	1675	1638	899	528	964
Cars	32061	30486	32626	32521	32110	29156	30440	33128	30627
Motor Cyclists	290	321	249	280	320	273	233	243	225
All Buses	701	764	687	749	856	593	530	525	527

Cyclists	1187	1345	1247	1112	1187	1509	1182	1180	1222
ALL VEHICLES	39175	38355	40099	40223	38780	36348	36808	39366	37011
Pedestrians	5178	5256	5250	6576	5825	5956	4728	6465	4834
People on foot/cycle/bus	7066	7365	7184	8437	7868	8058	6440	8170	6583
People in cars	41434	39277	43613	43272	46684	39242	40650	41077	44138
ALL PEOPLE	51505	49585	54481	55734	58000	50538	49973	49247	50721
% on foot/cycle/bus	15%	16%	14%	16%	14%	17%	14%	17%	13%

Figures are collected from each cordon point at the inner cordon with 18 road points and 2 cycle/footpaths indicated on the map above. The counts are done on one weekday in October between the hours of 7am and 12 midday for all vehicles and people heading inbound into the town.

Compared with last year there has been a slight decrease in the number of vehicles entering the town. The number of people entering by bus, cycle or on foot has also decreased. Between 2001 and 2015, the percentage of sustainable journeys (foot/cycle/bus) has fluctuated between 13% and 17% with no clear trend pattern.

The number of people on buses is estimated for the purposes of this indicator. Based upon previous data, an estimated occupancy rate of 6 people per bus is then multiplied by the counted number of buses within the inner cordon. The number of people in cars is counted.

(Source: Bedford Borough Council)

#### Indicator T5: Footfall levels in the town centre

Target: N/A

Progress:

Total footfall for 14/15 = 14,059,333

Footfall has risen by 127,355 compared with the previous monitoring period.

(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 26 strategic Bedford cycle routes (BCR), town centre routes (TCR) and Bedford orbital routes (BOR). 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, Local Sustainable Transport Fund and local transport plan funding will be concentrated on enhancing and completing this network.

### 2015 update:

In the Local Sustainable Transport Fund (LSTF) 2013/4 programme the Council delivered with LSTF funding:

- Covered cycle parking at Bedford St Johns
- BCR 26: Upgrade of Hastingsbury cycle route alongside Kempston and Bedford Road
- BOR A the completion of cycle lanes in Park Avenue
- BCR 2: cycle logos on uphill sections of Ford End Road Bridge
- BCR 4: cycle logos on uphill sections of Bromham Road railway bridge
- NCN 51: Widening and resurfacing of cycle path in St Marys Gardens (LSTF contribution to larger scheme)

BCR 7: Lighting of path through Bedford Park and TCR N55: Cycle Lanes in Prebend Street were not completed as scheduled due to lack of finances

(Source: Bedford Borough Council)

---



Published by

PLANNING SERVICES  
ENVIRONMENT AND SUSTAINABLE COMMUNITIES  
BEDFORD BOROUGH COUNCIL

