

Foreword

This is the second Local Transport Plan (LTP2) for the Luton, Dunstable and Houghton Regis conurbation. The three towns are part of the wider Luton Dunstable Houghton Regis and Leighton Linlade Growth Area, one of six growth areas within the Milton Keynes/South Midlands (MK/SM) sub-region. The transportation section of the sub-regional strategy indicates that much of the strategic transport infrastructure on which the growth of Luton and southern Bedfordshire is predicated will not be implemented until 2011. The emphasis of the LTP2 is therefore to continue to deliver existing commitments and consolidate the current position by continuing to implement safety and other integrated transport solutions over the life of this Plan (2006 - 2011), whilst actively engaging in and planning for the longer term levels of residential and employment growth set out in the sub-regional strategy.

The LTP2 is based on the ethos of the first Luton Dunstable LTP, in particular the emphasis on travel by sustainable modes set out in the transport hierarchy together with associated modal strategies, the need to integrate transport with other policy areas and to consult and work closely with key stakeholders to develop the transport strategy for the area. We will continue to develop and implement the East Luton Corridor and Luton Town Centre Transport Improvements major schemes and, subject to the decision of the Secretary of State, the Translink major scheme, all of which were promoted in the first LTP.

However it is also necessary to consolidate the approach taken in the first LTP to take account of changes in government policy over the last five years. In particular the Planning and Compulsory Purchase Act (2004) endorsed a regional approach to spatial strategies replacing the County Structure Plan. The emerging East of England Plan incorporates a Regional Transport Strategy, three themes of which particularly impact on the Luton Dunstable Houghton Regis and Leighton Linlade Growth Area. These are the enhanced public transport services / facilities both within the Growth Area and the wider sub-region (given the designation of Luton-Dunstable as a Regional Interchange Centre), other sub-regional transport enhancements and the development of London Luton Airport.

The East of England Plan, together with the MK/SM sub-regional strategy that is part of the government's Sustainable Communities Plan, will therefore form the overall framework on which the development of local strategies and plans is based. This LTP2 therefore demonstrates linkages between transport and a much wider range of local policies and strategies, including the Corporate and Community Plans of our three councils, together with their other economic, environmental and social policies that impact on quality of life.

The vision and objectives of this LTP2, together with the strategy that flows from these, begins to bring together regional and local planning in a coherent way. This is a pre-requisite to achieving the aim of

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joint working to enable our three councils to plan and manage the implementation of the Luton Dunstable Houghton Regis and Leighton Linlade Growth Area. We have set up a Joint Committee to ensure that the planning and transportation requirements to meet the increasing demands imposed by growth area status are considered in an integrated way. We are also working together with other planning and highway authorities over the whole of the MK/SM sub-region to develop a co-ordinated approach to managing the inevitable demands that this growth will place on the transport and social infrastructure across the sub region.

We commend this Plan to you.



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(Environment)
Luton Borough Council

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Cllr. Tom Wootton
Portfolio Holder
(Highways & Waste)
Bedfordshire County Council

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Cllr. David McVicar
Portfolio Holder
South Bedfordshire
District Council

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