

Other Plan or Programme	Objectives/Principles/Requirements/Content	How the LTP can contribute towards these objectives and/or requirements
International		
Kyoto Protocol on Climatic Change	<p>Tackle climate change and global warming by reducing greenhouse gas emissions:</p> <ul style="list-style-type: none"> ▫ Article 2.1(a) deals with the mechanisms with which the Government has agreed to reduce greenhouse gas emissions 	<p>The LTP can help reduce the amounts of greenhouse gases emitted from road transport by encouraging the use of modes of transport other than the private car</p>
UN Conference on Sustainable Development 2004	<p>Assumes collective responsibility to advance and strengthen the pillars of sustainable development; economic development, social development, and environmental protection at all levels. Also seeks to eradicate poverty and foster human development in an equitable way.</p>	<p>Transport policies adopted in LTP2 can assist in achieving a more sustainable pattern of development (e.g. use of non-car modes) and can complement measures to tackle deprivation in specific areas</p>
European Spatial Development Perspective	<p>Work towards a balanced and sustainable development throughout the EU. Ensures that the "three fundamental goals of European policy are achieved:</p> <ul style="list-style-type: none"> ▫ Economic and social cohesion ▫ Conservation and management of natural resources and cultural heritage ▫ More balanced competitiveness of the European territory 	<p>As UN Conference on Sustainable Development 2004</p>
EU Birds Directive	<p>To protect, manage and maintain the habitats of, and regulate all bird species living in the wild.</p>	<p>All new road schemes require an Environmental Assessment, which will look at environmental effects of the scheme</p>
EU Habitats Directive	<p>Established special protection areas and special areas of conservation to help conserve natural habitats, flora and fauna in the EU.</p>	<p>As above</p>
EU Water Framework Directive	<p>Improve the water environment and promote the sustainable use of water resources. Negative human impacts must be identified and a programme of measures established</p>	<p>Improving design of new transport facilities can reduce water usage of these facilities (e.g. train stations) and can minimise their impact on the water environment</p>
EU Waste Disposal Framework Directive	<p>To conserve natural resources, waste recovery and the use of recovered materials should be encouraged</p>	<p>The use of recovered materials will be promoted in the development of new transport infrastructure</p>
EU Air Quality Directive	<p>Concentrations of harmful air pollutants should be prevented or reduced and limits/alert thresholds set for ambient air quality</p>	<p>Air quality is a function of the district councils. However, the LTP can react to AQMA's, and seek</p>

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National		
Transport White Paper 2004 – ‘The Future of Transport’	Provide a transport network that can meet the challenges of a growing economy and increasing demand for travel, while achieving environmental objectives. These include reducing carbon emissions, protecting habitats, reducing noise pollution and protecting environmentally-sensitive areas	to reduce air pollutant concentrations by encouraging modal shift
Transport 2010: The Ten Year Plan	Tackle traffic congestion by improving all modes of transport, thereby increasing choice. The theme is invest in the future to create a better environment	The LTP will be based around the themes outlined in the white paper
Sustainable Communities: People, Places and Prosperity	Aim is to create sustainable communities, by: <ul style="list-style-type: none"> ❑ Giving people more of a say in the way their areas are run ❑ Ensure local government offers excellent services ❑ Tackle disadvantage in communities ❑ Bring together services, funding, and plans at a regional level, and deliver them ❑ Ensuring communities are well-connected 	Improvements to all modes of transport will be reflected in the LTP
Sustainable Communities: Building for the Future	Acts as a programme of action for enabling sustainable communities to happen, incorporating: <ul style="list-style-type: none"> ❑ Regeneration for deprived areas ❑ Delivering a “step-change” in housing supply ❑ Focussing growth in defined “growth areas” ❑ Delivering decent homes for all ❑ Protecting the green belt and the countryside 	The Milton Keynes and South Midlands Area is identified as a growth area, with concentrations for growth in Bedfordshire falling to Bedford and Luton, Dunstable, and Houghton Regis. LTP2 will seek to implement and/or assist in the implementation of this growth through improved transport links, particularly East/West public transport links. As People Places and Prosperity above
Walking and Cycling – An Action Plan	Sets out actions that the Government will take to increase levels of cycling and walking	LTP2 will incorporate measures that will seek to increase the number of walking and cycling trips taking place in Bedfordshire, particularly to and from workplaces and schools

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National Cycling Strategy 1996	Promote cycling priority, at the workplace, in town centres and in new developments. Targets to double cycle trips by 2002, and double again by 2012	LTP2 will incorporate measures aimed to increase the number of trips undertaken on bicycles, including provision of cycle lanes, cycle stands, and adopting green travel plans LTP2 will reflect the London Luton Airport Surface Access Strategy and the Development Plan for the Airport
The Air Transport White Paper 2003 – The Future of Air Transport	Provide a framework against background of wider developments in air transport for development of airports in the UK to deliver extra airport capacity by 2030, particularly in the South East	The LTP will endeavour to reduce road accidents on Bedfordshire's roads by a variety of means, such as safer design, lower speeds, better enforcement and road safety schemes
Department for Transport Road Safety Strategy	The national strategy for reducing number of, and deaths/injuries from, road accidents. Covers areas such as road engineering, road safety training, safety for non-car road users, and safety for children.	LTP2 will endeavour to reduce the number of children killed or seriously injured in Bedfordshire, using a variety of measures dependant upon local circumstances
Child Road Safety – Achieving the 2010 Target	Outlines how Local Government can achieve a 50% reduction in child casualties in road accidents by 2010, including undertaking a local road safety audit, implementing local traffic-calming measures, and ensuring road safety schemes complement each other	LTP2 will actively seek to improve rail services in, to and from Bedfordshire. This strategy will include setting up a Community Rail Partnership in the Bedford-Bletchley line, partnerships with TOC's, Network Rail, the Department for Transport. Also, where possible, financial support of rural rail services may be included
The Rail White Paper 2004 – The Future of Rail	This outlines the Government's new strategy for the railways, incorporating: <ul style="list-style-type: none"> q Government control of railway strategy q Clear responsibility for rail operation and performance q Organisations working closer together q More local involvement in rail services q Better deal for freight 	LTP2 will incorporate measures to minimise the impact of transport development upon habitats and species in the natural environment The objectives of LTP2 will incorporate the principles of sustainable development outlined in the strategy
UK Biodiversity Action Plan Securing the Future: UK Government Sustainable Development Strategy 2005	To conserve and enhance biological diversity within the UK and to contribute to the conservation of biodiversity globally The main aims of the strategy are: <ul style="list-style-type: none"> q Promoting good governance q Living within environmental limits q Ensuring a strong, healthy, and just society q Achieving a sustainable economy q Using sound science responsibly 	

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The Rural White Paper 2000	Looks to provide "a new deal for rural England" through actions such as supporting village services, better rural transport, affordable housing, supporting the rural economy, and increasing accessibility to the countryside.	LTP2 will seek to provide greater accessibility to and from rural areas by non-car modes of transport
The National Air Quality Strategy	The strategy seeks to reduce the concentrations of air pollutants known to have a negative impact on human health and the natural environment. These pollutants include Benzene, Nitrogen Dioxide, Ozone, and Sulphur Dioxide	Transport sources of air pollution can be tackled through LTP2 policies seeking to reduce car use, and strategies for tackling
Planning Policy Statement 7: Sustainable Development in Rural Areas	Provides guidance on the development of rural planning policies, aiming to: <ul style="list-style-type: none"> □ Raise the quality of life and environment in rural areas □ Promote more sustainable patterns of development □ Promote economic development of English regions □ Promote sustainable and diverse agricultural sectors 	LTP2 will seek to support sustainable development in rural areas by improving transportation in rural areas, particularly public transport
Planning Policy Guidance Note 9: Nature Conservation	Outlines specific planning guidance to promote nature conservation, including protected species, designated sites, and use of environmental assessments	LTP2 will ensure that transport proposals do not adversely affect, and where possible benefit, designated areas, species, and nature conservation in general. All new major schemes will also undergo an Environmental Assessment before construction
Planning Policy Statement 11: Regional Spatial Strategies	Provides advice upon the role, preparation, scope and content of new Regional Spatial Strategies	Regional Spatial Strategies will incorporate Regional Transport Plans. LTP2 will take account of emerging Regional Transport Strategies that affect Bedfordshire and Luton
Planning Policy Statement 12: Local Development Frameworks	Provides an overview of the role of LDFs in the planning system, including integrating various aspects of planning (transport included)	Under new planning legislation, local plans are to be gradually replaced by local development frameworks. Until this time, LTP2 will reflect the policies of local plans.
Planning Policy Guidance Note 13: Transport	Integrates planning and transport at all levels, to: <ul style="list-style-type: none"> □ Promote the use of non-car modes of transport □ Promote accessibility to jobs, shopping, leisure, and services by non-car modes 	LTP2 will incorporate land-use policies designed to integrate land use and transport planning

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<p>Planning Policy Guidance Note 15: Planning and the Historic Environment</p> <p>Planning Policy Guidance Note 16: Archaeology and Planning</p>	<p>☐ Reduce the need to travel</p> <p>Provides advice on preserving the historic environment through the planning process, including detailed advice on Listed Buildings, Conservation Areas, and Ancient Monuments. The main aim is to preserve the historic environment where at all possible.</p> <p>Provides advice on identifying archaeological sites in LDFs, in addition to guidance upon dealing with archaeological matters in planning applications. The main aim is to preserve archaeological remains where possible, or provide adequate records where remains are to be lost.</p>	<p>LTP2 will take account of the historic environment when considering and implementing local transport schemes</p> <p>LTP2 will endeavour to ensure that the archaeological impact of transport schemes is identified early, and mitigating measures are taken where necessary</p>
<p>Planning Policy Guidance Note 24: Planning and Noise</p>	<p>Aims to:</p> <ul style="list-style-type: none"> ☐ Ensure that noise-sensitive development is not located near significant noise-generating development (and vice-versa) ☐ Ensure the noise levels emanating from developments is reduced, and ☐ Mitigate the noise impacts of existing and new developments 	<p>LTP2 will actively seek to reduce the noise impacts of both existing and new transport infrastructure upon neighbouring land uses</p>
<p>Planning Policy Guidance Note 25: Development and Flood Risk</p>	<p>Address the problems associated with flooding by:</p> <ul style="list-style-type: none"> ☐ Flooding susceptibility is a planning consideration ☐ Consulting the Environment Agency on development proposals ☐ Improve information available to the public about flooding ☐ Adopt the "precautionary principle" ☐ Recognising flood defences may not be an appropriate solution 	<p>LTP2 will ensure that new transport infrastructure will take account of the impact of flooding upon it, and its impacts upon the flood risk posed to its immediate area</p>
<p>The NHS Plan 2000</p>	<p>Outlines the reforms proposed for the NHS, including:</p> <ul style="list-style-type: none"> ☐ Putting the patient first ☐ Use of private healthcare facilities for NHS patients ☐ New infrastructure and facilities to tackle major diseases and ailments ☐ Improved access to healthcare facilities 	<p>Accessibility planning work will take into account access to NHS facilities</p>
<p>The Strategic Rail Authority's Strategic Plan 2003</p>	<p>Looking to achieve:</p> <ul style="list-style-type: none"> ☐ 50% growth in passenger kilometres, and 80% in freight by 2010 ☐ Reduce overcrowding in the London area ☐ Improve punctuality and reliability of services 	<p>LTP2 to actively promote the use of rail travel, by assisting in overcoming existing constraints, and planning for new growth</p>

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Midland Mainline Route Utilisation Strategy	<p>No new infrastructure proposed. But for the Bedford to London section:</p> <ul style="list-style-type: none"> ❑ Restructured timetable to improve punctuality, including a reduction in the Luton – South London services between Luton and St Albans ❑ Introduce more and longer trains in the peak periods ❑ A standard timetable being adopted for Midland Mainline trains, with more peak-time trains 	LTP2 to support the expansion in capacity of train services in Bedfordshire and Luton. LTP2 will also seek to increase punctuality and reliability of public transport services generally
Community Rail Development Strategy	<p>Looks to establish Community Rail Partnerships on rural branch lines, including the Bletchley to Bedford Line, with the objectives of:</p> <ul style="list-style-type: none"> ❑ Increasing passenger numbers, revenues, and freight use ❑ Managing costs down ❑ Greater involvement with the community 	LTP2 to support, and become actively involved in, new Community Rail Partnerships in Bedfordshire. Look at ways to reduce costs, increase passenger numbers, and ensure railways are responsive to the communities they serve
Sustainable Distribution: A Strategy	<p>The aim is to promote a more sustainable pattern of distribution by:</p> <ul style="list-style-type: none"> ❑ Integrating freight infrastructure ❑ Promoting integration within the freight industry, and with planning and road policies ❑ Ensure rail freight has a full role ❑ Improve understanding of the freight industry ❑ Improve safety of the freight industry ❑ Improve environmental performance of freight ❑ Promote an efficient, competitive freight industry 	LTP2 will encourage the distribution of goods and services by more sustainable modes of transport. It will seek to do this by identifying possible sites to transfer freight from road to other modes, improve safety standards within the freight industry, and work with partners to enhance freight's environmental performance.
Highways Agency – Targeted Areas of Improvement	<p>Provides a framework for improvement for the motorway and primary road infrastructure, including:</p> <ul style="list-style-type: none"> ❑ To deliver planned transport schemes, and quickly deliver new schemes ❑ Develop a strategic approach to assessing needs ❑ Minimise time for preparing highway schemes ❑ Minimise impact of trunk roads on the environment and communities ❑ Provide better quality services 	LTP2 will assist the Highways Agency in the deliverance of planned transport schemes. This will be done with minimal impact on the natural and built environment, and human health, with minimal costs.
Strategic Roads 2010: Highway Agency's 10 Year National Roads Strategy	<p>Explains how the Highways Agency will help to deliver the requirements of the 10-Year Transport Plan. This includes:</p> <ul style="list-style-type: none"> ❑ Easing Congestion ❑ Effective Maintenance 	How LTP2 will help deliver the requirements of the 10-Year Transport Plan is outlined above. LTP2 will assist the Highways Agency in the deliverance of its requirements under the 10-

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	<ul style="list-style-type: none"> q Safer Travel q Better Information q Quieter Roads q Delivering in Partnership 	Year Plan through effective partnership working
Regional		
Sustainable Communities: The East of England	<p>This is effectively a programme of action for the Sustainable Communities Plan, based on the East of England Plan Such actions include:</p> <ul style="list-style-type: none"> q Provision of better East-West links q Increase provision of affordable homes q Promote sustainable economic development q Regenerate deprived communities 	As Sustainable Communities Plan above.
The Regional Economic Strategy for the East of England	To improve economic performance and enhance the region's competitiveness, addressing market failures which prevent sustainable economic development, regeneration, and business growth	LTP2 will seek to improve the efficiency of the regional economy, and encourage sustainable economic development. Policies relating to reducing congestion will improve business performance
Milton Keynes and South Midlands Sub-Regional Strategy	<p>Objectives are:</p> <ul style="list-style-type: none"> q To achieve a major increase in the number of new homes provided in the area q Provide for economic growth, with associated skills q Focus development in existing urban areas q Meet existing and future infrastructure needs q Ensure development improves the environment q Create sustainable communities 	The sub-regional strategy has a strategy for the sub-area of Bedfordshire and Luton. LTP2 will contribute to the aims of the strategy by ensuring that transport infrastructure is provided to cater for existing needs of the area in a sustainable manner.
Regional Planning Guidance for the South East (RPG9)	<ul style="list-style-type: none"> q Promoting management of and investment in the transport system, utilising existing capacity before building new capacity q Encourage the use of more sustainable modes of Transport q Support the Regional Spatial Strategy 	This is to be replaced by the Regional Spatial Strategy.
East of England Plan –	<ul style="list-style-type: none"> q Increase prosperity and employment growth 	LTP2 will consider the outcomes of the Regional

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Draft Regional Spatial Strategy for the East of England	<ul style="list-style-type: none"> ☐ Improve social inclusion and access to jobs, services etc. ☐ Maintain the cultural diversity of the region ☐ Regenerate disadvantaged areas ☐ Deliver more integrated patterns of development ☐ Revitalise town centres ☐ Encourage redevelopment of brownfield land ☐ Meet the regions housing needs ☐ Protect and enhance the built and natural environment ☐ Minimise the demand for resources ☐ Minimise the environmental impact of travel ☐ Ensure infrastructure is adequate for existing and future needs ☐ Minimise the risk of flooding 	<p>Transport Strategy, part of the RSS. Specifically, however:</p> <ul style="list-style-type: none"> ☐ Transport infrastructure will re-use existing materials as much as possible, and obtain materials from recycled sources ☐ Transport infrastructure will seek to minimise its impact on adjacent water courses ☐ Modal shift should minimise the impact of travel on the environment ☐ Better transport infrastructure to promote better access to jobs and services ☐ Improve public transport accessibility and reduce parking standards for new development in Luton-Dunstable consistent with the area's role in the Plan as a Regional Interchange Centre <p>These objectives will be reflected in the objectives of LTP2</p>
Regional Transport Strategy	<ul style="list-style-type: none"> ☐ Improve access to jobs, services etc. ☐ New transport infrastructure should accommodate both existing and future needs ☐ Reduce the need to travel ☐ Reduce the transport intensity of the economy ☐ Minimise the environmental impact of transport ☐ Improve safety and security 	<p>These objectives will be reflected in the objectives of LTP2</p>
London to South Midlands Multi Modal Study	<p>To identify transport improvements likely to be most beneficial in reducing congestion, particularly on motorways and trunk roads, while supporting government policies on the environment, economic growth, and better access to jobs</p>	<p>LTP2 will consider how Bedfordshire County Council and Luton Borough Council can support the measures proposed in the study.</p>

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Local		
Bedfordshire and Luton Structure Plan	<ul style="list-style-type: none"> q To contribute towards sustainable development whilst strengthening the local economy. q A locational strategy which concentrates development in the main urban areas and within two strategic corridors. q Targets and indicators for assessing the progress towards sustainable development. q Improved conservation of key resources of land, water, energy, landscape, wildlife and the historic environment. q Programmes to enhance landscape wildlife and historic resources, with a priority to improve the environment of the Marston Vale, to support the Marston Vale Community Forest and substantially increase tree cover in the County. q A strategic framework for maintaining and improving the quality of the urban areas. q To maintain the general extent of the Southern Bedfordshire Green Belt. q Criteria for release of new employment land. q Provision of 49,300 new dwellings 1991 – 2011, including affordable housing. q Transport policies closely integrated with development, which encourage public transport, walking and cycling and restrict car traffic. q Support for further expansion of London – Luton Airport up to 10 million passengers per annum, subject to environmental safeguards and satisfactory access arrangements. q Safeguarding and improving the vitality and vigour of town centres and preventing edge of town retail schemes. q Minimising extraction of minerals and generation of waste by encouraging efficiency, re-use and recycling. q Encouraging recreation developments, including the relocation of Luton Town Football Club, subject to safeguards 	<p>Under new planning legislation, Structure Plans will be replaced by Regional Spatial Strategies and Local Development Framework. Until then, LTP2 will reflect the objectives and policies of the structure plan</p>

Other Plan or Programme

Local Plans and Local Development Frameworks

Bedfordshire and Luton Minerals and Waste Local Plan 2000 – 2015

Objectives/Principles/Requirements/Content

Local Plans and Local Development Frameworks Local Plans, and Local Development Frameworks, provide the strategic framework in which to deliver objectives of the Structure Plan and the Regional Spatial Strategy locally. Topics covered in local plans include:
Reducing the need to travel, reduce loss of greenfield land, redevelop brownfield sites, using non-car modes of transport, fostering sustainable development, supporting integrated transport, improving access to sport, cultural, medical, educational, and other community facilities, enhancing the viability of town centres, diversifying the rural economy, and protecting open spaces

- q To identify the need, amount and location for extraction for minerals of economic significance;
- q To identify the need, nature, scale and location of waste management sites, and promote the shift to more sustainable waste management practice;
- q To balance the allocation of these sites with the environmental and public amenity constraints in the County;
- q To ensure sensible and prudent use of the mineral and waste resources in the County;
- q To prevent sterilisation of these resources;
- q To encourage reduction in use of raw materials and greater recovery of waste products;
- q To minimise the effects of minerals extraction and waste management on the environment; and
- q To seek enhanced public and environmental benefits when considering site restoration and after use;
- q To identify and maintain landbanks for the supply of construction aggregates and other minerals as required by current Government guidance;
- q To set out Development Control criteria to be applied when considering mineral and waste applications and restoration and aftercare proposals

How the LTP can contribute towards these objectives and/or requirements

Under new planning legislation, Local Plans are to be gradually replaced by Local Development Frameworks. Until this time, LTP2 objectives will reflect Local Plan objectives on transport, notably the integration of land use and transport policy, and encouraging the use of more sustainable modes of transport.

LTP2 will encourage the re-use of on-site aggregates and materials where possible in developing transport infrastructure. Then materials from recycled sources will be considered, before non-recycled materials are considered as a last resort. Waste from construction will be minimised wherever possible, and re-used in construction or re-used elsewhere where possible. Opportunities will also be investigated for recycling of waste products emanating from transport infrastructure

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Bedfordshire County Council's Corporate Plan - Improving Bedfordshire's Services	Outlines the Council's corporate priorities for improving the lives of the citizens of Bedfordshire. These priorities include protecting vulnerable children, promoting independence for the elderly, raising standards in schools, promoting inclusion of all pupils, promoting Bedfordshire as a choice for business investment, developing a strong, diverse, flexible economy, developing a quality communication infrastructure, improve the quality of our roads, developing a sustainable transport infrastructure, reduce levels of crime, increasing recycling, promoting social inclusion, and successful management of the council	LTP2 will reflect the aims and priorities of the corporate plan.
Luton Borough Councils Corporate Plan-Luton 2011	Outlines the Council's corporate priorities for improving the lives of residents in Luton. Key priorities are to reduce deprivation, improve educational attainment, access to education and training, reduce unemployment, improve health, promote independence for the elderly, opportunities, reduce traffic congestion by providing sustainable alternatives to the car, improve leisure opportunities, reduce crime and fear of crime, and to improve the environment.	LTP2 will reflect the aims and priorities of the corporate plan.
Bedfordshire's Community Strategy 2003 – 2013	<ul style="list-style-type: none"> ❑ Regenerate towns and villages and their facilities ❑ Deliver minimal-impact transport measures ❑ Encourage sustainable development in Bedfordshire ❑ Develop a common vision for the County ❑ Provide good access to healthcare ❑ Tackle deprivation ❑ Foster "an inclusive place" 	LTP2 objectives will closely relate to the objectives of the Community Strategy. Examples of specific action can include promoting the use of non-car modes of transport, and providing better transport facilities to and from healthcare facilities
Luton Community Plan prepared by Luton Forum Local Strategic Partnership	<p>Sets out actions to improve quality of life in Luton by providing</p> <ul style="list-style-type: none"> ❑ A dynamic and creative town ❑ Improving learning, skills and employment ❑ Sustainable communities with access to services ❑ Crime reduction ❑ Improving health and social care ❑ Improving the quality of the environment 	LTP2 will reflect the aims and priorities of the community plan which is consistent with LBC Corporate plan

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Mid Bedfordshire Community Strategy	Similar to Bedfordshire Community Strategy, plus: <ul style="list-style-type: none"> ☐ Reducing crime and fear of crime ☐ The development of local community planning ☐ Promote economic diversification in the countryside 	As Bedfordshire Community Strategy
South Bedfordshire's Community Plan	Similar to Bedfordshire Community Strategy	As Bedfordshire Community Strategy
Bedford Borough's Community Plan	Similar to Bedfordshire Community Strategy	As Bedfordshire Community Strategy
London Luton Airport Surface Access Strategy	<ul style="list-style-type: none"> ☐ Provide high quality opportunities to access the airport by public transport while controlling opportunities for car use ☐ Develop integrated transport strategies to accommodate growth in travel demand and decrease the proportion of passengers using private cars ☐ Establish the airport as a catalyst for public transport improvements in the area 	LTP2 will support the objectives of the Surface Access Strategy, and seek to improve access to Luton Airport by non-car modes wherever possible.
Luton Borough Council Housing Strategy 2002-05	Action Plan in Strategy developed to address key housing problems in town, in particular high demand for social housing, increased levels of homelessness, the need to apply LBC targets for decent homes to private sector housing, and addressing the specific housing needs of minority ethnic communities, people with disabilities, young people and older people.	Better housing conditions contribute to improved health
Luton Borough Council Social Inclusion Policy Statement	<ul style="list-style-type: none"> ☐ Ensure access for Luton residents to facilities, services, goods and other people, but not at expense of the environment or health ☐ Create a vibrant local economy that gives access to satisfying and rewarding work without damaging the local, national or global environment ☐ Protect people's good health and well-being through a safe, clean and pleasant environment ☐ Ensure access for all Luton residents to good food, water, shelter and fuel at reasonable cost. ☐ to maximize basic income levels wherever possible 	Social inclusion is adversely affected by lack of access to affordable transport.
Mid Bedfordshire Anti-Poverty Strategy 2000	☐ to maximize basic income levels wherever possible	LTP2 will incorporate measures to enable access to services by a variety of means to those who

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<p>Luton Borough Council Local Cultural Strategy</p>	<ul style="list-style-type: none"> q to ensure a cohesive approach to charging polices and concessionary schemes q to ensure efficient, sensitive collection and recovery of charges and debts q to work with others to deliver measures concerned with benefit information, money advice, self-help and development q to ensure low income is not a barrier to people’s ability to use Council services q to promote policies and actions which have a positive impact on those suffering effects of poverty q to ensure information about the Council and its services is clear and available to all within the district who require it q to raise awareness among the community about poverty within the district q to provide skills, training and development opportunities to individuals q to ensure that level of income does not affect ability to participate in decisions q Build on Luton’s strong cultural diversity as a focus for activities q Use cultural activities to help revitalise town centre and neighbourhoods q Use cultural activities and venues to provide skills and jobs q Use cultural activities to support physical and mental well-being q Target services and activities to engage young people q Listen to people of Luton, to meet their needs q Make facilities and information about activities and services available to everyone q Work in partnership with others 	<p>experience barriers to such services. LTP2 will also include and encourage schemes that makes public transport more affordable to the most vulnerable in society, for example concessionary bus fares. LTP2 will also</p> <p>provide a framework in which to raise awareness generally about the use of alternative modes of transport in Bedfordshire and Luton</p> <p>Good transport facilities are essential to enable participation in sport, leisure and cultural activities, and access to the countryside.</p>
<p>Bedfordshire Police – The Local Strategic Plan & The Policing Plan 2004/05</p>	<ul style="list-style-type: none"> q Reassure the public (combating the fear of crime) q Reduce crime in Bedfordshire by increasing intelligence, detection of crime, and targeting serious offences q Managing operational demand by better management of 	<p>LTP2 will incorporate measures aimed at reducing crime and fear of crime on transport infrastructure in Bedfordshire and Luton (e.g. CCTV at bus stops, and improved lighting).</p>



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<p>Prospering Together – A Joint Economic Development Strategy for Bedfordshire and Luton</p>	<p>human resources and use of IT</p> <ul style="list-style-type: none"> □ Delivering improvements through partnership □ Excelling in community and race relations <p>Vision is for the economy to have:</p> <ul style="list-style-type: none"> □ Successful businesses providing a wide range of jobs □ Quality education infrastructure providing adequate skills for employment □ Excellent transport and social infrastructure making Bedfordshire an attractive place in which to work □ Ensure the sustainable growth of the economy does not come at the expense of the environment 	<p>Such measures will be worked up and implemented in partnership with the police.</p> <p>LTP2 will seek to improve all transport infrastructure in Bedfordshire and Luton so that the economy of the county remains competitive. Greater access to social and education facilities by all modes of transport will also be a priority, and new schemes will be scrutinised for their impact upon the natural and built environment.</p>
<p>Luton Borough Council Environment Strategy</p>	<p>Sets out how the Council aims to minimise negative environmental impacts and maximise positive aspects of its own activities under five key headings</p> <ul style="list-style-type: none"> □ Commitment to environmental improvement & sustainability □ Tackling climate change □ Creating a healthier, safer, greener & cleaner environment □ Protecting/enhancing natural & built environment □ Reducing consumption of materials, water, & energy 	<p>The Strategic Environmental Assessment of LTP2 will be consistent with key actions and policies</p>
<p>Bedfordshire and Hertfordshire Strategic Health Authority – Investing in Your Health</p>	<p>Main proposals are:</p> <ul style="list-style-type: none"> □ To provide community Diagnostic and Treatment Centres □ To develop local intermediate care facilities □ Develop accident and emergency services, and other emergency services □ Develop the major hospitals □ Build 3 new surgi-centres 	<p>The impact of new healthcare facilities will be taken into account during accessibility planning work for LTP2</p>
<p>Bedfordshire’s Education Development Plan</p>	<ul style="list-style-type: none"> □ Raising and maintaining pupil performance □ Supporting school self-review and development □ Promoting effective continuity and progression □ Highlighting learning for tomorrow □ Improving motivation and behaviour 	<p>LTP2 could identify opportunities for education in transport matters, such as road safety, impact of transport choices etc. LTP2 could identify opportunities to include this within the school curriculum, in partnership with the Local</p>

Other Plan or Programme	Objectives/Principles/Requirements/Content	How the LTP can contribute towards these objectives and/or requirements
Bedfordshire School and Transport Policies 2000	<ul style="list-style-type: none"> q Improving LEA effectiveness q Meeting individual needs <p>Outlines specific council policies on the transport of pupils to and from school. This includes concessionary fares on public transport, parental responsibility, criteria for free school transport, and special needs educational transport</p>	<p>Education Authority.</p> <p>LTP2 will seek to encourage travel to school by a variety of modes of transport. Working in partnership with the LEA and schools to identify particular transport issues, and methods to overcome them will accommodate this.</p>
Bedfordshire County Council – Child Services Improvement Plan 2003 – 2006	<ul style="list-style-type: none"> q A clear focus on the whole child addressing his/her needs across all the dimensions of life q Putting children and families rather than the organisation at the centre of our activity q Preventing the need for care whilst safeguarding those who need care in order to promote their independence and well being q Changing the balance of care to re-focus services towards community based solutions q Commitment to user participation so that the views of children and families can influence and shape the nature of the service q Working in partnership within the Council and with other agencies to deliver co-ordinated responses to need q Creating a culture of empowerment for staff to foster a 'can do' approach Valuing and listening to staff and providing them with the right resources to be able to do the job q Developing an open learning culture which encourages from users staff and other partners q Ensuring the celebration of diversity 	<p>LTP2 will take into account the transport implications of provision of services for children, in partnership with the relevant organisations.</p>
Bedfordshire County Council – Community Care Joint Investment Plan 2001 – 2004	<ul style="list-style-type: none"> q Delivery of services will be provided to individuals on a holistic basis q Services will be provided to people across traditional service boundaries where needed q Development of preventive services will proceed through funding from the Modernisation Fund and Supporting People initiatives; q Service provision will be established on a Multi-agency basis q There will be an integrated approach with services for 	<p>LTP2 will take into account the transport implications of provision of services for care in the community, in partnership with the relevant organisations.</p>

Other Plan or Programme	Objectives/Principles/Requirements/Content	How the LTP can contribute towards these objectives and/or requirements
Welfare to Work for Disabled People Joint Investment Plan 2001 – 2004	<p>children, young people and families where needed</p> <ul style="list-style-type: none"> ☐ The need to integrate the development of financial planning, information systems and workforce planning with that of direct provision <p>The Joint Investment Plan will:</p> <ul style="list-style-type: none"> ☐ Address the needs of a wide, diverse range of people with disabilities with a view to supporting access to work related activity ☐ Seek to be as inclusive as possible ☐ Be client centred, not driven by the needs of individual agencies working with disabled people ☐ Be a community plan, the development of which is a shared responsibility ☐ Be intended for a diverse range of individuals with varying degrees of disability 	<p>LTP2 will seek to support the work of this plan by providing adequate access to employment and other services and community facilities by ensuring that transport infrastructure can be easily used by the disabled. Such actions can range from specially dedicated buses for disabled, to adaptations to public transport, road crossings, and public transport interchanges</p>
Policy For The Provision Of Transport For Social Services Customers	<ul style="list-style-type: none"> ☐ No transport will be arranged and paid for by the County Council unless transport requirements have been identified as an assessed need within a care package. ☐ Accurate records must be made on the file and care-plan detailing. ☐ The reasons for the choice of day care or specialist resource and if appropriate, why the nearest facility does not meet the individual's needs the assessment of transport needs ☐ The transport options that have been considered and why they have been rejected and the justification for the method of transport requested ☐ The requirements for transport to be provided by the local authority and when and by whom these will be reviewed. 	<p>LTP2 will support this plan by identifying members of the population who have the greatest unmet needs for transport, and seek to provide transport for them. LTP2 will also seek to work in partnership with Social Services to provide transport for its customers needs.</p>
Bedfordshire Bus Strategy 2005	<ul style="list-style-type: none"> ☐ To establish a network hierarchy, providing a framework within which services can be developed and resources channelled to those services that give greatest benefit. ☐ To take a consistent and realistic approach to the development and support of the network. ☐ To maintain the highest proportion of commercial provision as 	<p>The LTP2 strategy for buses will reflect the aims and objectives of the Bus Strategy</p>

Other Plan or Programme	Objectives/Principles/Requirements/Content	How the LTP can contribute towards these objectives and/or requirements
Live and Breathe Bedfordshire – Our Great Outdoors	<p>possible, recognising operators' aspirations and objectives.</p> <ul style="list-style-type: none"> □ To take an integrated approach to the network as a whole, co-ordinating service development to maximise its potential and achieve efficiency and effectiveness. □ To take a comprehensive approach to service development, taking account of all measures that contribute to high quality and attractive provision. □ To effectively monitor progress in order to demonstrate success and inform future developments. □ We will work with people in their communities □ We will encourage people to enjoy the outdoors □ We will improve access to rights of way and open spaces to the mobility and sensory impaired □ We will continue to improve the standards of maintenance □ We will identify links between existing and new residential developments to open spaces and amenities, and establish and improve them □ We will provide good signs and on-site interpretation □ We will work in partnership with others to provide new open spaces □ We will assess crossing safety, and improve them where possible □ We will provide new connections between open spaces and areas of need □ We will strive to improve rural networks for non-car users □ We will identify problems for accessibility on the rights of way network, and resolve them according to priorities □ We will ensure easy access to accurate and quality information □ We will raise awareness, encourage responsible use, and improve management □ We will widen access by providing quality, well-maintained routes □ We will promote and support rural businesses by establishing easy outdoor access 	<p>The objectives of this plan will formulate policy and objectives on improving outdoor accessibility, improving rights of way, encouraging use of non-car modes of transport, and improving facilities for walkers and cyclists.</p>

Other Plan or Programme

Bedfordshire County Council Road Safety Strategy 2010

Objectives/Principles/Requirements/Content

- To raise the profile and status of work to reduce casualties throughout Bedfordshire
- To encourage people to use roads more responsibly and give greater consideration to vulnerable road users
- To identify and engage all those stakeholders who can benefit from reducing casualties that result from road collisions and who can contribute in a co-ordinated way
- Use resources and funding in a more economic way
- To relate casualty reduction targets to National targets, outlining how we are achieving them

How the LTP can contribute towards these objectives and/or requirements

One of LTP2's objectives will relate to road safety, and decreasing the number of casualties and injuries on Bedfordshire's roads. Policies and objectives on road safety will reflect the aims and objectives of the Road Safety Strategy.