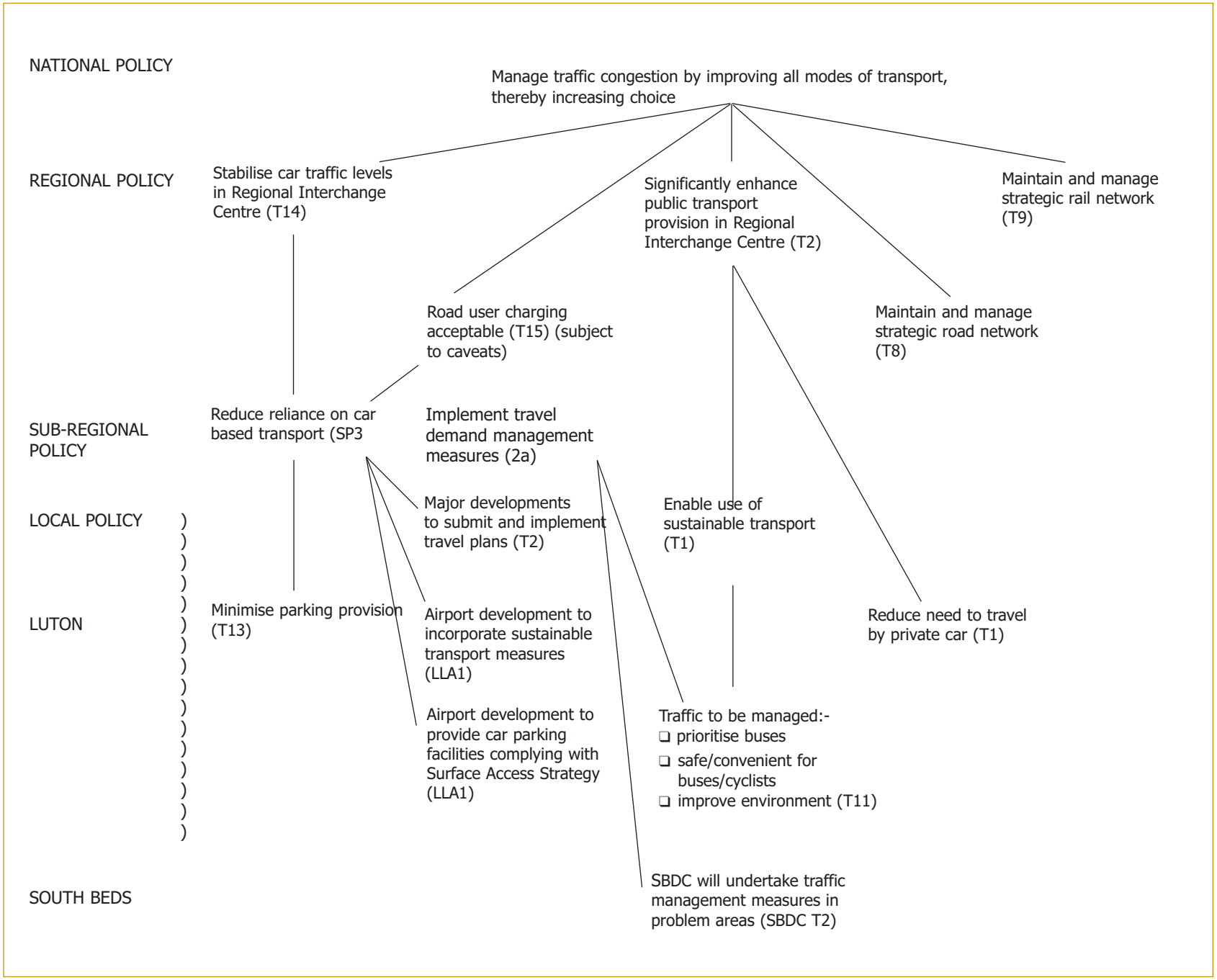
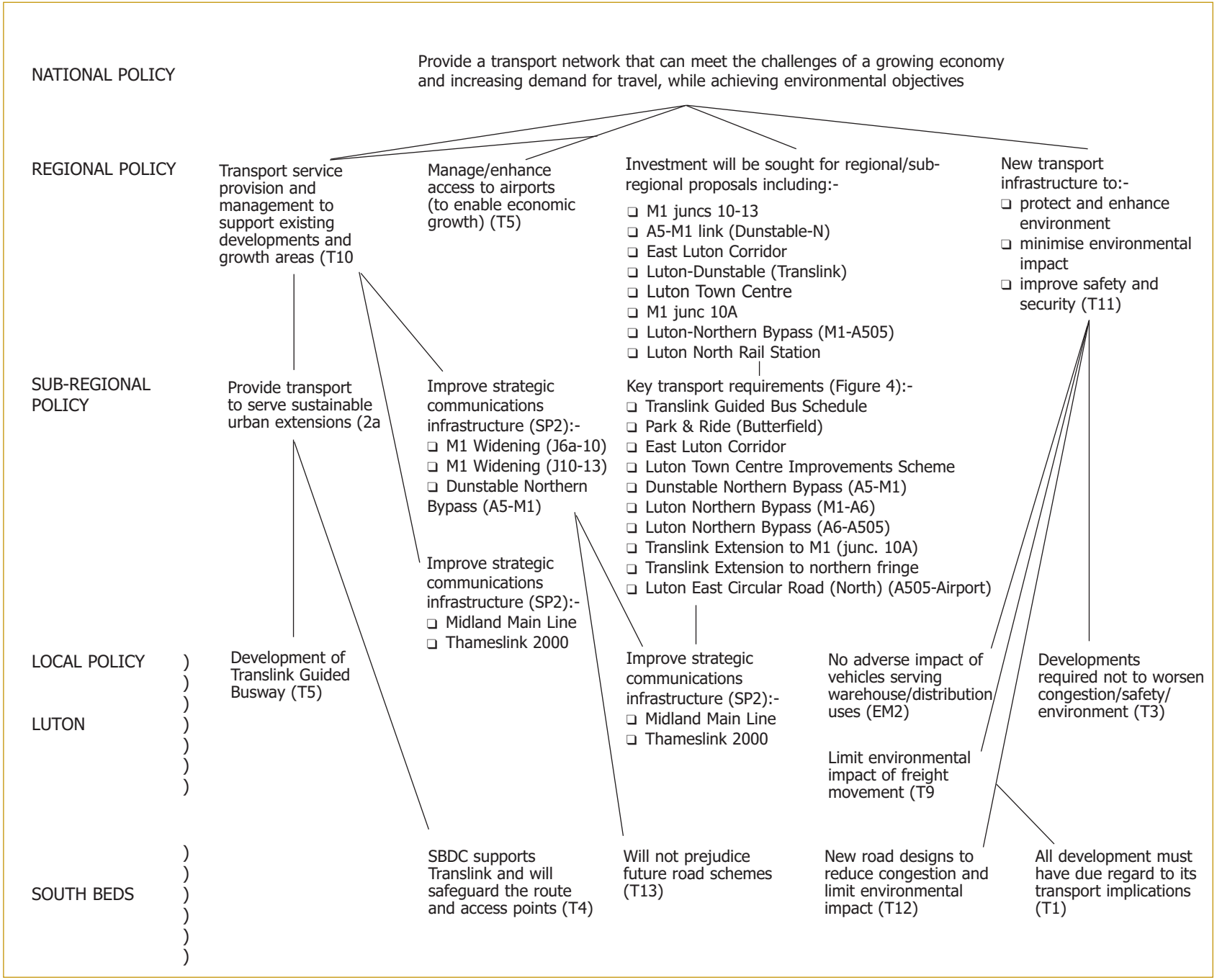
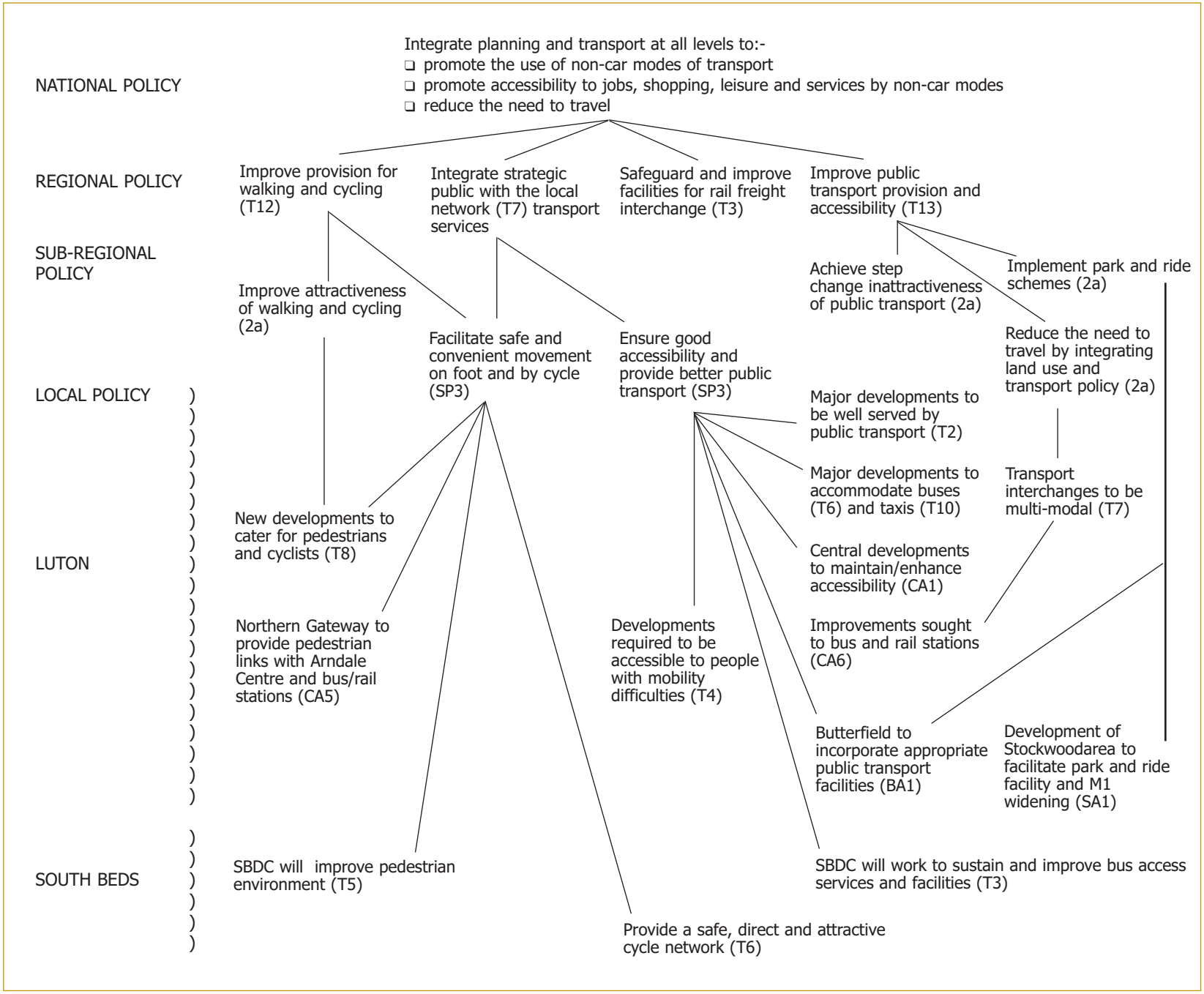
Appendix B

Relationship Between National, Regional, Sub-regional and Local Policies




NATIONAL POLICY
Provide a transport network that can meet the challenges of a growing economy and increasing demand for travel, while achieving environmental objectives
REGIONAL POLICY
Transport service provision and management to support existing developments and growth areas (T10
Manage/enhance access to airports (to enable economic growth) (T5)
Investment will be sought for regional/sub-regional proposals including:-
M1 juncs 10-13
A5-M1 link (Dunstable-N)
East Luton Corridor
Luton-Dunstable (Translink)
Luton Town Centre
M1 junc 10A
Luton-Northern Bypass (M1-A505)
Luton North Rail Station
New transport infrastructure to:-
protect and enhance environment
minimise environmental impact
improve safety and security (T11)
SUB-REGIONAL POLICY
Provide transport to serve sustainable urban extensions (2a
Improve strategic communications infrastructure (SP2):-
M1 Widening (J6a-10)
M1 Widening (J10-13)
Dunstable Northern Bypass (A5-M1)
Key transport requirements (Figure 4):-
Translink Guided Bus Schedule
Park & Ride (Butterfield)
East Luton Corridor
Luton Town Centre Improvements Scheme
Dunstable Northern Bypass (A5-M1)
Luton Northern Bypass (M1-A6)
Luton Northern Bypass (A6-A505)
Translink Extension to M1 (junc. 10A)
Translink Extension to northern fringe
Luton East Circular Road (North) (A505-Airport)
Improve strategic communications infrastructure (SP2):-
Midland Main Line
Thameslink 2000
LOCAL POLICY
LUTON
Development of Translink Guided Busway (T5)
Improve strategic communications infrastructure (SP2):-
Midland Main Line
Thameslink 2000
No adverse impact of vehicles serving warehouse/distribution uses (EM2)
Developments required not to worsen congestion/safety/ environment (T3)
Limit environmental impact of freight movement (T9
SOUTH BEDS
SBDC supports Translink and will safeguard the route and access points (T4)
Will not prejudice future road schemes (T13)
New road designs to reduce congestion and limit environmental impact (T12)
All development must have due regard to its transport implications (T1)

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