

Transport

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1.1 Transport

Policy context

European Commission White Paper on the European Transport Policy (2001)

This paper describes what has been achieved so far both at the Union and the Member State levels and what should be done in the near future.

Objectives, Targets and Indicators

The principal measures suggested in the White Paper include:

- Revitalising the railways;
- Improving quality in the road transport sector;
- Striking a balance between growth and air quality;
- Transport and the environment;
- Turning inter-modality into reality;
- Improving road safety;
- Adopting a policy on effective charging for transport;
- Recognising the rights and obligations of users;
- Developing high-quality urban transport; and
- Developing medium and long-term environmental objectives for a sustainable transport system.

PPG 13 – Transport

The objectives of this guidance are to integrate planning and transport at the national, regional, strategic and local level to promote more sustainable transport choices for both people and for moving freight, so to enhance accessibility by public transport and reduce the need to travel, especially by car.

Objectives, Targets and Indicators

Actively manage the pattern of urban growth and the location of major travel generating development to make the fullest use of public transport, and to encourage walking and cycling;
Land use planning should facilitate a shift in transport of freight from road to rail and water. Attention should be paid to the value of disused transport sites and effort made to prevent their loss to different land uses; and

Traffic management measures should be designed to reduce environmental/social impacts, whilst fiscal measures should be used for tackling congestion.

Regional Spatial Strategy (RSS14) of the East of England (Draft Revision)

Bedfordshire now lies within the East of England region for planning purposes. RSS14 is based on the principles of the UK's Strategy for Sustainable Development and sets out a strategy to guide planning and development in the East of England to the year 2021. This includes the scale and distribution of provision for new housing and identifying priorities for the environment, transport, infrastructure, economic development, minerals and waste management. It aims to improve the quality of life and sets out proposals which will influence where people choose to work and live and how to move about the region. RSS14 is currently under review – the final RSS14 is due to be published in early summer 2007.

Objectives, Targets and Indicators

To minimise the environmental impact of travel, by reducing the need to travel, encouraging the use of more environmentally friendly modes of transport, and widening choice of modes.
To promote the carriage of freight by rail and water and encourage environmentally sensitive distribution

The Secretary of State's Proposed Changes to the Draft Revision to the Regional Spatial Strategy for the East of England and Statement of Reasons

The document records the Secretary of State's decisions on the recommendations by the Panel who conducted the Examination in Public, and outlines the modified text of the East of England Plan incorporating the Secretary of State's Proposed Changes to be included in the East of England Plan.

Objectives, Targets and Indicators

The region's transport networks in support of the Spatial Strategy:

- to manage travel behaviour and the demand for transport with the aim of reducing the rate of road traffic growth and ensuring the transport sector makes an appropriate contribution to the required reduction in greenhouse gas emissions;
- to encourage efficient use of existing transport infrastructure;
- to enable the provision of the infrastructure and transport services necessary to support both existing development and that proposed in the spatial strategy;
- to improve access to jobs, services and leisure facilities.

Priority should be given to the efficient and sustainable movement of freight and in particular to seeking to increase the proportion of the region's freight carried on rail and by water where those are the most efficient modes.

- provision will be made for at least one strategic rail freight interchange within the East of England to serve London and the region, at a location with good access to the strategic rail routes and the strategic highway network;
- existing well-located freight wharves and facilities for rail and water freight interchange should be safeguarded for future use, where there is a reasonable prospect of developing them for port operational uses and improved provision made in locations with good road and rail access to end users; and
- previously used rail accessible sites, including those owned by non-railway bodies, should be protected from demand by non rail-based uses where there is a reasonable prospect of developing them for rail freight use.

Mayor of London Draft Early Alterations to the London Plan

The Mayor's Draft Early Alterations to the London Plan were considered by an Examination in Public in June 2006. The Mayor has proposed that each borough will be allocated an apportionment comprising the waste arisings within the borough plus or minus an obligation to manage/treat waste from central London boroughs. This should go some way to reducing London's reliance on other areas.

Objectives, Targets and Indicators

The need for a progressive reduction in waste imports from London and the South East over the period to 2015, with a steady-state provision for landfill of post treatment residues thereafter.

Milton Keynes & South Midlands Sub-Regional Strategy

MKSM spans three regions, the East of England, the South East and the East Midlands. In the East of England it sets out a spatial strategy for the growth locations of Bedford/Kempston/Marston Vale, Luton/Dunstable/Houghton Regis and Leighton Linlade.

Objectives, Targets and Indicators

To meet existing infrastructure needs and provide for requirements generated by new development,

by investing in new and improved infrastructure, by planning to reduce the need to travel and by creating a shift to more sustainable modes of travel

Luton's Community Plan 2002-2012

The Plan aims to involve local people in promoting the strategic vision for the town and identifying local needs and priorities. It also aims to assist in co-ordinating services provided by public, voluntary and community sectors, local communities and private organisations and helps to ensure that the local organisation work together to meet the needs of the local community. It aims to help create sustainable communities with access to services.

Objectives, Targets and Indicators

To provide more frequent and cheaper public transport to improve access to services such as shops, jobs, leisure facilities and health services in local neighbourhoods. The issue with regards to waste and transport is the impacts of freight transport on the local road network and on local communities. This is the sort of information that you should be picking up in the community strategies. Local public transport is only very loosely related as it will just reduce the amount of traffic on the roads.

Designing for Sustainability – Luton Borough Council Supplementary Planning Guidance

This document sets out what the Borough Council expects it terms of sustainable design and energy conservation.

Objectives, Targets and Indicators

Minimise the need to travel and the need for private cars and parking spaces. Maximise public transport opportunities by locating near a transport hub or by improving transport services to your site.
Maximise opportunities for cycling and walking - provide safe walking and cycling facilities.

Luton Local Plan (2001 – 2011))

The Local Plan is to guide development and the use of land. It contains policies and proposals for land use and transportation.

Objectives, Targets and Indicators

Promote public transport, cycling and walking in Luton.
Reduce congestion.
Reduce motorised transport's contribution to greenhouse gases.
Encourage developments that reduce the need to travel by private car and enable the use of sustainable transport options.
Require developers to submit Transport Assessments and Travel Plans.
Limit the environmental impact of freight.

Bedford Borough Council Local Plan

The Bedford Local Plan was adopted in 2002 and sets out policies and proposals to encourage development to occur in suitable forms and locations with the aim of improving the quality, convenience and sustainability of the environment. The Local Development Framework process will gradually replace the Local Plan and deliver the spatial planning strategy for Bedford.

Objectives, Targets and Indicators

Ensure provision for access by public transport, cycles and pedestrians for new developments.

Improve access to rail services.

Have favourable consideration to developments which will make use of direct links to the rail network for the movement of freight, provided the proposals are not contrary to any other policies of this Plan.

Protect, enhance and promote pedestrian routes and facilities.

Protect, enhance and promote cycle routes and facilities.

Bedford Borough Council Local Development Framework - Core Strategy and Rural Issues Plan

Consultation is taking place in connection with preparing the 'Core Strategy and Rural Issues Plan'. The 'Options Paper' will be out to consultation until 14 October 2005. As part of the Bedford Development Framework, a key document is the Core Strategy and Rural Issues Plan, which will set out the spatial plan for the whole Borough and apply at a local level the regional policies of the emerging East of England Plan. It will set out the vision, objectives and strategy for the development of the area and provide a strategic framework for development control decisions.

Objectives, Targets and Indicators

Deliver strategic transport as a key contribution to developing sustainable communities.

Deliver growth based on sustainable principles focussed on Bedford and Kempston and specific locations in the northern Marston Vale.

In rural areas, focus on most sustainable locations.

Minimise the environmental impact of travel by reducing the need to travel, encouraging the use of more friendly modes of transport and widening the choice of modes.

Reduce car journeys and congestion.

Community Plan for the Borough of Bedford 2004-2010

The production of this, the second Community Plan for the Borough of Bedford, has been co-ordinated by the Bedford Partnership Board, the Local Strategic Partnership for the Borough. The over-arching aim is "*Working Together to Improve Health and Well-Being*" and our objective is to lay the foundation stone for an improved quality of life for everyone who lives, works or visits the Borough.

Objectives, Targets and Indicators

Provision of more sustainable, convenient transport modes.

Improve safe means of access.

Improve accessibility of rural hinterland.

Mid Beds Local Plan (First Review Deposit Draft)

The Plan was adopted in 2004 and guides development and the use of land over the next 10 years. The policies and proposals for land use and transportation are used to give planning advice and form the basis for determining planning applications.

Objectives, Targets and Indicators

To resist development that would result in unacceptable congestion or detriment to traffic safety;
 To resist significant development proposals that are incapable of being reasonably served by public transport.
 To encourage the management of traffic to effect, where appropriate, its removal or calming, and to reflect the needs of pedestrians, cyclists, horse riders and drivers, people with disabilities and carers with young children.
 To ensure the provision of appropriate access facilities to new development to meet the needs of public transport, pedestrians, cyclists, people with disabilities and carers with young children.

South Bedfordshire Local Plan (Review Deposit)

The Local Plan was adopted in 2004 and provides comprehensive planning guidance for development in the area up to the year 2011. It develops the policies and general proposals of the Structure Plan and relates them to precise areas of land in the area. It sets out policies for environmental planning and management, in particular relating to conservation and improvement of the environment, efficient use of land and resources and the management of traffic.

Objectives, Targets and Indicators

Locate new development in places where use of private motor vehicles is not essential and alternative means of transport are available or can be easily provided.
 Integrate land uses and transport facilities to minimise traffic generation, particularly by private motor vehicles and developing a safe, efficient and accessible transport system.

Bedfordshire Local Transport Plan 2006/07 - 2010/11

Transport and land use planning will be challenging in Bedfordshire over the coming years as a result of the Sustainable Communities Plan, which identifies Bedfordshire as part of the Milton Keynes South Midlands Growth Area. Development pressure will also be apparent in all the major conurbations around Bedfordshire adding to the need to improve our transport networks.

The LTP has a freight strategy but this does not consider the issue of waste and minerals related freight (see Table 6 of the LTP). The Freight Strategy is currently being updated and will be published at the end of 2007. The scope of the new Bedfordshire Freight Strategy will be wide and will encourage input and involvement from not only internal but external partners and most notably industry itself. We will seek to engage many partners and actively promote the Department for Transport's Freight Best Practice Programme. One of the fundamental aims of the Freight Strategy is to ensure that Bedfordshire establishes itself as a 'Freight Friendly' County, whilst protecting communities and the environment. The strategy will among other things consider:

- Job Creation and Economic Development
- Skills Attraction and Retention
- The Regional and Local growth agendas and strategies
- Impacts on communities including noise, visual intrusion and vibration
- Air quality assessments and carbon footprints of operations
- Construction Management and Workplace travel plans
- Vehicle Routing and route communication; and,
- Deliveries and servicing urban and rural populations

The Freight Strategy considers all modes of transport and where possible will seek to encourage use of non road-borne modes where practical and appropriate. However Bedfordshire's freight requirements are such that in many cases road-borne movement is likely to be the most efficient and economic form. In the main therefore, the Freight Strategy will seek to offer advice and guidance to all authorities(s) and 3rd parties engaged in freight related activities on how to reduce the negative impacts and how to maximise benefit.

Objectives, Targets and Indicators

Objectives

- To put Bedfordshire in the best possible position to accommodate and take advantage of future growth
- To ensure that Bedfordshire's transport networks support its economic development ambition
- o maintain the standard of Bedfordshire's principal roads and main footways whilst making a significant improvement in the condition of our network of minor roads
- To minimise the growth in congestion in Bedfordshire, both in particular locations and on the overall network, and to manage its impacts on the transport system and the environment
- To improve access to key facilities and services in Bedfordshire – particularly work and further education - through increased travel choices, and in the longer term to reduce the need for transport in accessing such services
- To make Bedfordshire one of the safest counties in the East of England in which to travel by road
- To protect and enhance the best of Bedfordshire's natural and built environment, and to tackle and prevent specific problems caused by transport, particularly in relation to Air Quality Management Areas

Targets

- Limit the change in area wide traffic mileage (million vehicle km/day) to 10%

Luton, Dunstable & Houghton Regis Local Transport Plan 2006-2011

The Luton LTP contains a freight strategy which aims to assist the movement of freight through and within Luton, to reduce the impact of freight activities on the community, and to protect the environment. The above objectives will be achieved through the development of a Freight Quality Partnership to

- Establish Strategic Lorry Routes and local signing to destinations such as key employment sites and shops;
- Explore facilitation of modal interchange;
- Explore sustainable alternatives; and
- Explore the development of facilities for freight

Objectives, Targets and Indicators**Objectives**

- Support other Agencies in delivering the strategic transport commitments and obligations arising out of regional and sub-regional plans.
- Develop the role of Luton Dunstable Houghton Regis as a Regional Interchange Centre.
- Enhance the vitality and viability of the town centres.
- Achieve growth of London Luton Airport.
- Support the regeneration and diversification of the local economy.
- Remain engaged with, and responsive to, the emerging growth agenda.
- Implement the LTP major schemes.
- Implement local integrated transport schemes and initiatives to promote, encourage and achieve modal shift.

Targets

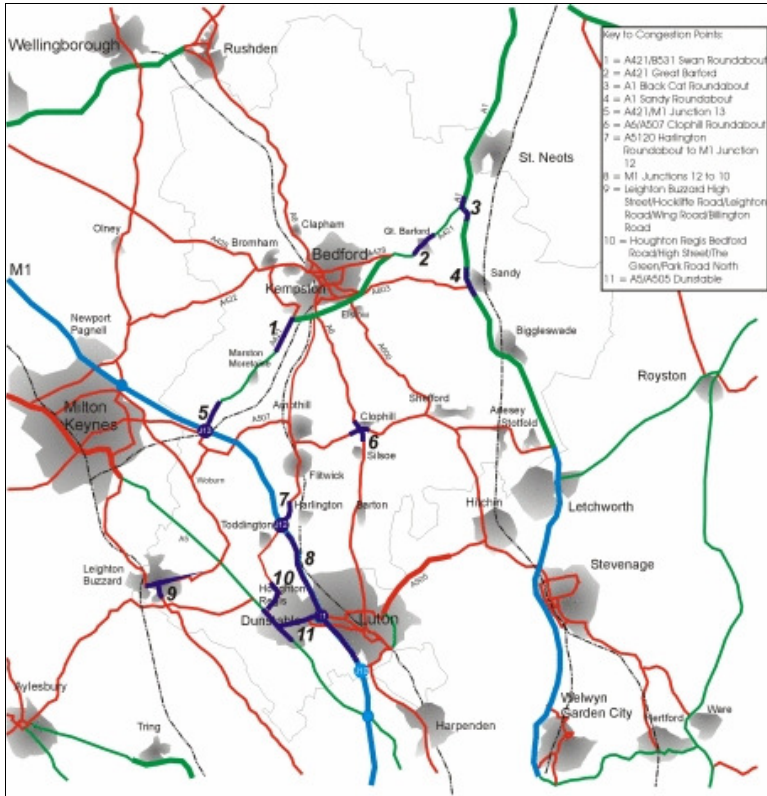
- Change the area wide road vehicle kilometres (millions) from 833 mvkm in 2004 to 902 mvkm in 2010.
- There are no specific targets related to the freight strategy.

Baseline Review

- 1.1.1 This section addresses the baseline transport infrastructure and issues in Bedfordshire and Luton. The next section of the topic paper outlines how these issues specifically relate to waste management.

Major Trunk Roads

- 1.1.2 Bedfordshire as a whole is relatively well served by the strategic road network. However, the geographical coverage of the existing road network and the quality of these roads varies considerably across the county.
- 1.1.3 South Bedfordshire is well served by major roads reflecting its urban characteristics. This includes the M1 motorway and the A5 trunk road. Other main 'A' class roads include the A505, A4012, A5050 and the A5120.
- 1.1.4 The road infrastructure in Mid Bedfordshire comprises the A1 trunk road, which runs in a north south direction on the eastern part of the county taking in and linking the small towns of Biggleswade and Sandy. The A507 provides the main east-west link across the county, with the A421 and the A600 providing the main links to Bedford in the north. There are however, large areas that are predominantly rural in nature that are not well located to the strategic road network. There are a number of arterial roads linking Bedford to other strategic roads, which include the A421 trunk road on the southern edge of the town, which links the M1 and the A1. The main A6 trunk road runs in a north south direction linking Rushden and Wellingborough to Luton in the south via Bedford. Other principal routes include the A428, A603, A422 and the A5134.
- 1.1.5 However, it is recognised that many routes in Bedfordshire already suffer from congestion and that in the future significant improvements will need to be made to the strategic road infrastructure in order to accommodate the level of future anticipated growth outlined in the Milton Keynes South Midlands (MKSM) Strategy. The map below (taken from the Bedfordshire Local Transport Plan 2 (LTP2) outlines those points in the network that are already suffering from congestion.



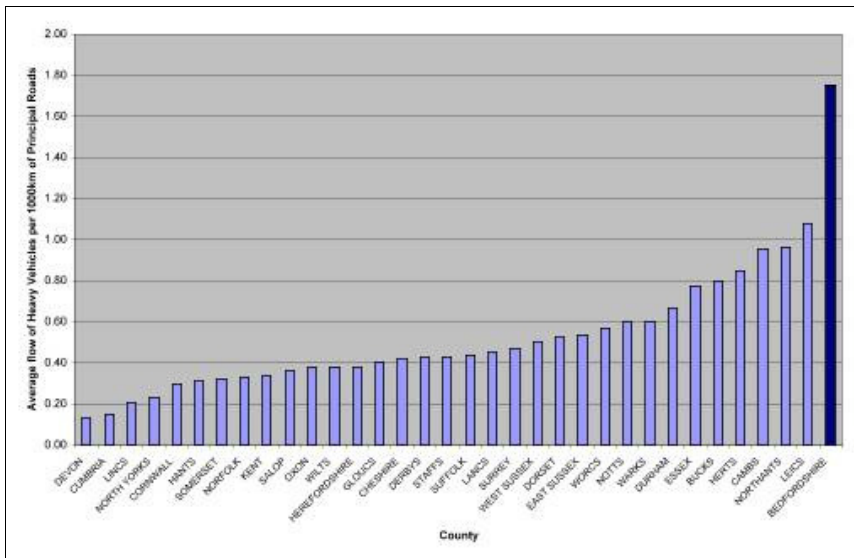
1.1.6 The LTP2 includes a programme of new road construction schemes, which are intended to improve the strategic road network. These comprise a number of new schemes including the Clapham Bypass (now constructed); the Bedford western bypass (A428 to A421 and A428 to A6 sections) together with the completion of improvements to the A421 between Bedford and the M1; the A421 Great Barford Bypass and the A507 Ridgemont Bypass. The Luton LTP2 also includes a number of schemes including the Luton Northern Bypass; the Luton East Circular Road and the A5/M1 link. These schemes are unlikely to be built until 2011.

Road Freight

1.1.7 There are large numbers of heavy goods vehicles on Bedfordshire's principle road network, from a mixture of long distance traffic and locally generated traffic going to distribution depots and other sites. The diagram below shows average flow of HGV's on principal roads.

1.1.8 Almost half of all jobs in Bedfordshire are in the transport, distribution, manufacturing and construction sectors: 71,600 out of a total of 144,700 jobs. It is important to remember that whilst transport and distribution are classified with manufacturing and construction, the movement of goods is fundamental.

- 1.1.9 Aggregate based industries and associated operations have a substantial operational presence in Bedfordshire.
- 1.1.10 In 2004 8,443,360 tonnes of freight originating outside Bedfordshire was delivered into the County.
- 1.1.11 Similarly 8,671,770 tonnes of freight originating within Bedfordshire was delivered to locations outside the County.
- 1.1.12 The origin and destination of 7,105,740 tonnes of freight was solely within Bedfordshire.
- 1.1.13 The specific nature of freight operations dictates which is the most appropriate mode in terms of economics and practicality. The situation in Bedfordshire is such that road-based transport is likely to remain by far the most practical and sustainable mode for freight in many cases. The M1 and A1 corridors are the key north south routes and are heavily used. The A421 and A505 are also very significant as they provide access to the key urban areas of Bedford, Milton Keynes and Luton, and link the two main north-south corridors. The main traffic hotspots in the region are located close to some of the largest clusters of warehouse developments, as well as some key access points of the primary network such as junctions 11, 12 and 13 of the M1, the Black Cat roundabout on the A1, and the A421 Bedford Southern Bypass.



The Bedfordshire Freight Strategy is currently being developed and will be consulted on during 2007. The Freight Strategy considers freight in its widest sense and across all potential modes. Non road-borne modes will be fully considered where practical and appropriate, in the case of longer journeys and for the transport of extremely high volumes of material. For example this approach may be appropriate for particularly large projects during a construction phase. The Bedfordshire Freight Strategy is broadly based on the

Local Authority Freight Management Guide and supports the Department for Transport Freight Best Practice programme. Through this the strategy and the authority will seek to offer advice and guidance to all authorities(s) and 3rd parties engaged in freight related activities on how to reduce the negative impacts and how to maximise benefit.

Rail Routes

- 1.1.14 There are five rail routes in Bedfordshire and Luton as identified below.

Route	Operating Companies	Route Utilisation
Midland Mainline (North of Bedford)	Midland Mainline	Between 30% and 70% of available capacity in use
Midland Mainline (South of Bedford)	Midland Mainline, Thameslink	Over 90% of available capacity in use
West Coast Mainline	Silverlink	Over 90% of available capacity in use
East Coast Mainline	West Anglia Great Northern	Over 90% of available capacity in use
Marston Vale Line	Silverlink	Less than 30% of available capacity in use

- 1.1.15 As can be seen above many of these lines are operating near full capacity limiting the current potential for the expansion of non-passenger rail services.

Rail Freight

- 1.1.16 There are no major rail freight terminals within Bedfordshire, but there are several local terminals within the county and its direct surroundings that actively provide links to the rail network for a number of market sectors.
- 1.1.17 The LTP2 reports that the movement of freight may become increasingly significant in Bedfordshire, as a result of the increasing levels of population and economic development.
- 1.1.18 There is a rail line which is already used for waste in the Marston Vale and one of the key issues is the capacity of this line, using that line to serve new waste sites and the conflict between the line's designation as a Community Rail Service. Information provided by Bedfordshire County Council show that the most recent Network Rail figures indicate that only 20% of the capacity of the line is currently in use, even in the single track sections at either end. Notwithstanding this, there may be some capacity issues which may hinder the movement of freight on the West Coast Mainline at Bletchley, and the Midland Mainline at Bedford. However, even at these points there may be scope for a few additional services outside of the peak period.
- 1.1.19 The Government has officially designated the Marston Vale Line as a 'Community Rail Service' which means that the Community Rail Partnership (CRP) must examine how the

rail service can assist in achieving the outcomes of the Community Rail Strategy. In the case of the Marston Vale Line, this designation (rather than a Community Rail Line designation) has been used because the freight movements over the line mean that Network Rail cannot compromise on technical standards for tracks, signalling etc. which may be possible under a line designation. Therefore, officers at Bedfordshire County Council feel that increasing the number of freight movements on the line would be more beneficial in terms of reducing the gap between costs and income. However, in terms of the scope to serve waste facilities in Bedfordshire, the line would clearly only be able to serve wastes sites in the Marston Vale.

Waterways / Canals

- 1.1.20 The River Great Ouse is a major river that runs through the town of Bedford where it first becomes navigatable by boat and flows to the North East until it reaches the coast at King's Lynn as distance of 74 miles from Bedford.
- 1.1.21 This navigation is used for pleasure & recreation and there is no known commercial traffic on the upper reaches of the Great Ouse in Bedfordshire.

Airports

London Luton

- 1.1.22 London Luton Airport is one of the UK's fastest growing airports with passenger numbers of 9.4 million passengers during 2006 (up from 7.5 million in 2004). The Airport is now one of the major economic drivers of the regional economy.
- 1.1.23 The operators of London Luton Airport have announced proposals for a replacement runway and a new terminal to be completed in time for London's 2012 Olympics. The proposals would represent a significant increase in the potential numbers of passengers (up to 3 times more than present) able to use the airport if the proposals are passed in the planning process. This would have a significant impact on demand for travel to and from the airport by passengers and commercial traffic.

Issues associated with Waste Management

- 1.1.24 Transport is a significant factor when devising waste policies and considering locations for waste management sites. PPS10 states that in making decisions regarding waste management it is vital to examine the capacity of existing and potential transport infrastructure to support the sustainable movement of waste, and products arising from resource recovery, seeking when practicable and beneficial to use modes other than road transport.
- 1.1.25 It is important to consider that the focus of waste management will shift from predominantly landfilling to recycling and secondary treatment. This will have implications for transport of waste which will need to be assessed as part of the sustainability appraisal. The shift in

treatment of other region's waste will also have an impact on transport that will be assessed as part of the sustainability appraisal.

- 1.1.26 Many modern waste management facilities rely on a large throughput of waste based on large numbers of HGV movements. As already discussed in the Air Quality and Noise Topic Paper, some vehicle movements may be related to the delivery of waste to facilities whilst others may be required to move recycled goods to market or residual waste to landfill. There can be significant advantages gained by locating new waste management facilities as close as possible to where the waste arises (the proximity principle) and to co-locate different types of waste management facilities together on one site or in close proximity to each other. The aim of this is to reduce environmental damage by minimising CO₂ emissions from vehicle exhausts, noise, vibration and disturbance.
- 1.1.27 If poorly located, new waste management facilities can have a detrimental impact on the local road network and residential amenity, especially if HGVs are required to travel directly through sensitive residential areas. Therefore, it is important that new waste facilities have good accessibility by road, ideally being located in close proximity to the strategic road network in order to make best use of the major road and motorway network rather than local roads.
- 1.1.28 In transportation terms South Bedfordshire is well placed given the proximity of the M1 motorway and other strategic routes, and proposals exist for further network improvements over the next ten years. Bedford, particularly the south, east, west and north-west, is also well located in terms of the strategic road network given its proximity to the A6, A1, A421 and new road proposals. Some eastern parts of the county are also well served by the A1. However, much of the land north east of Bedford, together with some parts of Mid Bedfordshire, are poorly served by the existing strategic road network. These remote rural areas are unlikely to offer potentially suitable sites for new large-scale integrated waste management facilities.

Trends

- 1.1.29 As the LTP notes, congestion on Bedfordshire's roads is likely to grow even in a 'no-growth' scenario. This will of course be amplified under a growth scenario and increasing demand for waste management capacity.

Scoping Consultation

Key Issues and Implications for Waste Planning

- At the moment waste is transported to landfill but in the future the waste management focus will be primary (recycling) and secondary waste treatment (e.g. energy recovery) for dealing with Bedfordshire waste – the particular impacts of this on transport will require consideration.
- In order to reduce the effects of transport, there is a need to locate the waste management solution near the source of waste – the proximity principle.

- Most people felt that the transport of local waste is likely to remain through road transport. It will be important to try and reduce the sustainability effects of this through various means. For example, could the plan publicise information on fuel efficiency; promote construction management strategies to reduce the effects of construction of new facilities. Can links be made to the Council's Asset Management Plan regarding the impact of heavy vehicles on condition of roads?
- The Government Office felt that the key issues document is very good at discussing the road network and its problems, but does not really mention the rail network. As there is a rail line which is already used for waste in the Marston Vale one of the key issues must be the capacity of this line, the possibility of increasing that capacity and using it to serve new sites, the conflict between the line's designation as a Community Rail Service, where there is a desire to reduce costs by reducing the maintenance to be more commensurate with its local role, and the possibility of its role as a key link in the East West rail corridor which could see an increase in passenger services. More information has been added to the Topic Paper to address this point (see 1.1.18 above).
- Modelling work commissioned by the Highways Agency to assess the level of growth proposed in the emerging Regional Spatial Strategy indicates that, unless traffic is managed, sections of the trunk road network in the County may experience increased levels of congestion, leading to increased noise and deterioration in air quality and have an effect on biodiversity etc.
- Objective for topics commented above should include measures and target to reduce traffic, particularly HGV.
- Fuel prices will affect the economics of transporting waste and this cost will be borne by the consumer/tax payer.
- Some consultees felt that it was worthwhile thinking about other modes e.g. canal network, although others felt this was impractical and promoting rail infrastructure to deal with waste would encourage other regions to use Bedfordshire's facilities.
- It is important to consider that there are no new schemes on the trunk road network which will help to accommodate waste movements. It is about managing congestion.
- The plan should not necessarily assume that major growth can be accommodated in the county.
- Do we need to consider the tipping point at which Bedfordshire stops accepting waste from other regions?

Comments on the Objectives for the SA

- Objectives 1 and 2 of the SA framework (reduce the mileage travelled by waste and reduce nuisance caused to communities by waste transport) could be potentially contradictory. The best way to resolve this issue is by encouraging community based waste management facilities.

- Rail is irrelevant for Bedfordshire so is it necessary to have the SA objective relating to encouraging modal shift. The SA team feel that as this is a government policy it is useful to include it.
- Proportion of waste and minerals transported by rail should be a target.

Relevant Objectives for the SA

1.1.30 Taking into account all of the above information the following objectives and indicators have been chosen for the SA.

SA Objectives	Appraisal Questions. Does the plan...
<ul style="list-style-type: none"> • Reduce the mileage travelled by waste. • Encourage a modal shift away from road freight travelling on local roads. 	<ul style="list-style-type: none"> • Cause a change in traffic flows or the nature of traffic (an increase in HGVs for example) that affects communities or areas valued for their environmental importance? • Identify sites which avoid placing reliance on local roads • Include actions that would encourage a shift from road freight to other forms of freight? • Include actions that change mileage travelled per tonne?

Sources of Data

- www.magic.gov.uk/website/magic/ (GIS mapping data for Bedford)
- www.highways.gov.uk
- www.london-luton.co.uk
- Bedfordshire Local Transport Plan 2006/7 - 2010/11.

Data Gaps

1.1.31 None identified.