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Executive Summary

Welcome to the Station Travel Plan for the Bedford Midland and Bedford St Johns Stations.

This three year plan has been developed by Bedford Borough Council, in association with the Station Travel Plan Steering Group, which comprises representatives of Bedford Area Bus Users Society, Bedford Commuters Association, Bedford to Bletchley Rail Users Association, Bedfordshire Rural Communities Charity, Cycling Campaign for North Bedfordshire (CCNB), East Midlands Trains, First Capital Connect, London Midland, Marston Vale Community Rail Partnership, Network Rail and Stagecoach Bedford.

Through this Station Travel Plan, the Steering Group hopes to transform both Bedford Midland and Bedford St Johns stations into effective sustainable transport interchanges.

Achieving this overall objective will result in increased rail travel to and from Bedford for commuting, business and leisure purposes. This will assist in achieving a modal shift away from single car use, which will ease congestion, reduce carbon dioxide emissions and improve air quality. These achievements will be in line with the aims and objectives of the Borough's Local Transport Plan and Bedford Borough Council's responsibility to manage the transport network and infrastructure.

This can be achieved through various schemes and approaches, including:

- Improving the infrastructure, access and quality of service for sustainable transport modes (i.e. cycling, walking and public transport (rail and bus)); and
- Promotional and marketing campaigns.

An action plan has been developed to support the above-mentioned initiatives, along with a set of targets and key performance indicators. It is acknowledged that the main challenges to successful delivery relate to funding and resources. Working in partnership will be vital in achieving value for money.

This plan takes account of the potential Bedford Station Quarter redevelopment, planned improvements to the rail infrastructure and the planned completion of the Bedford Western Bypass but is not reliant on either of these schemes going ahead for the travel plan to be implemented.

The plan will be reviewed on an annual basis by the Steering Group, which will also work with various other organisations to monitor delivery against its various targets.

1 Introduction

1.1 Travel Plans in general provide a framework for the delivery of co-ordinated transport strategies in order to manage the journeys generated by a site. Typically they seek to reduce the number of vehicles accessing a site, through the promotion of more sustainable transport options. The overarching reasons for the development of Travel Plans include:

- Reducing traffic on the road network;
- Reducing demand for car parking;
- Improving health through active travel;
- Increasing accessibility for those without a private vehicle;
- Developing the economic viability of a site;
- Reducing air and noise pollution; and
- Enhancing environmental credentials.

1.2 The White Paper 'Delivering a Sustainable Railway' (2007) suggested that Travel Plans could also be introduced at national rail stations, with the aim of improving station access and reducing traffic on the road network. The production of this Travel Plan represents a commitment on behalf of a number of local organisations and stakeholders from a variety of different interests and backgrounds to achieving this aim.

What is a Station Travel Plan?

A strategy for managing the travel generated by a railway station, with the aim of reducing its environmental impact, and encouraging more travel by rail. This typically involves support for walking, cycling, public transport, and better car park management.

1.3 The plan is aimed at tackling a number of transport issues associated with the station and the wider community, improving facilities at the station and encouraging those who do wish to change how they travel to do so. The benefits to both station users and the wider community include:

- Opportunities to enhance public transport;
- Increased use of public transport;
- Rationalised parking within stations;
- Reduced traffic congestion in an around the station;
- Increased accessibility;
- Additional trips made by rail, leading to increased revenue;
- Meeting environmental targets;
- Improved passenger satisfaction; and
- Improved health for employees and passengers.

1.4 The Bedford stations are key destination on significant rail routes in the region and the Stations Travel Plan is therefore important for all users and the town in general. The successful implementation of the travel plan will help encourage commuters to travel to and from the stations more sustainably and help reduce current congestion in the vicinity of the stations.

2 Aims, Objectives and Approaches

2.1 Aims

The overall aim for both the stations is to transform them into effective sustainable transport interchanges, with high quality services supported by high quality facilities for sustainable transport. The plan also aims to improve local connections to stations by sustainable transport modes and increase the public's awareness of Bedford St Johns Station.

Achieving these overall objectives will result in an increase in rail travel to and from Bedford for commuting, business and leisure purposes. This will assist in achieving a modal shift away from single car use, which will ease congestion, reduce carbon dioxide emissions and improve air quality.

2.2 Objectives

2.2.1 Objective 1: Increase walking as a safe, convenient means of travelling to and from both stations, particularly on short journeys.

Walking is the most sustainable of all travel modes, and has immediate health, social and environmental benefits. Walking can often be the most convenient and time-effective mode of transport for journeys of less than 2 km.

The Travel Plan aims to encourage rail users to walking to and from the stations were possible, through the publicising of the health and costs benefits of walking and provide information to help users to make the best travel choices.

2.2.2 Objective 2: Increase cycling as a safe, convenient means of travelling to and from both stations, particularly on short / medium length journeys of 5km or less

Cycling is an active form of travel with many health benefits. It has also been demonstrated that cycling is one of the quickest ways to travel around congested areas. One of the measures included in this Travel Plan is to improve the quality of cycling routes in the Bedford area.

The Travel Plan aims to encourage rail users to cycle to and from the stations were possible. This will mainly involve the enhancement of the current cycle infrastructure and maintaining and providing adequate cycle facilities at both stations.

2.2.3 Objective 3: Increase the use of public transport as a safe, convenient means of travelling to and from both stations

To significantly improve the level of bus interchange at Bedford Midland Station, improving both bus facilities and services and enhancing connections at Bedford St Johns Station.

2.2.4 **Objective 4: Manage the car and motorcycle use of station users**

To manage car travel to and from the stations in a way that achieves a reduction in commuter parking on local roads, as well as increasing the use of vehicles with lower CO₂ emissions and increasing the number of station users car sharing. As Bedford Midland Station is one of the busiest destinations in the town on a traffic sensitive route, a proactive approach to managing demand for parking is vital, particularly as the programme of platform extensions to accommodate 12 car trains is likely to increase demand.

Many commuters rely significantly on the use of the private car for both commuting and work-related purposes. This has a significant cost implication, both in terms of car mileage re-imburements and car parking costs (real or opportunity).

2.3 **Approaches**

The study objectives outlined in Section 2.2 can be achieved using the two principle approaches, namely:

- Improvement to infrastructure and services; and
- Promotion, marketing and provision of information.

2.3.1 **Improvement to Infrastructure and Services**

Improving the sustainable transport infrastructure, services, and facilities of both train stations will encourage travel to and from both stations by non-single occupancy car and increase customer satisfaction with station facilities. (Transport improvements at both the stations and in the station area should also contribute to increasing travel by train to and from Bedford for commuting, business, and leisure purposes.)

Interventions will involve the use of various initiatives, often combined into schemes, including:

- Improving the infrastructure for sustainable transport modes:
 - Cycling and walking schemes; and
 - Public Transport.
- Improving the signage in and around both stations

2.3.2 **Promotion, Marketing and Provision of Information**

Promotion, marketing and provision of information will achieve an increase in the awareness of opportunities to travel to and from both stations by non-single occupancy car through initiatives and campaigns, which will;

- To identify and tackle barriers, both actual and perceptual, that prevent people accessing both stations;
- Raise awareness of and improve information about sustainable transport modes; and,
- Raise awareness of the various initiatives and incentives on offer, such as lift share priority parking, cycle facilities and the health benefits of active travel (walking and cycling), etc.

This will allow commuters to make informed choices. Sometimes the lack of information is a crucial barrier to be overcome in making the shift from private to public transport use.

Best practice has shown that promotion of alternative modes of transport should ideally be tailored to the individual person, taking account of such things as their travel time and where they come from. We are committed to developing and implementing a marketing strategy for this purpose, which will focus on 2 key areas.

a) *Encouraging existing users to use alternative modes to access the station*

This will encourage those who use the station already, particularly commuters, to think about ways in which they can travel more sustainably. This will include providing onward travel information in the ticket office, hosting and where appropriate attending local events, and individual marketing to station users. We will also take the opportunity to promote alternative modes whenever we are delivering infrastructure schemes, for example by providing information on alternative modes with public information on infrastructure schemes. Where people are, for one reason or another, unable to swap their car for another mode of transport, we will attempt to encourage more sustainable car use. This will be through a programme of promoting car sharing, and also encouraging the use of cars with lower CO₂ emissions, and encouraging the use of 'eco-friendly' driving.

b) *Encouraging new users to rediscover their local railway*

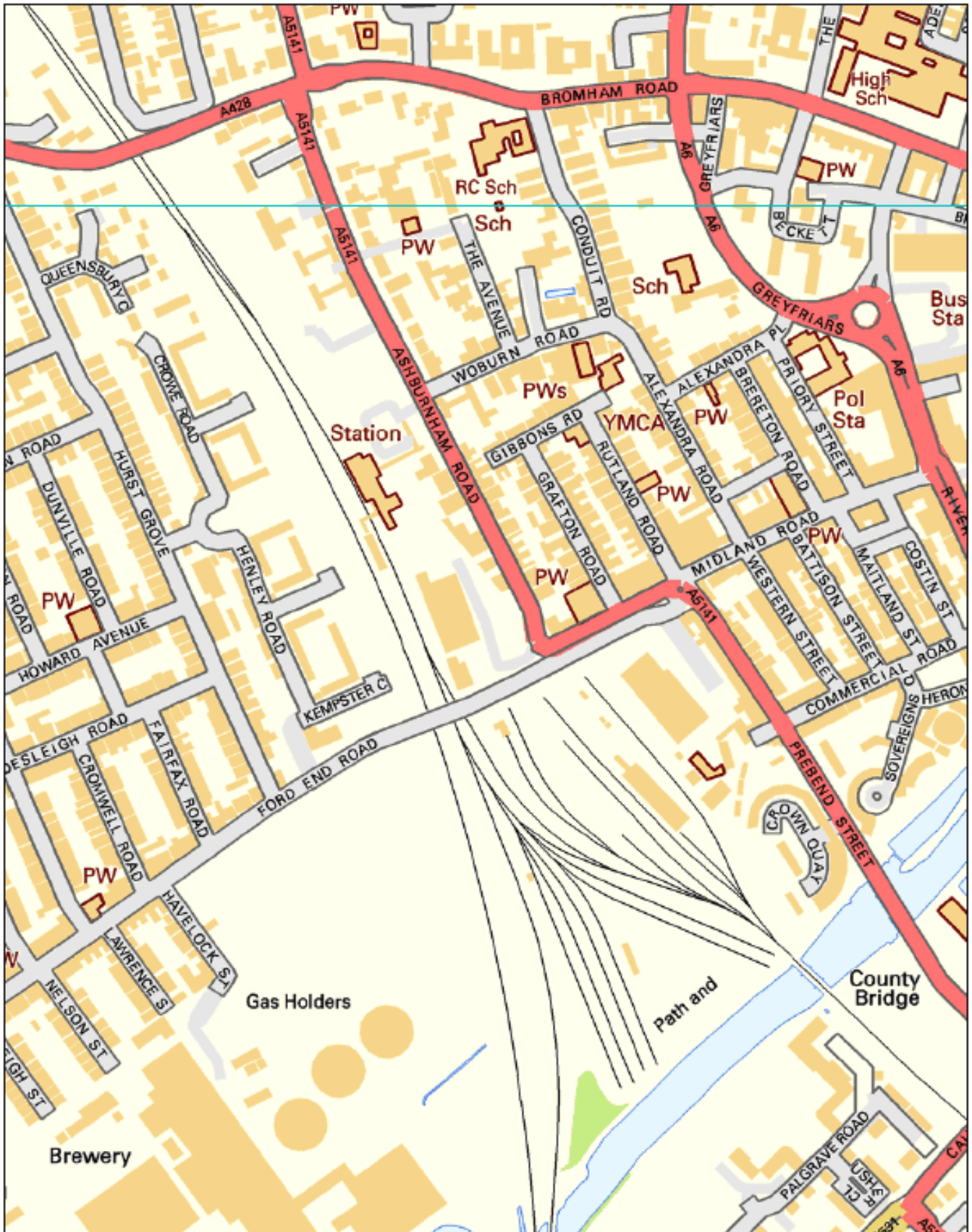
Our research has indicated that there is potentially a significant demand for greater commuting into Bedford by train. By undertaking local promotion of the rail service, we are hoping to encourage commuters into Bedford to rediscover their local rail service for their journeys to work, and also promote Bedford as a leisure destination that is easily accessible by train. We will also look to encourage Bedford residents to do the same. In doing so, we also aim to encourage them to travel to the station in a sustainable fashion as well. Areas that we are particularly keen to grow are leisure travel on the Marston Vale Line, and in-commuting from the Central Bedfordshire stations such as Flitwick, Harlington, and Lidlington. This therefore requires a collective approach to working together, with Central Bedfordshire Council and the Marston Vale Community Rail Partnership in this case, on joint promotion measures that will encourage people to use their local train service. This will also have an additional benefit to the train operating companies by encouraging greater use of spare capacity on these train services.

3 Context

3.1 The Stations

- 3.1.1 Both of the Bedford stations, Bedford Midland and Bedford St Johns are located within the boundary of the Bedford-Kempston urban area, which has a total population of approximately 102,000 people.
- 3.1.2 Train companies operating from Bedford are First Capital Connect, East Midlands Trains (Midland Mainline) and London Midland. First Capital Connect provides local services and East Midlands Trains provides intercity rail services to and from Bedford. First Capital Connect services run from Bedford, via Luton and Luton Parkway (airport), to London St Pancras International and on to areas such as Croydon, Gatwick Airport and Brighton via London Bridge and to Sutton and Wimbledon in South West London. East Midland Trains operate services which connect Bedford to Luton and London St Pancras International in the south and Leicester and the East Midlands to the north. London Midland provides local services on the Marston Vale Line (Bedford to Bletchley), which also operates via St John's Bedford rail station. The services operate from Bedford to Millbrook, Woburn Sands and Bletchley and connects to other services serving Watford Junction and London Euston to the south and Milton Keynes, the West Midlands, the North West and Scotland.
- 3.1.3 **Bedford Midland Station** is by far the larger of the two stations, handling nearly 3.2 million passenger trips per annum (2007/08).
- 3.1.4 With off-peak frequencies of 6 trains per hour, and the fastest journey times being just over 35 minutes, it is not surprising that the station is very popular with London commuters. 63% of weekday trips to and from the station taking place during the morning peak (6am to 9am) and evening peak (4pm to 7pm), and commuters make up 41.6% of the station's individual users. There is also a significant non-commuting market at the station, with 34.8% of station users travelling for leisure activities such as shopping, visiting friends and relatives, and sporting events, with London once again being the most popular destination. The remaining 23.6% is made up of education, business trips and visitor trips to the area. However, leisure travel only generates 27% of weekday trips to and from the station. (Source: Passenger Survey December 2008).
- 3.1.5 Whilst London is the most popular destination for trips from Bedford, there are a number of other stations also frequently used by travellers from Bedford. These include Luton, Luton Airport Parkway, Gatwick Airport (these two primarily for accessing airports), and St Albans, as well as stations further north of Bedford such as Leicester and Kettering. Stations to the south of Bedford are the most popular for rail trips arriving into Bedford. Once again, London scores highly, with Luton, St Albans, and Flitwick also being popular. The station is also the busiest origin and destination station on the Marston Vale Line, accounting for double the number of trips of the next busiest station. The station is managed by First Capital Connect.

Site Location - Bedford Midland Station



- 3.1.6 'Stagecoach' operate a network of daily, frequent bus routes around Bedford and also to nearby towns and villages. You can also buy a Bedford *PLUSBUS* ticket with your train ticket. This entitles the user to unlimited bus travel around the town for discount price (www.plusbus.info). The Elstow Park and Ride service also serves Bedford Midland Station.
- 3.1.7 Bedford Bus Station is approximately 10 minutes walk from Bedford railway station, following the signs to the 'Town Centre'. The 'Stagecoach express X5' (from Bedford Bus Station), provides a daily, frequent service east to St Neots & Cambridge; and west to Milton Keynes, Buckingham, Bicester & Oxford, although this service does not serve the station directly in either direction. There is also limited morning and evening peak bus services that serve the station for rail commuters. Details of the various bus services operating in close proximity to the stations are outlined in Appendix B.
- 3.1.8 In contrast to the busy nature of Bedford Midland, **Bedford St Johns Station** is a relatively quiet station, with just 12,000 passenger trips per annum. The station itself is a one platform unmanned station located on the Marston Vale Line, with an hourly service running to Bedford Midland and Bletchley. The station is primarily used by commuters. 28.6% of stations users wish to access employment in Bedford while students wishing to access local schools and colleges make up 16.7% of the station users. Much like Bedford Midland, there is also a significant leisure market, accounting for 23.8% of station use. The remaining 30.9% is made up of business and visitor trips to the area (Source: Passenger Survey December 2008).
- 3.1.9 Stations on the Marston Vale Line are the most popular origins and destinations for trips to and from Bedford Midland Station via Bedford St Johns. Bletchley is the most popular in both categories, with Woburn Sands, Ridgmont, and Lidlington being the other notable stations. The station is managed by London Midland.
- 3.1.10 Similar to Bedford Midland rail station, 'Stagecoach' operate a network of daily, frequent bus routes around Bedford and Bedford *PLUSBUS* is available with your train ticket. Bus services to the town centre are also available from bus stops along Kingsway, Cauldwell Street and Britannia Road. Bedford St Johns railway station is approximately 20 - 25 minute walk from Bedford Bus Station and the town centre.

Site Location - Bedford St Johns Station



3.2 Passenger Survey Results (December 2008)

3.2.1 Bedford Midland and Bedford St Johns Stations are located within and on the boundary of outer fringes of Bedford town centre area respectively. However, both areas suffers from significant traffic congestion at all times of the day on all main routes. Whilst there are plans to tackle traffic congestion issues, such as the second phase of the Bedford Western Bypass, there also needs to be a significant attitudinal shift towards sustainable modes of transport. Figures 3.1 and 3.2 summarises the modal split to and from both stations.

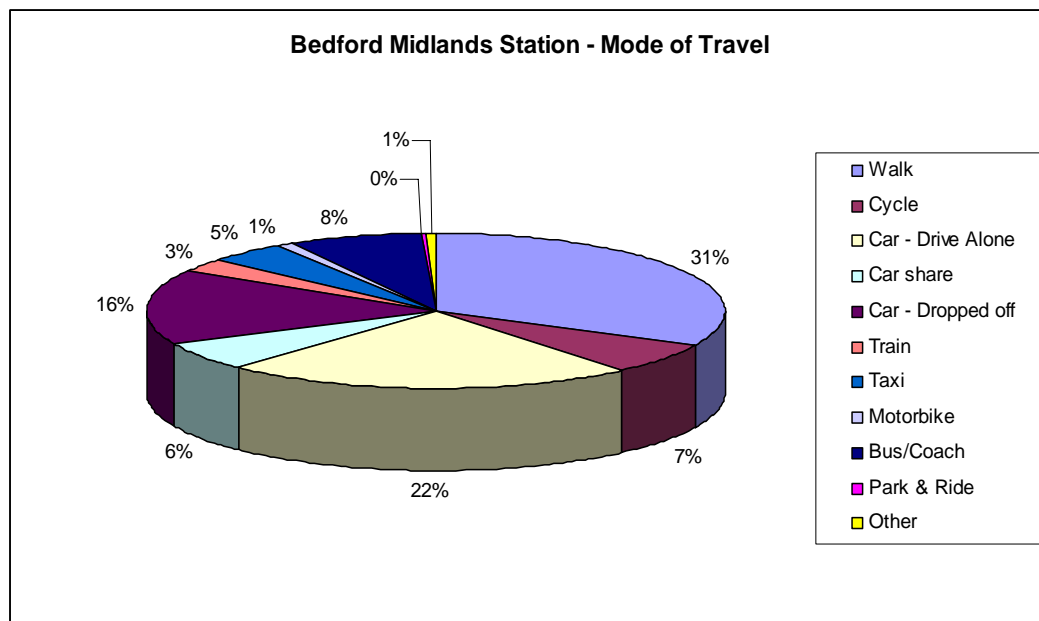


Figure 3.1: Modal Split to and from Bedford Midland Station

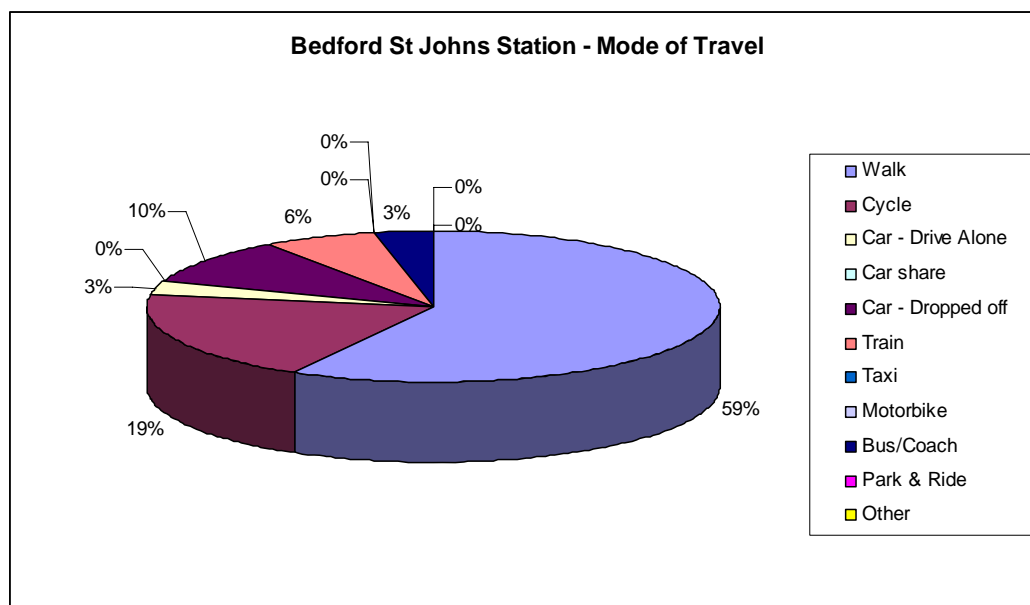


Figure 3.2: Modal Split to and from Bedford St Johns Station

3.2.2 Unlike many other Bedfordshire towns, Bedford is in fact a net in-commuting town. The 2001 Census reveals that 18,083 people commute into the town,

compared to 11,542 people, who commute out of the town. This is important for the Station Travel Plan to consider, because while the primary rail market is for out-commuting, a significant potential rail market is for in-commuting trips, particularly from areas to the south and south west of Bedford.

3.2.3 When we asked current non-users of the train service why they chose to use their car, the results were very clear. Many respondents (approximately 76%) chose the car because of its convenience, with cost and time of travel seemingly insignificant in people’s travel choices. When we went on to ask what would encourage people to use the train, improving transport links to the station and improving car parks featured in their responses.

Top 5 measures that would encourage current non-users to use the train

Measure	% of respondents
Cheaper rail fares	38%
Better transport links to the station	10%
I would never use a train	8%
More direct trains	6%
Cheaper parking at the station	5%

Source: Non-User Survey (2009)

3.2.4 While trains are very effective at competing with the private car on inter-urban commuting journeys, with faster train speeds and reasonable fares, the whole journey does not take place on the train. The decision to use the train or not can stand or fall on the ease, cost, and time of the journeys to and from the stations at either end, as people make their travel decisions by looking at the whole journey. So, for people to really consider using the train as a means of getting to work, travelling to meetings, and going shopping, improvements are required to the whole journey. By getting rail companies, local authorities, and local stakeholders signed up to common actions and causes, a Station Travel Plan can help to co-ordinate improvements both on and off the tracks, and promote the benefits of rail travel to those who currently do not do so.

3.3 Surrounding Road Network

3.3.1 Access to Bedford Midland Station

Manton Lane / Shakespeare Road / Ashburnham Road / Midland Road / Prebend Street form the main strategic north-south access to Bedford Midland Station for both vehicular traffic and pedestrians and cyclists. The route is heavily trafficked to the south of Manton Lane, particularly at peak times. The route is generally too narrow to accommodate cycle lanes, and footway widths to the south of the railway station are less than 2 metres in places, or constrained by the presence of street furniture. The steep ascent of Manton Lane in the northbound direction also presents a challenge to cycling. An alternative route is available via Park Avenue, south of Bedford Park.

3.3.2 **Access to Bedford St Johns Station**

Amphill Road (north of Offa Road) / Britannia Road / Amphill Street / Melbourne Street / Kingsway / London Road (north of Elstow Road) covers a series of heavily trafficked routes to the south of the river, in addition to Melbourne Street which provides access to Bedford St Johns Station.

3.4 **Existing Transport Facilities**

3.4.1 This section of the Travel Plan provides a summary of the existing facilities available in relation to travel to / from the stations.

3.4.2 **Bus Network and PLUSBUS Service**

Bedford is well served by public transport, through the bus, rail and Park and Ride services. Buses represent an efficient use of road space, and utilising public transport can reduce the overall transport emissions of the Council. There are a number of bus routes in close proximity to both the railway stations. However, the level of service directly to Bedford Midland Station can be relatively poor throughout the course of a typical day - with buses only operating in the peak periods. In Bedford, the rail and bus stations are located approximately fifteen minutes' walk from one another. As a result of the proximity to the bus station and the traffic congestion experienced in and around the rail stations very few buses stop at the railway station throughout the day. Bus services which operate to and from Bedford Midland Station are summarised in Appendix B.

3.4.3 **Car Parking**

There are approximately 710 car parking spaces available at Bedford Midland station. The station car parks are open 24 hours a day and cost (as of 1st June 2010) £6.75 a day, £32.00 a week, £115.00 a month, £320.00 for a three-monthly ticket, £1,100.00 for an annually ticket. Premier / permit parking costs £7.90 a day, £34.30 a week, or £1,210.00 for an annually ticket. Off-peak parking costs £3.00 (£3.90 Premier parking) after 10am on weekdays, £2.00 (£2.30 Premier parking) after 5pm and on Saturday, Sundays and Bank Holidays. There are no designated bays for car sharers. There are approximately 17 short-stay (20 minute) / drop-off parking spaces, 71 premier parking spaces and 9 parking spaces for blue badge holders. The car park is well lit and covered by CCTV. The car park is managed on a first come, first served basis; no advanced bookings are taken. The car park is periodically patrolled to ensure vehicles are displaying the correct pay and display parking ticket.

There are approximately 120 car parking spaces at Melbourne Street car park, adjacent to Bedford St Johns station. There are no designated bays for staff or car sharers.

3.4.4 **Motorcycle Parking**

Motorcycle parking is free and official motorcycle parking bays are provided at Bedford Midland Station. The parking bays are covered by CCTV cameras and peak hours site observations would indicate that the demand for parking is greater than the supply of spaces. Motorcycles are often parking outside the designated motorcycle parking area.

Motorcycles can also be parked in Melbourne Street Car Park adjacent to St

Johns Station.

3.4.5 Taxi Facilities

Taxis access the stations using the main vehicle approaches. An official taxi rank is provided at the entrance to Bedford Midland Station with a parking area provided when the rank is full. There is space for approximately 17 taxis in the rank. It has regularly been observed that taxis exceed their official area and sometimes overspill into the other parking spaces and also park in the bus stop and lay-by area. Taxis waiting at the station must be registered and display the relevant permit. However, unregistered taxis can pick up / drop off passengers that have made an advanced booking. No taxi waiting area is provided for at Bedford St Johns Station.

3.4.6 Cycle Facilities & Network

There are approximately 418 cycle parking spaces available at Bedford Midland Station and parking is free of charge. At Bedford St Johns station there are no formal cycle parking spaces. Regular cycle monitoring is undertaken in Bedford, including the stations by Cycling Campaign for North Bedfordshire (CCNB) once every two weeks.

CCNB monitoring of cycles parked during the Spring/Summer period (1st April to 30th September 2010) indicated that even with the recession and a down turn in the number of people using the railways, cycling has still increased. A 11% increase was observed over 2010. An average of 311 bicycles were parked at the station during the same period.

A number of cycle paths and cycle lanes are provided within the town centre and surrounding areas. A number of safe crossing points are provided to connect the stations with the town centres and other main attractions in the area. The National Cycle Network, National Route 51, runs through Bedford and is within 500m approximately of both stations.

A number of schemes have and are proposed by Bedford Borough Council in the coming few years. These include:

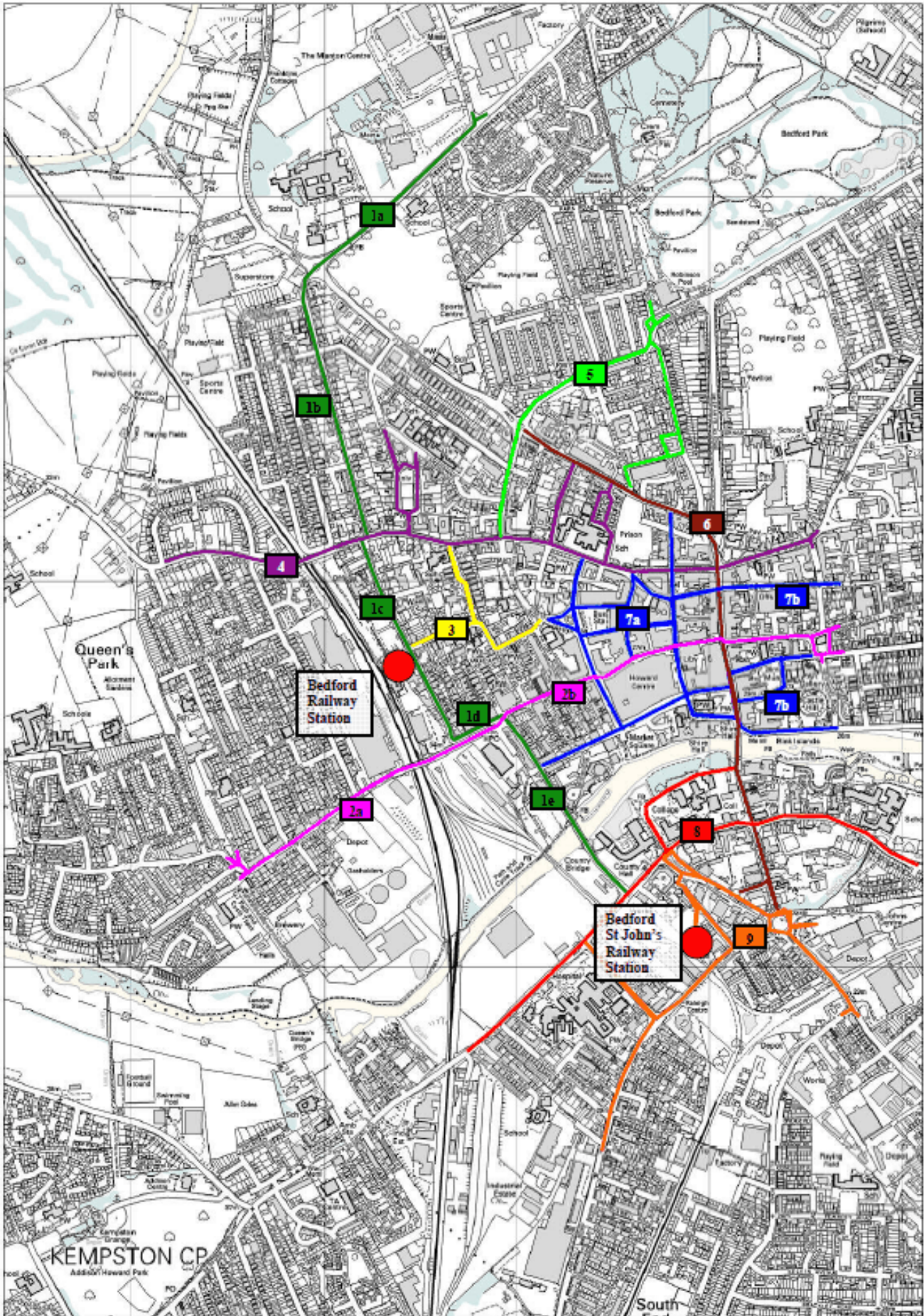
- improving the cycle/walking facilities at Ashburnham Road/Shakespeare Road / Bromham Road;
- change of use of the northern footpath over Bromham Road railway bridge to dual (cycle/pedestrian) use;
- cycle lanes have recently been introduced along Bromham Road from Union Street to Ashburnham Road and also along Union Street (the latter being part of the main access route to the station) together with Advanced Stop Lines (ASLs) for cyclists at the junction;
- contra-flow cycle facility on Woburn Road;
- improvements for cyclists along the East-West route via Goldington Road are also programmed; and
- provision of the Garibaldi Bridge south of Bedford Midland Station.

3.4.7 Pedestrian Routes

A number of pedestrian routes are currently available in close proximity to both stations. The pedestrian facilities in the area are of reasonable standard, however, some concern has been raised within the Steering Group in relation to poor drainage on walking routes to the stations, poor and unnecessary signing, overgrown vegetation along some routes and poor lighting. A number of key strategic routes were identified in close proximity to the stations. These include the following corridors / catchment areas and are illustrate in the map below:

- Route 1 (a-e): Manton Lane / Shakespeare Road / Ashburnham Road / Midland Road (between Ashburnham Road and Prebend Street) / Prebend Street;
- Route 2 (a-b): Ford End Road (between Old Ford End Road and Midland Road)/ Midland Road / Silver Street / Mill Street;
- Route 3: Woburn Road / Conduit Road / Alexandra Road (between Conduit Road and Alexandra Place) / Alexandra Place;
- Route 4: Bromham Road (including Linden Road south of Landsowne Road, Dynevor Road, Lloyd Court and Adelaide Square) / Dame Alice Street / St Peters Street;
- Route 5: Union Street / Roff Avenue / Foster Hill Road (north of Wellington Street) / Wellington Street (north of Princess Street) Princess Street / Queen Street (south of Princess Street);
- Route 6: Tavistock Street / The Broadway / High Street / St Mary's Street / St John's Street
- Route 7 (a-d): Greyfriars (east of Alexandra Place) / Hassett Street / River Street / Brace Street / All Hallows / St Loyes Street / Lime Street / Thurlow Street/ Commercial Road / Horne Lane / St Paul's Square / Ram Yard / Castle Lane / The Embankment (High Street to Newnham Road) /
- Route 8: Kempston Road (east of Cauldwell Walk) / Cauldwell Street / Cardington Road (Longholme Way to St Mary's Street) / Public footpath via Bedford College / Riverside; and
- Route 9: Ampthill Road (north of Offa Road) / Britannia Road / Ampthill Street / Melbourne Street / Kingsway / London Road (north of Elstow Road)

An audit of the routes was undertaken by Bedfordshire Highways in 2008 to determine the access issues encountered by all pedestrians, cyclists and disabled persons. The audit identified a number of issues with the infrastructure provisions for pedestrians and cyclists on 9 key routes providing access to Bedford Midland Station and Bedford St Johns Station. The most common types of issues raised related to the lack of dropped kerbs and / or tactile paving and inadequate footway surfaces. Other particular issues raised included obstructions by signs, posts and street furniture, the need for footway widening and bus stop related measures.



3.5 Vehicle, Pedestrian & Cycle Conflicts

- 3.5.1 It has been identified that there are points of congestion around the areas, with conflicts of interest between vehicles, pedestrians and cyclists. The peak congestion periods are during the morning and evening commuter times, with the congestion being more evident during the evening peaks as people alight from the train and move to the car parks or to walk down / cross over Ashburnham Road. In addition, some drivers and taxis use the bus lay-by as a drop off point, making it difficult at times for the buses to access the bus stop. Some drop-off / car parking is also experienced along the double yellow lines on Ashburnham Road.
- 3.5.2 A number of conflict points existing within the town centre and close to both stations and the Council are working with CCNB, Sustrans and other cycle groups to enhance the pedestrian and cycle network in these areas. Many projects to enhance the facilities and reduce conflicts have been identified in the Councils programme of works for the coming year.

3.6 Traffic Congestion

Traffic congestion on the road network in the town centre and in close proximity to both Bedford Midland Station and Bedford St Johns Station is close to or exceeds its current capacity in the peak periods. The level congestion on the main arterial routes leads to significant delays to the various public transport services operating into and around the town centre. In addition, the presence of illegal parking (sometime experienced along Midland Road) leads to further unavoidable delays to the network and would require a level of targeted enforcement.

3.7 Future Developments

- 3.7.1 A significant amount of work is already planned at and surrounding both stations, presenting a significant potential for access to both stations by non-car modes of transport to be enhanced. This level of funding presents a significant opportunity to improve local highway infrastructure for the benefit of both the local community and rail station users. Wherever possible, the Station Travel Plan will look to add value to committed schemes, and maximise the opportunities for rail station users to benefit from such schemes.
- 3.7.2 **Station redevelopment and associated infrastructure**
As well as co-ordinating existing plans for new infrastructure, the Station Travel Plan also proposes to deliver some additional infrastructure itself. By maximising known funding sources such as the Local Transport Plan, it is believed that small infrastructure schemes can be developed that will make a big difference.
- 3.7.3 In addition to some small scale schemes, there are also plans to significantly improve Bedford Midland Station as part of the Thameslink programme, and as part of the Bedford Station Quarter Redevelopment Project. The former in

particular offers the opportunity for enhanced station facilities, including a new station forecourt area, real time bus running information, and enhanced onward travel information facilities at the station, whilst the latter aims to significantly improve the environment surrounding the station. Partners therefore intend to work with the rail industry to ensure that these plans come to fruition and to deliver a high quality station and public transport interchange, which is able to cater for the needs of current and future use.

4 Travel Plan Administration

- 4.1 The Steering Group will have the overall responsibility for delivering the Station Travel Plan. All Steering Group members have agreed to, wherever they possibly can, link the actions and plans of their own organisations into those of the Station Travel Plan.
- 4.2 Key local stakeholder organisations which are involved in the work of the Station Travel Plan are listed in Appendix A. Other partners whom may have an active role in enhancing the Travel Plan over time will be invited on board (e.g. Cedar Coaches, Arriva and others).
- 4.3 The Travel Plan for Bedford and Bedford St Johns Stations will be administered by Bedford Borough Council with support from the various rail operators. Bedford Borough Council's Travel Plan Officer will take on the role of guiding the updating of the document as required, collating data and reporting to the Travel Plan Steering Group:
- Facilitating the Steering Group, arranging meetings no less than 4 times a year;
 - As issues arise, arranging additional meetings as necessary;
 - Preparing updated Travel Plans and reports as monitoring is undertaken;
 - Liaising with key stakeholders, for example bus operators, taxi companies, and car clubs; and
 - Ensuring that the Station Travel Plan Coordinator is supplied with up to date information regarding sustainable travel; i.e. bus time tables and cycle maps.
- 4.4 A Travel Plan Coordinator will be nominated and responsible for day-to-day issues associated with this plan. It is essential that an officer or an appointed person from the stakeholder group is in place at all times to oversee the work and make sure the Travel Plan is implemented as per the actions set out in this document. The Travel Plan co-ordinator becomes the main driving force behind the plan, and will have a great deal of responsibility. Other than those measures set out in the Action Plan, the specific activities that the Travel Plan Co-ordinator is responsible for are set out below:
- Keeping sustainable travel information supplied in public areas;
 - Promoting sustainable travel options to staff working within the stations;
 - Overseeing the development and implementation of the Travel Plan;
 - Obtaining and maintaining commitment and support from senior managers, staff, union representatives etc;
 - Designing and implementing effective marketing and awareness-raising campaigns to promote the Travel Plan;
 - Setting up, co-ordinating and attending Steering Groups, Working Groups etc;
 - Co-ordinating the data collection exercise so as to develop the Travel Plan;
 - Co-ordinating the monitoring programme for the plan, including target setting;
 - Presenting a business case to secure a budget for Travel Plan development and ensuring its efficient and effective use;

- Liaising with Bedford Borough Council's Travel Plan Officer to keep the Local Authority up to date with issues arising at the station affecting the Travel Plan; and
- Liaising with the Borough Council's Environment & Transport Portfolio Holder.

5 Station Travel Plan – Action Plan

The plan below sets out the actions that will be taken to implement the Travel Plan. It should be noted that many of the proposed initiatives included in the Action Plan are part of the Councils LTP programmed works and the planned revenue streams for the coming years.

Key:

Objectives	
Cycle	Increase Cycling
Car	Manage Car Use
Public Transport	Increase Public Transport Use
Walk	Increase Walking

Performance Indicators (PIs)	
BU	Increase Bus Use
C	Increase Cycling
CS	Customer Satisfaction
MC	Manage Car Use
TU	Increase Onward Travel by Train
W	Increase Walking

Objective	Action	Level of Impact	Lead	Others Involved	Funding Source *	Estimate Cost	Delivery			Measure/PI	Risk Rating
							10/11	11/12	12/13		
All	1 Appoint Travel Plan Co-ordinator (TPC)	High	All	All	N/A	-	✓			All PI's Appoint by 31/3/11	Low
All	2 (a) Development of Marketing Plan	Low	TPC	All	All	Partners to use current resources to assist TPC	✓			All PI's Develop by 31/3/11	Low
All	2 (b) Implementation of the Marketing Plan to include: • promotion in local papers • promotion in association with business, public sector organisations, e.g. NHS, University, College, etc.	High	TPC	All	All	£1,500 / year	✓	✓	✓	All PIs	Low

Objective		Action	Level of Impact	Lead	Others Involved	Funding Source *	Estimate Cost	Delivery			Measure/PI	Risk Rating
								10/11	11/12	12/13		
All	3	Set up a Travel Plan webpage - a dedicated webpage to be associated with the stations, which will act as both an information and publicity site and provide various web links to all Station travel Plan Partners (and vice versa), local tourist information and public transport timetables. The website is to be hosted by FCC with links to the various partner's websites.	Low	TPC	All	All	Partners to use current resources to assist TPC	✓	✓	✓	All PIs	Low
All	4 (a)	Undertaken the Inner Cordon Survey on an annual basis to monitor the performance of the Travel Plan targets	Medium	Bedford Borough Council	TPC	Bedford Borough Council	£5,000	✓	✓	✓	All PIs	Low
All	4 (b)	Undertaken the Passenger Survey on a bi-annual basis to monitor the performance of the Travel Plan targets	Medium	TPC	All	All	£7,500		✓		All PIs	Low
All	5	Ensure that a regular supply of timetables, maps and promotional materials is provided at various public buildings	Low	TPC	All	All	Included in yearly marketing budgets	✓	✓	✓	All PIs	Low
Public Transport	6	Ensure onward travel Information Point is provided at Bedford St Johns station and that information is continually updated	Medium	TPC	London Midland, Marston Vale Community Partnership	Bedford Borough Council, Marston Vale Community Rail Partnership	Included in yearly marketing budgets	✓	✓	✓	BU TU C W	Medium

Objective		Action	Level of Impact	Lead	Others Involved	Funding Source *	Estimate Cost	Delivery			Measure/PI	Risk Rating
								10/11	11/12	12/13		
Public Transport	7	Ensure Station Staff are briefed regularly on various available onward travel choices to be undertaken so that commuters can be fully informed	High	First Capital Connect	London Midland, Marston Vale Community Partnership	N/A	Partners to use current resources	✓	✓	✓	BU TU C W	Low
Public Transport	8	Promote current bus services serving the stations and associated incentives e.g. Plus Bus ticketing system, improve availability of bus timetables within the stations (better location, laminated timetables on signposts close to bus stops etc.)	Medium	Bus Operators, BABUS	Bedford Borough Council	Bedford Borough Council, Bus Operators	Included in annual budget	✓	✓	✓	BU	Low
Cycle Walk	9	Provide combined local cycle and walking maps for commuters	Medium	Bedford Borough Council	CCNB, Sustrans & other cycle groups	Bedford Borough Council	Included in yearly budget	✓	✓	✓	C W	Low
Cycle	10	Promote and encourage cycling & walking: <ul style="list-style-type: none"> Encourage setting up of a Station Bicycle Users Group to identify and suggest improvements Arrange promotional events e.g Cyclists' Breakfasts and brief cycle training sessions at stations Arrange promotional events e.g. Walkers' Breakfasts at stations 	Low	TPC, First Capital Connect, London Midland	CCNB, Sustrans & other cycle groups, Bedford Borough Council	Bedford Borough Council, CCNB, Sustrans & other cycle groups	£ 1,000 / year	✓	✓	✓	C W	Low

Objective		Action	Level of Impact	Lead	Others Involved	Funding Source *	Estimate Cost	Delivery			Measure/PI	Risk Rating
								10/11	11/12	12/13		
Car	11	Promote car sharing scheme	Low	TPC	First Capital Connect, London Midland, Bedford Borough Council	N/A	N/A	✓	✓	✓	MC	Low
Cycle	12	Provide safer & better quality cycle routes i.e. well-lit, well-signed and well-maintained routes linking up with main attractions around Bedford (includes assessment of street lighting at St Johns Station)	Medium	Bedford Borough Council	CCNB, Sustrans & other cycle groups	Bedford Borough Council	£ 12, 500 / year - allocated in current budget	✓	✓	✓	C W	Medium
Cycle	13	Increase cycle parking at Bedford Midland Station and install good quality secure cycle parking facilities at both stations (selecting types that best meet current and future demand)	Low	First Capital Connect, London Midland	Bedford Borough Council, Marston Vale Community Rail Partnership	Bedford Borough Council, Rail Operators	£5,000		✓	✓	C	Medium
Cycle	14	Investigate the possible provision of a rental bicycle scheme at both stations (normal and electric bicycles)	Low	Bedford Borough Council	CCNB, Sustrans & other cycle groups	Bedford Borough Council	£ 2,500			✓	C	Medium
Walk	15	Provide safer & better quality walking routes (this will include linking both stations with main local attractions and assessment of street lighting at St Johns Station)	Medium	Bedford Borough Council	All	Bedford Borough Council	£12, 500 year - allocated in current budget	✓	✓	✓	W	Medium

Objective		Action	Level of Impact	Lead	Others Involved	Funding Source *	Estimate Cost	Delivery			Measure/PI	Risk Rating
								10/11	11/12	12/13		
Walk	16	Update signage to and from Bedford St Johns station	Medium	Bedford Borough Council	Marston Vale Community Rail Partnership	Bedford Borough Council	Allocated in current budget	✓			C W	Medium
Public Transport	17	Investigate the provision of Real Time Passenger Information (RTPI) for public transport services on the station forecourts and concourses	Medium	Bedford Borough Council	Bus Operators	Bedford Borough Council	Allocated in current budget	✓			BU	Medium
Public Transport	18	Liaise with public transport operators to encourage improvement of services, possibly: <ul style="list-style-type: none"> • Town centre shuttle bus service • High frequency services to run until the arrival of the first train after the evening peak • Extension of services to villages to run until the arrival of the first train after the evening peak • Re-timing of existing bus services to serve the busiest trains and reduce waiting times for bus connections • Better co-ordination of services provided by different operators 	Medium	TPC, Bus Operators, BABUS	Bedford Borough Council	Bedford Borough Council, Bus Operators	To be discussed by partners and operators attending the travel plan meetings	✓	✓		BU	High

Objective		Action	Level of Impact	Lead	Others Involved	Funding Source *	Estimate Cost	Delivery			Measure/PI	Risk Rating
								10/11	11/12	12/13		
		<ul style="list-style-type: none"> Investigate the possibility of opening up the current University bus scheme for general use. 										
Car	19	Develop a station parking policy based on a hierarchy of need, reflecting individual users' needs e.g. the disabled, car sharers, environmentally friendly vehicles etc.	High	First Capital Connect	Bedford Borough Council, London Midland	First Capital Connect	£5,000		✓	✓	MC	Medium
Car	20	Target car parking enforcement in and around both stations to reduce traffic congestion (in particular along Midland Road)	High	Bedford Borough Council	TPC	Bedford Borough Council	N/A	✓	✓	✓	MC BU	Medium
Car	21	Investigate the feasibility of introducing a Station Taxi Share scheme (to co-ordinate with the arrival / departure times of the peak commuter rail services e.g. minibuses for travel to/from local areas and town centre).	Medium	TPC	Bedford Borough Council, First Capital Connect, London Midland, Liftshare.com	All	£5,000			✓	MC BU	High
All	22	On-going liaison with developers in and around the station areas, for example Bedford Midland Station Redevelopment, Station Quarter Development, second access to the station, etc	Low	TPC, Bedford Borough Council	All	N/A	Current resources	✓	✓	✓	All PI's	Medium

* Funding

1. The costs identified which relate to the Council are to be met from the existing LTP programmed works and revenue identified for this year and hopefully beyond. However, future funding may be reduced and so all funding commitments are subject to availability. Additional funding from other stakeholders has been identified and will be required for many of the other initiatives to proceed. A number of the proposed initiatives identified in the action plan require funding from one or more sources. The identification of many of these source of funding may not be entirely clear at this stage and may depend on other changes and developments in the area, such as the station re-development, town centre redevelopment and even changes to the current traffic patterns around the town centres, just to highlight a few.
2. The key partners involved in the preparation and ultimate implementation of the Bedford Stations Travel Plan will monitor progress on their delivery plans and commit themselves to a number of projects over the forthcoming years. In addition to promoting rail use, these commitments also relate to cycling and walking, public transport, the management of car use, and promotion and marketing of rail services and facilities.
3. The costs identified which relate to the Council are to be met from the existing LTP programmed works and revenue identified for this year and hopefully beyond. However, future funding may be reduced and so all funding commitments are subject to availability. Additional funding from other stakeholders has been identified and will be required for many of the other initiatives to proceed. To ensure the sustainability of the Bedford Stations Travel Plan, funding streams, such as potential Growth Area Funding, will be made available, where possible, to fully support the various Travel Plan initiatives.

6 Performance Management

6.1 Performance Indicators

6.1.1 Whilst the delivery of these schemes is obviously important, what is also important is that we set realistic targets and monitor our performance, which will give us a good indication of how well we are achieving our objectives.

6.1.2 The table below shows the Station Travel Plan indicators and targets that we will use to monitor performance over the next number of years. The targets reflect the commitment of the Steering Group members to achieving the aims and objectives of the Station Travel Plan.

Performance Indicators (PIs)

BU	Increase Bus Use
C	Increase Cycling
CS	Customer Satisfaction
MC	Manage the Car Use of Station Users
SM	Increase travel by Sustainable Modes
TU	Increase (Onward) Train Use
W	Increase Walking

Indicator	Baseline	Targets		
	2008/2009	2010/11	2011/12	2012/13
Target: BU1 Percentage of people accessing both stations by bus	6.4% <small>(Source: Passenger Survey Dec 2008)</small>	n/a	7.4%	n/a
Target: C1 Percentage of people accessing both stations by bicycle	7.1% <small>(Source: Passenger Survey Dec 2008)</small>	n/a	8.1%	n/a
Target: CS1 Percentage of station users who are satisfied with station facilities	50% <small>(Source: Passenger Focus Survey 2009)</small>	n/a	53%	n/a
Target: MC1 Percentage of station users who car share as a means of accessing both stations ¹	5.8% <small>(Source: Passenger Survey Dec 2008)</small>	n/a	6.8%	n/a
Target: W1 Percentage of people who walk to both stations	32.7% <small>(Source: Passenger Survey Dec 2008)</small>	n/a	34.7%	n/a

¹ Excluding people who are dropped off or picked up

Indicator	Baseline 2008/2009	Targets		
		2010/11	2011/12	2012/13
Target: SM1 Percentage of station users who access both stations by sustainable modes ²	62.6% <small>(Source: Passenger Survey Dec 2008)</small>	n/a	67.6%	n/a
Target: SM2 Pedestrians & cyclists entering Bedford Midland station complex (5am-1pm) ³	1,696 pedestrians 225 cycles <small>(Source: Inner Cordon Survey Oct/Nov 2009)</small>	1,781 Peds 236 cycles (+5%)	1,870 Peds 248 cycles (+5%)	1,963 Peds 260 cycles (+5%)

6.2 Performance Monitoring

6.2.1 A fundamental part of any Travel Plan is monitoring to determine its progress, identifying problem areas and initiating corrective measures to ensure targets are met. Monitoring enables the progress and impact of the plan on travel behaviour to be measured. Monitoring is also essential to:

- identify trends over time;
- assess the value of the measures implemented; and
- justify the expenditure and time spent on its development.

To support the Steering Group in its work in monitoring the travel plan's progress against its aims and objectives, monitoring will be carried out on a regular basis, as detailed below:

- **Bi-annual survey of station use**
The data collected through this survey will include modal split of arrivals and departures, and occupancy of the station car park.
- **Annual rail ticket sales from train operator ticket sales data**
This data will be used to calculate the number of rail trips to and from the Bedford stations.
- **Bi-weekly counts of cyclists parked at the station**
This will count the number of cyclists parking at the railway station at regular intervals. Currently cycle monitoring is undertaken in Bedford, including the stations by Cycling Campaign for North Bedfordshire (CCNB) once every two weeks.
- **Single Occupancy Vehicle reduction**
Monitor the reduction in single occupancy vehicle use at both of the stations.
- **Event Feedback**
Monitor the level of feedback received from running various sustainable transport related event at the stations throughout the year.

² Sustainable modes classified as walking, cycling, public transport, and car-sharing

³ Based on the Bedford Inner Cordon Survey Oct/Nov 2009

- **Customer satisfaction**
Monitor customer satisfaction in relate to station facilities.

Wherever possible, means of monitoring the uptake of particular schemes will be built in from the outset, enabling the Steering Group to determine the success of a particular scheme. Examples of this could include tracking registrations for a car share scheme, or installing counters on cycle routes, monitoring the number of people who use the bus to get to/from both stations to work/home, school or for recreational purposes.

7 Risk Management



7.1 Whilst the actions and targets outlined in this Station Travel Plan can, to the best of our knowledge, be realistically achieved, inevitably there will be many challenges that face the successful delivery of the Station Travel Plan. We have identified a number of key challenges, assessed their potential impacts and have developed a number of remedial measures. Risk ratings for all actions are set out in the Action Plan in Section 5. Through effective project management, we anticipate that these and other challenges will be identified and dealt with accordingly.




Challenges	Explanation	Remedial measure(s)
Funding	Whilst we would like to do everything, funding limits us to what we can achieve. Public sector funding is also likely to be significantly squeezed over the forthcoming years.	Through a tactic of delivery of many schemes in partnership, and fast-tracking certain schemes when short-term funding becomes available, we hope to maximise the funding available to the Station Travel Plan.
Council Commitment (support & resource time)	The Council is supportive of the Bedford Stations Travel Plan, and its actions. It is important that full Council support and staff resources are maintained throughout its life so that the schemes are approved and delivered on time.	Work is adequately planned in advance to ensure that appropriate resources are identified and budgeted for. Continued liaison with officers and elected members are also proposed throughout the Bedford Stations Travel Plan.
Continuing partner support	All partners in the Station Travel Plan have been very supportive of its development, and are committed to its successful delivery. It is important that this enthusiasm is maintained.	Ensuring that all partners attend Steering Group meetings, and maintain full involvement in the delivery of the Station Travel Plan.
Station redevelopment & other proposed developments	There is an uncertainty in relation to the proposed station redevelopment and its impact on the successful delivery of the Travel Plan.	Continued liaison with Network Rail and the developers to ensure the aims and objectives of the Travel Plan are addressed in the development.

Appendix A - Station Travel Plan Partners and Contact Details

Information about the local stakeholders and partners, who are involved in the work of the Station Travel Plan, is set out below.

Logo	Contact Details	Information
	Bedford Area Bus Users Society Tel: 0870 486 1369 E-mail: web_info@babus.org.uk Web: babus.org.uk	The local bus passenger group serving the Bedford area. They aim to represent the interests of bus users in the Bedford area, to encourage people to use buses, and to act as a focal point between bus users, bus companies and local authorities.
	Bedford Borough Council Borough Hall, Cauldwell Street Bedford, MK42 9AP Tel: 01234 267422 E-mail: lt@bedford.gov.uk Web: www.bedford.gov.uk	The local planning and highway authority for Bedford. Bedford Borough Council is taking the lead in developing and implementing the Station Travel Plan. Improvements to local transport infrastructure and the successful delivery of many promotional measures will be delivered by the Council.
	Bedford Commuters Association E-mail@ admin@bedfordcommuters.org.uk Web: www.bedfordcommuters.org.uk	A local rail passenger group who represents passengers from the stations of Bedford and Flitwick. They have a keen interest in improving access to, and facilities at, Bedford Midland Station.
	Bedford to Bletchley Rail Users Association 23 Hatfield Crescent, Bedford, MK41 9RA E-mail: chairman@bbrua.org.uk Web: www.bbrua.org.uk	A local passenger group who represents passengers on the Marston Vale Line. They have a keen interest in improving access to, and facilities at, both Bedford Midland and Bedford St Johns stations.
	Bedfordshire Rural Communities Charity The Old School, Cardington Bedford, MK44 3SX Tel: 01234 838771 E-mail: info@bedsrcc.org.uk Web: www.bedsrcc.org.uk	The major community development agency working with communities across Bedfordshire and Luton. BRCC delivers a wide range of services and activities for communities and organisations across the county, in order to maintain communities that are strong, thriving, well served and inclusive. Services include the Bedfordshire Rural Transport Partnership, a countywide body that seeks to improve transport provision in rural areas, and the Marston Vale Community Rail Partnership, which covers both Bedford Midland and Bedford St Johns stations.

Logo	Contact Details	Information
	<p>Cycling Campaign for North Bedfordshire 15 Dove Road Bedford, MK41 7AA E-mail: ccnb@ccnb.org.uk Web: www.ccnb.org.uk</p>	<p>CCNB is affiliated to “cyclenation” which is the UK cycle campaign organisation for urban cycling. The Bedford group has been promoting enhanced access for cyclists to both Bedford stations for many years, and has also undertaken significant local promotion of cycling.</p>
	<p>East Midlands Trains FREEPOST RSAK-GETK-BSJX Customer Relations East Midlands Trains Nottingham, NG2 3DQ Tel: 08457 125678 E-mail: getintouch@eastmidlandstrains.co.uk Web: www.eastmidlandstrains.co.uk</p>	<p>The operator of intercity services calling at Bedford, running between London (St Pancras International), Leicester, Nottingham, Derby, and Sheffield. They also operate local rail services in the East Midlands area.</p>
	<p>First Capital Connect FREEPOST RRBR-REEJ-KTKY First Capital Connect Customer Relations Department P.O. Box 433 Plymouth, PL4 6WP Tel: 0845 026 4700 customer.relations.fcc@firstgroup.com www.firstcapitalconnect.co.uk</p>	<p>The main operator of train services at Bedford Midland Station, and the lessees of the station from Network Rail. They operate commuter rail services on the Thameslink route between Bedford and Brighton via Luton, London and Gatwick Airport, as well as other commuter services on the Midland and East Coast Mainlines. They are actively involved in the National Pilot Station Travel Plan Programme.</p>
	<p>London Midland Customer Services Team P.O. Box 4323 Birmingham, B2 4JB Tel: 0121 634 2040 E-mail: comments@londonmidland.com Web: www.londonmidland.com</p>	<p>The only train operating company serving Bedford St Johns station, with the Marston Vale Line service also calling at Bedford Midland Station. They also operate commuter rail services along the West Coast Mainline between Northampton and London Euston, and long distance services to Birmingham and the North West. They are actively involved in the National Pilot Station Travel Plan programme.</p>

Logo	Contact Details	Information
	<p>Marston Vale Community Rail Partnership The Old School, Cardington, Bedford, MK44 3SX Tel: 01234 838771 E-mail: officer@marstonvalecommunityrail.org.uk Web: www.marstonvalecommunityrail.org.uk</p>	<p>One of a growing number of Community Rail Partnerships across the country, acting as a bridge between local communities and the railway industry to produce a better train service for the community. The Marston Vale line (from Bedford to Bletchley) was designated as a Community Rail Service in November 2006.</p>
	<p>Network Rail Kings Place, 90 York Way London, N1 9AG Tel: 08457 11 41 41 Web: www.networkrail.co.uk</p>	<p>A company limited by guarantee that owns and maintains the rail infrastructure of the UK, including tracks, signals, level crossings, bridges, and some stations. As the proprietor of Bedford Midland Station, any changes brought about by this Station Travel Plan will require their approval and input.</p>
	<p>Stagecoach Bedford Bedford Bus Station, All Hallows Bedford, MK40 1LT Tel: 01234 220030 E-mail: bedford.enquiries@stagecoachbus.com Web: www.stagecoachbus.com/bedford</p>	<p>The main bus operator in the town, who provide the majority of town and inter-urban services serving Bedford. These include morning and evening peak time services that currently serve Bedford Midland Station.</p>

Travel Information

If you are interested in finding out how to travel more sustainably both locally and across the country, then feel free to use any of the following journey planners.



For directions using walking, public transport, and car. You can also calculate the CO2 emissions of your trip.

www.transportdirect.info



For directions by public transport anywhere in the country. Tel: 0871 200 22 33

www.travelinesoutheast.org.uk



To plan a rail journey between any 2 UK rail stations, buy train tickets, calculate the cost of a Season Ticket, and receive live train running updates. Tel: 08456 48 49 50

www.nationalrail.co.uk

For More Information about this Plan

Please feel free to contact us on the following contact details:

Sustainable Transport Team
Bedford Borough Council
Borough Hall
Cauldwell Street
Bedford
MK42 9AP
ltip@bedford.gov.uk

Appendix B - Information about Local Bus Services

A major review of all town and rural bus services took place during 2011 and from 21st August, new timetables and routes have been in operation. Details of these changes can be found:

http://www.bedford.gov.uk/transport_and_streets/public_transport/timetables_and_maps.aspx

For a just a small extra charge, rail passengers can purchase a PLUSBUS add-on at the same time as your rail ticket. PLUSBUS allow the passenger to make as many bus journeys as you like on the services of participating bus operators anywhere within the Bedford PLUSBUS zone. The cost of tickets in the Bedford PLUSBUS area are outlined below.

PlusBus Ticket Costs

Ticket Type	Price	Additional Information
Adult	£2.70	1 day
	£10.50	7 day season
	£36.00	1 month season
	£100.00	3 month season
	£375.00	1 year season
Child	---	50% discount on all adult fares

(Source: Bedford Borough Bus Timetable & Guide as at September 2010)

PLUSBUS is currently available from various stations, including Arlesey, Bedford, Bedford St Johns, Biggleswade, Leighton Buzzard, Leagrave (for Dunstable), Luton (for Dunstable), Luton Airport Parkway, Harlington, Milton Keynes and Sandy.