

31 BUILDING THE STRATEGY

31.1 Stages 1 and 2 have been invaluable in informing the issues to be addressed through the Accessibility Strategy in the Second LTP. Accession has presented us with a tool that has enabled us to evaluate access by public transport in a new way. The results have been encouraging.

31.2 The accessibility planning process has also raised the profile of transport planning in meeting access to key services with service providers. We will now seek to secure relationships with the key service providers and establish ways that we can work together in providing a consolidated approach to planning access to key services.

31.3 The accessibility strategy builds upon the work of the first LTP and relates the individual strategy areas to the emerging wider issues. The strategy tools can be summarised as:

- Bus strategy
- Rights of Way Improvement Plan
- Employer and School Travel Plan
- Transport statements with residential development including accessibility.

31.4 Information on these policy documents can be found on the Borough Council's website: www.bracknell-forest.gov.uk

31.5 The strategy tools have been customised as part of the accessibility strategy and targeted towards the areas in which they will have most effect.

31.6 Delivery of the specific strategy tools will help to:

- Seek to make public transport the mode of choice for all or part of the journey through improvements to the overall package offered to the public.
- Improve passenger transport and walk/cycle networks to ensure people can make essential journeys by all modes (bus, rail, walk, cycle) as cheaply and conveniently as possible.
- Ensure that growth areas in the Borough benefit from coordinated planning approach that will enable new residents have a real choice of the mode that they wish to use to access key services from day one of occupation.

31.7 Over and above this, the accessibility strategy also puts a framework in place that will enable the Borough Council to work more closely across departments internally, and with other service providers and developers to ensure that facilities are located in places that are easily accessible by existing and potential users.

32 STAGE 3: OPTION APPRAISAL AND IDENTIFICATION OF RESOURCES

32.1 In order to objectively review all of the specific options tested in the Stage 1 and Stage 2 work, we have established an evaluation framework which presents the emerging specific options against the objectives of the second Local Transport Plan, and other key issues that act as evaluation aspects. In essence they demonstrate how the accessibility strategy will tackle issues directly through the work of various agencies. At this stage, the detail of the evaluation process focuses upon the strategic issues relating to how the accessibility strategy will be delivered, with the detailed specific schemes to be appraised in future iterations of the strategy, as and when the detail is available and partners are fully subscribed to the approach. The framework is presented overleaf.

Evaluation Framework

(++ strong positive, + positive, 0 neutral, - negative, --strong negative)

Emerging 'Specific' Issues	LTP2 Objectives				Key Issues/Other Evaluation Aspects		
	To provide better access to essential services by means other than the car	To improve public transport	To provide an additional step change in the provision of public transport services prior to and through the growth of Bracknell Town Centre	To reduce peak hour congestion	Bracknell Town Centre	Growth of Town	% of Population within 30 minutes of Service
STRATEGIC ACCESSIBILITY ISSUES							
1. Use accessibility mapping to inform land use planning decisions	+	+	+	+	++	++	N/A
2. Maintain existing accessibility through growth	+	+	++	0	++	++	N/A
3. Use of accessibility mapping to inform the development of public transport networks/review of public transport revenue support	+	+	+	+	+	+	N/A
4. Use accessibility mapping to inform the LTP2 delivery programme	+	+	+	+	+	+	N/A
5. Re-invigoration of accessibility partnership	+	+	0	0	+	+	N/A

Emerging 'Specific' Issues	LTP2 Objectives				Key Issues/Other Evaluation Aspects			
	To provide better access to essential services by means other than the car	To improve public transport	To provide an additional step change in the provision of public transport services prior to and through the growth of Bracknell Town Centre	To reduce peak hour congestion	Bracknell Town Centre	Growth of Town	% of Population within 30 minutes of Service	
INITIAL 'SPECIFIC' SCHEMES								
(IMPORTANT: ILLUSTRATIVE ONLY)								
1. Use accessibility mapping to inform land use planning decisions	+	+	+	+	+	++	N/A	
<i>Example a): Mapping used to underpin the Local Development Framework for the Borough</i>	+	+	++	0	+	++	+	
<i>Example b): Accessibility analysis to be used to inform the study work for future development in the Borough</i>	+	-	+	0	+	++	+	
<i>Example c): Accessibility analysis used to inform future review of hospital service provision</i>	++	+	0	0	0	0	+	

Emerging 'Specific' Issues	LTP2 Objectives				Key Issues/Other Evaluation Aspects		
	To provide better access to essential services by means other than the car	To improve public transport	To provide an additional step change in the provision of public transport services prior to and through the growth of Bracknell Town Centre	To reduce peak hour congestion	Bracknell Town Centre	Growth of Town	% of Population within 30 minutes of Service
2. Maintain existing accessibility through growth	+	+	++	0	++	++	N/A
<i>Example a): Use of accessibility in informing the site allocations development planning document which forms part of the LDF</i>	+	+	+	+	+	++	+
<i>Example b): Use of accessibility in assessing proposals to relocate or re-provide key services and community facilities</i>	++	+	0	0	0	0	+
<i>Example c): Use of accessibility mapping to inform location of new walk/cycle links to key facilities through new development</i>	++	0	0	+	0	+	+

Emerging 'Specific' Issues	LTP2 Objectives				Key Issues/Other Evaluation Aspects		
	To provide better access to essential services by means other than the car	To improve public transport	To provide an additional step change in the provision of public transport services prior to and through the growth of Bracknell Town Centre	To reduce peak hour congestion	Bracknell Town Centre	Growth of Town	% of Population within 30 minutes of Service
3. Use accessibility mapping to inform the development of public transport network/review of public transport revenue support	+	+	+	+	+	+	N/A
<i>Example a): Review provision of hospital-related subsidised services</i>	+	+	0	0	0	0	+
<i>Example b) Use accessibility mapping to inform the setting of concessionary fares</i>	+	+	0	0	0	0	+
4. Use accessibility mapping to inform the LTP2 delivery programme	+	+	+	+	+	+	N/A
<i>Example a): Use of Accession in relation to assessing various packages and schemes</i>	+	+	+	+	0	0	+

Emerging 'Specific' Issues	LTP2 Objectives				Key Issues/Other Evaluation Aspects		
	To provide better access to essential services by means other than the car	To improve public transport	To provide an additional step change in the provision of public transport services prior to and through the growth of Bracknell Town Centre	To reduce peak hour congestion	Bracknell Town Centre	Growth of Town	% of Population within 30 minutes of Service
5. Re-invigoration of accessibility partnership	+	+	0	0	+	+	N/A
<i>Example a): Use of Accession in relation to assessing accessibility to and from hospitals serving the Borough</i>	+	+	0	0	0	0	+
<i>Example b): Identification of issues at the local level for access to key services</i>	+	+	+		+	+	++

Resource Requirements

32.2 The following table sets out the requirements to deliver the preferred options evaluated above.

32.3 It is important to recognise that at this stage, the accessibility analysis sets out a framework of potential options which will be fully explored through the accessibility partnership and its links to other partner organisations. Once formally established, the first key objective of the accessibility

partnership will be to review the report and set out an action plan for the options identified above.

Preferred Option	BFBC / LTP2 Resources	Stakeholder Resources
1. Use accessibility mapping to inform land use planning decisions	BFBC Planning and Transport team to lead on dissemination of best practice to other departments and stakeholders	Other departments/stakeholders to embrace the use of accessibility planning in long-term planning decisions
<i>Example a): Mapping used to underpin the Local Development Framework for the Borough</i>	BFBC to ensure resources are available to assist in the LDF process	N/A
<i>Example b): Accessibility analysis to be used to inform the study work for future development in the Borough</i>	To ensure resources available to assist in individual site appraisal	N/A
<i>Example c): Accessibility analysis used to inform future review of hospital service provision</i>	To ensure resources available to assist in site appraisal	PCT/NHS to embrace and accept the principle of accessibility in future decisions of health service provision
2. Maintain existing accessibility through growth	BFBC Planning and Transport team to lead on dissemination of best practice to other departments and stakeholders	Other departments/stakeholders to embrace the use of accessibility planning in long-term planning decisions
<i>Example a): Use of accessibility in informing the site allocations development planning document which forms part of the LDF</i>	BFBC to ensure resources are available to assist in identifying potential sites through the LDF process	Developer awareness of accessibility planning approach, and acceptance of output in determining funding for new development
<i>Example b): Use of accessibility in assessing proposals to relocate or re-provide key services and community facilities</i>	To ensure resources available to assist in individual site appraisal	Stakeholders to be aware of the accessibility analysis approach and to consider analysis accordingly

Preferred Option	BFBC / LTP2 Resources	Stakeholder Resources
3. Use accessibility mapping to inform the development of public transport Network/review of public transport revenue support	BFBC to demonstrate the extent of network coverage and the impact of future development decisions	Bus operators to be aware of approach to determining future revenue funding support
<i>Example a): Review provision of hospital-related subsidised services</i>	BFBC to consider bus subsidies in relation to existing and potential hospital sites Revenue support	Bus operators to be aware of approach to determining future revenue funding support PCT to be aware of approach and need to consolidated approach to provision of services
<i>Example b) Use accessibility mapping to inform the setting of concessionary fares.</i>	.	
4. Use accessibility mapping to inform the LTP2 delivery programme	BFBC to improve the quality of planning based upon evidence arising from the accessibility planning work (incorporating outcomes within scheme prioritisation)	N/A

Preferred Option	BFBC / LTP2 Resources	Stakeholder Resources
<i>Example a): Use of Accession in relation to assessing various packages and schemes</i>	BFBC Planning and Transport team to lead on dissemination of best practice to other departments and stakeholders and to ensure that resources are available for assessing impact of various packages and schemes	N/A
5. Re-invigoration of accessibility partnership	Evolution of existing informal partnerships, into a formal partnership with terms of reference as appropriate	Terms of reference for membership to be agreed (BFBC/PCT/NHS/LSP as a minimum requirement)
<i>Example a): Accessibility to and from hospitals serving the Borough</i>	To ensure resources available to assist in individual site appraisal	
<i>Example b): Identification of issues at the local level for access to Key services</i>	To ensure resources available to assist in individual site appraisal at the local level	

33 STAGE 4: ACCESSIBILITY ACTION PLAN DEVELOPMENT

- 33.1 Based on the Option Appraisal as set out in Chapter 32, the following table summarises the immediate action plan resulting from the accessibility analysis.

- 33.2 It is important to acknowledge that at this stage the strategy is still evolving. As further discussions take place on accessibility planning, through the accessibility partnership and direct engagement with stakeholders, further detail will be added to the action plan. It will be crucial that the action plan is updated and monitored throughout the LTP2 period.

- 33.3 The strategy will be monitored and updated on an annual basis.

Task	Lead responsibility	Stakeholder involvement	Cost	Timeframe
1. Use accessibility mapping to inform land use planning decisions	BFBC		Revenue funding to undertake option appraisal/accesion modelling work	On going
2. Maintain existing accessibility through growth	BFBC	All Stakeholders	Revenue funding to undertake option appraisal/accesion modelling work	On going
3. Use of accessibility mapping to inform the development of public transport networks/review of public transport revenue support	BFBC	Bus operators	Revenue funding	2006
4. Use accessibility mapping to inform the LTP2 delivery programme	BFBC		Revenue funding	April 2006 onwards
5. Re-invigoration of accessibility partnership	BFBC	BFBC/LSP	Revenue funding for officer time to manage partnership	Immediate

34 STAGE 5: MONITORING AND EVALUATION

- 34.1 Monitoring will play an important part in the successful delivery of the accessibility strategy, not least as this is a new dimension to transport planning, and a new document for the Borough Council. Subsequently we will need to closely assess the effectiveness of delivery.
- 34.2 The annual reporting of the Local Transport Plan will represent the primary means of recording performance. If the mandatory requirements for reporting on the LTP are extended to every 2 years, we believe that it will be important to internally collect and review information year on year to ensure targets are met.
- 34.3 The indicators to be reported as part of the accessibility strategy are as follows:

Table 19-1: Summary of Accessibility to Key Services in Bracknell Forest

Key Service and Time Period	Current % of Residents (2004)	Target % of Residents (2011)
Accession Indicators		
% of population within 30 minutes of a GP Surgery	99%	99%
% of population within 30 minutes of a Dentist	99%	99%
% of population within 30 minutes of a hospital	62%	Increase accessibility through joint working with the PCT
% of 6-11 year olds within 30 minutes of a primary school	93%	93%
% of 12-16 year olds within 30 minutes of a secondary school	96%	96%
% of 16-19 year olds within 30 minutes of a FE College	89%	89%

% of population within 30 minutes of employment	99%	99%
% of population within 30 minutes of a local centre	97%	97%
% of population within 30 minutes of a supermarket	96%	96%
Other LTP Indicator		
LTP2 – Change in area-wide vehicle kilometres on roads	4.6%	increase over 5 years
LTP3 – Annualised index of cycling trips	20%	increase based on 03/04 figures over the next 5 years
LTP5 – % of buses departing on time		90% by 2013
BFBC1 – All Bracknell Forest schools with travel plans by 2010		
BFBC2 – secure 10 travel plans per annum (including schools)	100%	50 travel plans over

		the period
--	--	------------

34.4 Full details of the LTP2 indicators are presented in the LTP.

35 STAGE 6: DELIVERING THE STRATEGY

- 35.1 Given the number of partners envisaged, the challenge of delivering the accessibility strategy will be ensuring that an efficient approach is adopted. At this stage it is envisaged that the re-invigorated partnership under the LSP will be the appropriate vehicle to take the strategy forward.
- 35.2 The Borough Council will lead the partnership, but will require input from all stakeholders to ensure co-ordination of ideas and implementation of packages and schemes.