



# Local Transport Plan 3 (2011-2026)

Establishing Draft Objectives

October 2009

This consultation seeks your views on producing a definitive set of Objectives which will underpin Local Transport Plan 3 (LTP) during its production. The public consultation will run until **Monday 23<sup>rd</sup> November 2009**.

Whilst this document sets out the background information, the accompanying 'Establishing Draft Objectives - Questionnaire' will allow you to provide your feedback.

## Background

Bracknell Forest faces ever more challenging times. Growing awareness of climate change and an ever-increasing demand on our transport network will form the background to our approach in developing the upcoming LTP.

The LTP sets out Bracknell Forest Council's approach to tackling current problems and future challenges, working towards a transport system that supports strong economic growth whilst reducing the emission of greenhouse gases; consequentially improving the fabric of urban and rural life.

In preparation for the expiry of LTP2 in 2011, work is now underway to gather information and establish local priorities for the publication of LTP3 in April 2011.

The development of LTP3 will follow various stages:

1. Establish Draft Objectives.
2. Identify issues and challenges and the options for delivery.
3. Develop policies (strategies).
4. Propose targets.
5. Produce a monitoring framework.
6. Adoption of LTP3.

This document will demonstrate how the Draft Objectives were established.

## Defining objectives

The objectives to be set out in LTP3 will form the basis from which priorities, strategies and actions will be developed. It is essential for such objectives to be established at an early stage to enable a set of options for implementing them to be developed.

These objectives must be in alignment with those over-arching goals as stated in policies on a national, regional and local level.

## National Priorities

In the Department for Transport (DfT) guidance, 'Delivering a Sustainable Transport System' (DaSTS), the Government has set out five goals which Local Authorities are expected to consider as over-arching priorities for LTP3.

These five goals are:

1. to **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks;
2. to reduce transport emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;

3. to **contribute to better safety, security and health** and longer life expectancy by reducing the risk of death , injury or illness arising from transport, and by promoting travel modes that are beneficial to health;
4. to **promote greater equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society; and
5. to **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.

## Regional Priorities

The recently published South East Plan (SEP), forms the long-term planning framework and regional transport strategy up to 2026. The SEP's vision is for:

*“A socially and economically strong, healthy and just South East that respects the limits of the global environment. Achieving this will require the active involvement of all individuals to deliver a society where everyone, including the most deprived, benefits from and contributes to a better quality of life. At the same time the impact of current high levels of resource use will be reduced and the quality of the environment will be maintained and enhanced”.*

As a ‘sub-regional hub’, Bracknell Forest is recognised as an area exhibiting high economic and other growth potential in relation to its proximity to London and major transport links.

The SEP notes that in such a pivotal location, the successful implementation of strategies put forward in the LTP3 are essential in recognition of “*the paradox that while a key advantage of the sub-region is its location and accessibility to international and regional transport hubs, congestion and other pressures on transport may put at risk future economic, social and environmental progress.*”

## Local Priorities

Bracknell Forest Council has adopted a set of '**medium term objectives**' (2009-2011) that translate our vision:

“To make Bracknell Forest a place where all people can thrive: living, learning and working in a clean, safe and healthy environment.”

The following over-arching priorities were identified:

**Priority one:** *a town centre fit for the 21<sup>st</sup> Century*

- To build a vibrant town centre that residents are proud of.

**Priority two:** *protecting and enhancing our environment*

- To keep our parks, open spaces and leisure facilities accessible and attractive.
- To promote sustainable housing and infrastructure development.
- Keep Bracknell Forest clean and green.

**Priority three:** *promoting health and achievement*

- To improve health and well being within the Borough.
- To improve the outcomes for children and families through the Children and Young Peoples Plan.
- Seek to ensure that every resident feels included and able to access the services they need.

**Priority four:** *create a borough where people are safe and feel safe*

- To reduce crime and increase people's sense of safety in the Borough.
- To promote independence and choice for vulnerable adults and older people.

**Priority five:** *value for money*

- To be accountable and provide excellent value for money.

**Priority six:** *sustain economic prosperity*

- To promote the Borough's economic activity and potential.
- To promote workforce skills.
- To limit the impact of the recession.

The '**Sustainable Community Strategy**' (SCS) (2008), sets out the aspirations for the Borough up to 2030. It was produced in collaboration with numerous stakeholders; those that deliver public services, businesses, community groups and voluntary organisations. The strategy aims to deliver public services that promote a high quality of life that remains responsive to changing needs and continually strives to improve.

It sets out the vision for the transport network:

*“There will be an effective, efficient and sustainable transport system focusing on the needs of people in the local area, providing choice and reducing congestion whilst maintaining the network. Recognising the location of the Borough in the heart of the Thames Valley will be essential to future development.”*

The SCS states that the vision will have been achieved when:

- *There will be the provision of reliable, safe and affordable alternatives to the use of the car through accessible public transport and safe cycle and walkways.*
- *There will be improved movement on roads, to create and maintain a quality environment.*
- *There will be better access to local services and facilities, such as healthcare.*
- *The use of technology will lead to the travelling public being better informed, experiencing more reliable journeys.*

In consideration of these priorities, it is now possible to develop a set of focused transport objectives which can be used to set specific local targets and identify schemes to deliver them.

## Establishing Draft Objectives

Each of the national/regional goals encapsulate a multitude of issues. The following stage involved breaking down each goal into a number of potential local goals.

National / Regional Goals	Local Goals
<b>Goal 1 – Supporting economic growth</b>	
<p>Cross network challenge (national policy) –</p> <ul style="list-style-type: none"> <li>• Ensure a competitive transport industry by simplifying and improving regulation to benefit transport users and providers and maximising the value for money from transport spending</li> </ul> <p>Additional Cities and Regional Networks challenges –</p> <ul style="list-style-type: none"> <li>• Reduce lost productive time including by maintaining or improving the reliability and predictability of journey times on key local routes</li> </ul>	<p>1.1 To improve the connectivity of the transport system to places of work, schools, hospitals and public amenities.</p> <p>1.2 To improve the transport systems ability to cope and recover from a major disruption.</p> <p>1.3 To reduce the number of deaths, injuries or illnesses arising from transport.</p>

National / Regional Goals	Local Goals
<p>for business, commuting and freight</p> <ul style="list-style-type: none"> <li>• Improve the connectivity and access to labour markets of key business centres</li> <li>• Support the delivery of housing, and in particular the PSA target of increasing supply to 240,000 net additional dwellings per annum by 2016 by facilitating the conditions for the housing to be delivered, while limiting increased congestion</li> <li>• Ensure local transport networks are resistant and adaptable to shocks and impacts such as adverse weather, accidents, terrorist attacks and impacts of climate change</li> </ul>	<p>1.4 To enhance the visual environment.</p> <p>1.5 To reduce delays associated with traffic congestion on the road network and improve reliability of journey times.</p> <p>1.6 To promote a sustainable system of freight transport with reliable means of access.</p> <p>1.7 To promote the development of comprehensive transport systems that serve and supports the vitality and viability of town and local community centres.</p> <p>1.8 To maintain the value of public highway infrastructure through appropriate levels of maintenance.</p> <p>1.9 To support the delivery of housing for Bracknell Forest Borough as set out in the South East Plan</p>

National / Regional Goals	Local Goals
<b>Goal 2 – Tackle climate change</b>	
<p>Cross-network and Cities and Regional Networks challenge –</p> <ul style="list-style-type: none"> <li>• Deliver quantified reductions in greenhouse gas emissions within cities and regional networks, taking account of cross-network policy measures.</li> </ul>	<p>2.1 To influence the use of motorised traffic so as to assist in progress towards national targets for the reduction in emissions of greenhouse gas.</p> <p>2.2 To reduce greenhouse emissions from transport.</p> <p>2.3 To improve and increase the use of public transport.</p> <p>2.4 To promote, support and improve facilities for cycling and walking.</p>
<b>Goal 3 – Promote equality of opportunity</b>	
<p>Cross network challenge –</p> <ul style="list-style-type: none"> <li>• Enhance social inclusion by enabling disadvantaged people to connect with</li> </ul>	<p>3.1 To promote accessibility to everyday facilities for all, especially those without a car.</p>

National / Regional Goals	Local Goals
<p>employment opportunities, key services, social networks and goods through improving accessibility, availability, affordability and acceptability.</p> <p>Cities and Regional Networks challenges –</p> <ul style="list-style-type: none"> <li>• Enhance social inclusion and the regeneration of deprived or remote areas by enabling disadvantaged people to connect with employment opportunities, key local services, social networks and goods through improving accessibility, availability, affordability and acceptability.</li> <li>• Contribute to the reduction in the gap between economic growth rates for different regions.</li> </ul>	<p>3.2 To improve accessibility to places of employment, education, healthcare, retail and leisure.</p> <p>3.3 To improve connections to, from and within areas away from Bracknell Town Centre.</p> <p>3.4 To promote the use of non-motorised transport for local journeys.</p> <p>3.5 To ensure public transport is accessible, affordable, available and of an acceptable standard.</p> <p>3.6 To improve inadequate means of access to facilities and services for all members of the community.</p> <p>3.7 To ensure that new development providing facilities and services is accessible by pedestrians (to include people with disabilities), cyclists and by public transport and to promote</p>

National / Regional Goals	Local Goals
	improvements to existing development where this is inadequate.
<b>Goal 4 – Contribute to better safety, security and health</b>	
<p>Cross network challenges –</p> <ul style="list-style-type: none"> <li>• Reduce the risk of death, security or injury due to transport accidents.</li> <li>• Reduce social and economic costs of transport to public health, including air quality impacts.</li> <li>• Improve the health of individuals by encouraging and enabling more physically active travel.</li> <li>• Reduce vulnerability of transport networks to terrorist attack.</li> </ul> <p>Additional Cities and Regional Networks challenges –</p> <ul style="list-style-type: none"> <li>• Reduce crime, fear of crime and anti-social behaviour on city and regional transport networks.</li> </ul>	<p>4.1 To reduce the number and severity of injuries sustained through accidents on the public highway network.</p> <p>4.2 To promote means of travel that are conducive to better health.</p> <p>4.3 Encourage more walking and cycling, as both a leisure pursuit and commuting choice.</p> <p>4.4 To improve security and reduce the feeling of vulnerability on transport systems.</p> <p>4.5 To improve the personal safety of the travelling public and transport workers.</p>

National / Regional Goals	Local Goals
	4.6 To improve air quality in problem areas.
Goal 5 – Improve quality of life	
<p>Cross network challenges –</p> <ul style="list-style-type: none"> <li>• Manage transport-related noise in a way that is consistent with the emerging national noise strategy and other wider Government goals.</li> <li>• Minimise the impacts of transport on the natural environment, heritage and landscape and seek solutions that deliver long-term environmental benefits.</li> <li>• Improve the experience of end-to-end journeys for transport users.</li> </ul> <p>Additional Cities and Regional Networks challenges –</p> <ul style="list-style-type: none"> <li>• Reduce the number of people and dwellings exposed to high levels of noise from road and rail networks consistent with implementation of</li> </ul>	<p>5.1 To minimise noise from traffic in sensitive areas.</p> <p>5.2 To use and promote the use of recycled and low energy materials and techniques in highway construction and maintenance.</p> <p>5.3 To design, construct and maintain highway infrastructure in ways that recognise the value of local natural habitats and the need to protect the environment.</p> <p>5.4 To design and construct highway infrastructure in ways that recognise and if possible contribute to the character, environment, landscape and heritage of the setting.</p>

National / Regional Goals	Local Goals
<p>Action Plans prepared under the Environmental Noise Directive.</p> <ul style="list-style-type: none"> <li>• Improve the quality of transport integration into streetscapes and the urban environment.</li> <li>• Improve the journey experience of transport users of urban, regional and local networks, including at the interfaces with national networks and international networks.</li> <li>• Enhance well-being and sense of community by creating more opportunities for social contact and better access to leisure activities and the natural environment.</li> </ul>	<p>5.5 To mitigate the unavoidable impact of land-take and noise as a result of improving transport infrastructure.</p>

## Draft Objectives

Although there is no 'guideline' number of objectives to adopt, in the interests of compiling a concise LTP3, the number will be kept to a minimum without sacrificing the scope of the plan.

In certain circumstances, there is a degree of overlapping in draft LTP3 goals from one national/regional goal to another. Once condensed down to ensure no repetition, the following list of draft objectives has been compiled that is considered to cover a broad enough scope, touching on all issues and challenges.

1. To reduce delays associated with traffic congestion and improve reliability of journey times.
2. To maintain a high quality local transport network.
3. To reduce greenhouse gas emissions from transport.
4. To ensure accessibility to everyday facilities for all, especially those without a car.
5. To promote sustainable modes of transport for local journeys.
6. To protect and enhance the quality of natural resources including water, air quality and the natural environment.
7. To enhance the street environment.
8. To reduce casualties and dangers on the local transport network.
9. To secure necessary transport infrastructure and services to support development.
10. To improve and increase the use of public transport.

## Consultation

Having decided on the Draft Objectives, the next phase will be to consult stakeholders; to act as a catalyst for debate towards developing a consensus on the most effective goals to successfully carry forward LTP3.

All responses received will be used to, where necessary, revise the Draft Objectives into a formal set of objectives which will underpin LTP3.

Please now refer to the 'Establishing Draft Objectives – Questionnaire' to provide us with your feedback by **Monday 23<sup>rd</sup> November 2009**.