

# LTP3 newsletter



Issue one : February 2010



This is the first in a series of regular newsletters that Bracknell Forest Council is publishing to inform you on the development of the upcoming Local Transport Plan (LTP3). The aim is to keep you updated on our progress, and to provide you with the opportunity to help shape the plan.

## Background

Bracknell Forest Council is required by the government to produce a Local Transport Plan (LTP). The LTP acts as a guide to determine how transport will be provided across the borough. It will cover all modes of transport, including walking, cycling, public transport, car travel and freight, as well as the effects of transport on the economy, the environment and social inclusion.

The plan will address the challenges faced by the borough's transport network together with a vision and a set of strategies to deliver a more sustainable system. An implementation plan, based upon realistic funding, will be included to show how the strategies will be delivered.

LTP3 will replace the current plan, LTP2, which is due to expire in 2011. Unlike past LTPs which were replaced every five years, local authorities are now able to replace their LTP when they see fit. Bracknell Forest's LTP3 will have a lifespan up to 2026 to fit with the South East Plan Regional Spatial Strategy and the Council's Local Development Framework,

which outlines new development identified for the borough.

With challenging times ahead of us, key areas to focus on will be value for money and issues shared by local and national government, such as economic growth, congestion, accessibility, safer roads and protecting natural resources.

**LTP3 will need to comply with:**

**A Strategic Environmental Assessment (SEA)** - This process informs the development of the plan, identifying and assessing the effects of the policies and proposals in the plan on the environment.

**Equality Impact Assessment (EqIA)** - This will ensure the proposals in the plan do not have a detrimental effect on different groups of people in the community.

**Habitats Regulation Assessment (HRA)** - This assesses the likely effects of the plan on sites that have European environmental designation.



## Our progress so far...

Following a public consultation during the autumn, a set of 10 objectives to underpin LTP3 have been established. These outline our aspirations during the plan period upon which our strategies will be based.

### Objectives

- 1 To reduce delays associated with traffic congestion and improve reliability of journey times.
- 2 To maintain and improve the local transport network.
- 3 To reduce greenhouse gas emissions from transport.
- 4 To ensure and promote accessibility to everyday facilities for all, especially those without a car.
- 5 To promote sustainable modes of transport for all 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 improve safety on the local transport network.
- 9 To secure necessary transport infrastructure and services to support sustainable development.
- 10 To improve and increase the use of public transport.



[www.bracknell-forest.gov.uk/ltp3](http://www.bracknell-forest.gov.uk/ltp3)



## Consultation responses

### Objective 1: To reduce delays associated with traffic congestion and improve reliability of journey times

A number of amendments were suggested, including to prioritise public transport or by seeking to replace 'reduce' with 'minimise'. This objective is intended to encompass all modes of transport and does not intend to prejudice, nor discount, particular modes.

**The objective will remain the same.**

### Objective 2: To maintain a high quality local transport network

It was generally considered the term 'high quality' was too presumptuous, and that it is difficult to quantify why it is of 'high quality'. The wording will be amended to read **"To maintain and improve the local transport network."**

### Objective 3: To reduce greenhouse gas emissions from transport

Some indicated this objective was not far reaching enough and should cover the whole issue of climate change, such as green infrastructure. It is felt this objective addresses the contribution of emissions, whilst green infrastructure will be covered by 'sustainable development' in objective 9. **This objective will remain the same.**

### Objective 4: To ensure accessibility to everyday facilities for all, especially those without a car

It was suggested that 'especially for those without a car' should be omitted, as all should mean all, however it is felt that other objectives, particularly objectives 9 and 10 will address accessibility issues for all people. As suggested, it is acknowledged that the 'promotion' of these services must be addressed. The wording will be amended to read **"To ensure and promote accessibility to everyday facilities for all, especially those without a car."**

### Objective 5: To promote sustainable modes of transport for local journeys

It was acknowledged that this objective needs to be further-reaching, relating not only to local but to regional and national transport networks. The wording will be amended to read **"To promote sustainable modes of transport for all journeys."**

### Objective 6: To protect and enhance the quality of natural resources including water, air quality and the natural environment

Some commented that 'natural resources' was too specific. It is considered that 'natural resources' covers not only those example components specified, but also biodiversity, geodiversity and soil protection. **The wording will remain the same.**

### Objective 7: To enhance the street environment

Suggestions ranged from including issues of light pollution and noise reduction. The objective is not intended to be this specific. The addition of 'where appropriate and feasible' was also suggested, however it is felt that these are standard considerations in any rational decision-making process. **The objective will remain the same.**

### Objective 8: To reduce casualties and dangers on the local transport network

Some suggested this was not specific enough and should target the safety of pedestrians and cyclists. Transport safety is a broad issue, not solely restricted to motorways or pavements; therefore the term 'local transport network' was adopted to cover all users. It was also felt 'dangers' was too negative and emotive a word. The objective will be revised to read **"To reduce casualties and improve safety on the local transport network."**

### Objective 9: To secure necessary transport infrastructure and services to support development

Following suggestions, it is considered necessary to include a reference to 'sustainability'. The revised objective will read **"To secure necessary transport infrastructure and services to support sustainable development."**

### Objective 10: To improve and increase the use of public transport

Suggestions sought to indicate component parts such as 'attractiveness', 'frequency' or 'accessibility'; however, such detail is considered too specific and not far reaching enough. **The wording will remain the same.**

## Next steps

We are currently identifying challenges and measures to meet our new objectives. With these in mind we can work towards a more sustainable transport system that is capable of meeting the needs of our community, economy and environment.

### How to contact the Transport Plan Team:

We welcome your questions and comments at any time during the plan's development.

By telephone 01344 352000

By email: [ltp3@bracknell-forest.gov.uk](mailto:ltp3@bracknell-forest.gov.uk)

By post: Transport Policy Team, Time Square, Market Street, Bracknell, Berkshire RG12 1JD

To keep informed, please visit the LTP3 website at: <http://www.bracknell-forest.gov.uk/ltp3>

