

**TO: THE EXECUTIVE
29 MARCH 2011**

**BRACKNELL FOREST COUNCIL LOCAL TRANSPORT PLAN 3 CORE STRATEGY -
ADOPTION**

Director of Environment and Leisure

1 PURPOSE OF DECISION

- 1.1 This report seeks member endorsement to formally adopt the Local Transport Plan 3 (LTP3) Core Strategy and its supporting documentation, and to roll forward a selection of LTP2 strategies.
- 1.2 In July 2000 the Council published LTP1 (covering the period 2001-06) and it was replaced in March 2006 by LTP2 (the current LTP), for the period 2006-11. The Council now has a statutory duty to prepare LTP3 outlining how we intend to deliver on the five national transport goals based on Economy, Climate Change, Equality, Safety and Quality of Life.
- 1.3 The LTP3 Core Strategy provides details of how the Council intends to address transport issues over a longer period of 15 years. However, following the Spending Review on 20 October, the strategy needs to be flexible at a time of uncertainty and austerity. The Core Strategy does not seek a full commitment to pay for all provisions under each policy, especially in the current financial climate, but sets a longer term framework for delivery which will draw on funding from a number of sources including appropriate developer contributions.
- 1.4 The LTP3 Core Strategy and its first Implementation Plan replaces LTP2 which is due to expire on 31 March 2011.

2 RECOMMENDATION(S)

- 2.1 **That the Executive recommend to Council the adoption of the Local Transport Plan 3 Core Strategy (Appendix 1), the Statement of Consultation (Appendix 2) and the Associated Supporting Documents (Appendices 3, 4 and 5).**
- 2.2 **That the Integrated Transport Capital programme for 2011/12 (Appendix 6) be approved by the Executive subject to expenditure on the S106 programme not exceeding £750k without full Council approval of additional funds.**
- 2.3 **That the Executive recommend to Council the additional draw down of £400k of Section 106 as shown.**
- 2.4 **That authority be delegated to the Executive Member for Planning and Transport and Economic Development to agree any necessary minor amendments to the Local Transport Plan 3 Core Strategy (Appendix 1) and supporting documents prior to publication for adoption.**
- 2.5 **That the Executive approve the indicative Highway Maintenance Works Programmes for the financial year 2011-2012 as set out in Appendix 7 as the basis for targeting available maintenance funds.**

3 REASONS FOR RECOMMENDATIONS

- 3.1 The Local Transport Act 2008 retains the statutory requirement to produce and review Local Transport Plans. There is a requirement to have a transport strategy in place by 31 March 2011. LTP2 currently runs until 31 March 2011 which LTP3 will replace. The Council's transport strategy will be flexible and evolve over time and on adoption of the LTP3 Core Strategy will comprise:
- The LTP3 Core Strategy including the First Implementation Plan.
 - Further Implementation Plans.
- 3.2 Local authorities need to have a clear view of their own strategic objectives and priorities for dealing with the different challenges they face and to have regard to the views of local residents and other interested parties to ensure the LTP3 Core Strategy is a robust strategy that best meets local needs for its duration.

4 ALTERNATIVE OPTIONS CONSIDERED

- 4.1 The alternative is not to adopt LTP3 Core Strategy; but instead to roll forward LTP2 until a later date. The Council would therefore fail to meet the requirement to finalise the LTP3 strategy. It would also mean missing the opportunity to refresh the Council's current transport strategy to take account of current issues such as advances in technology and to give the Council more flexibility over financial commitments.
- 4.2 A further alternative would be to develop a fully operational LTP3 with agreed funding streams for the next 3 years or beyond. This would be ideal in terms of creating more certainty, but not responsible in times of funding uncertainty and austerity. The flexible approach to developing strategies incrementally feels more appropriate at this time, subject to review as financial settlements become clearer over time.

5 SUPPORTING INFORMATION

Context

- 5.1 The Local Transport Act 2008 retains the statutory requirement to produce and review Local Transport Plans. LTP3 must include both a transport strategy (policies) and an implementation plan (showing delivery). The first stage in producing LTP3 is to produce the strategy which is called the Local Transport Plan 3 Core Strategy. The strategy sets out the key challenges facing Bracknell Forest and how they should be addressed. It states what the Council wants to achieve in transport terms, and how it intends to do it. The Implementation plan sets out priorities and plans over three year periods, updated annually, that address developing needs and targets set out in the core strategy.

Guidance

- 5.2 LTP3 has taken account of the Department for Transport (DfT) Guidance (July 2009) which provides greater flexibility in the way LTP3 is produced, such as it:
- can be produced to timescales set by the Local Authority and reviewed when there is a need to;
 - will need to include a long-term strategy with details of the baseline transport situation, the problems it faces and a vision and policies to deliver a more sustainable system; and,

- will need to include an implementation plan based upon realistic funding to demonstrate how the strategy will be delivered during that period.

National Transport Policy

- 5.3 A further key component of LTP3 is the need to demonstrate that it accords with the Government's 5 key strategic transport goals, as set out in the DfT's 'Delivering a Sustainable Transport System' (DaSTS) guidance (November 2008). These replace the national priorities in LTP2.

Timescale

- 5.4 The Council has the flexibility to decide the timeframe of LTP3 and it has been agreed that LTP3 will run for 15 years until 2026. This coincides with the Council's Local Development Framework (LDF) Core Strategy Development Plan Document and the emerging Site Allocations Development Plan Document. LTP3 will eventually fully replace LTP2. The detailed Implementation Plan will be regularly reviewed and planned for 3 year periods.

What will the Bracknell Forest LTP3 comprise?

- 5.5 LTP3 will comprise of two documents which will be produced during the LTP3 period (2011-2026), to include:
- The LTP3 Core Strategy Policies and the LTP3 Background Papers document (subject of this recommendation).
 - Implementation Plans projecting schemes to be implemented over the plan period and reviewed and agreed by Executive on an annual basis.
- 5.6 Listed under each of the policies are detailed strategies, most of which already exist and were included in previous LTP's e.g. Accessibility, Walking and Cycling, Road Safety and Travel Planning. These existing strategies will be updated and rolled forward to support LTP3 and will be joined by new strategies which support our commitment to sustainable travel and climate change. These new strategies will relate to topics such as smarter choices, congestion management and the use of Intelligent Transport Systems and reflect the possible changes over the next 15 years (e.g. accommodating electric/hybrid cars); therefore the detailed strategies will be prepared and revised at varying stages throughout the LTP3 period. Each strategy as it changes will seek the necessary review and approval.
- 5.7 This reflects the Government's drive toward sustainable transport, flexibility, efficiency, and localism. These policies and strategies will then allow the Council to develop effective implementation plans which will set capital programmes of works and measures drawing on a number of sources such as capital, revenue commitments, developer contributions and grants. Given the current economic climate, LTP3 Core Strategy represents a realistic approach and concentrates the Council's efforts where it will be most effective. It will give a clear statement of how the Council will work towards delivering its vision for sustainable transport.

How was the LTP3 Core Strategy developed?

- 5.8 The LTP3 Core Strategy is built up from the Government's five National Goals for Transport and interpreted into eight Local Objectives and enhanced through public consultation. These objectives reflect the transport challenges currently facing the Borough. The objectives were developed into a set of Core Policies supported by more detailed strategies.

- 5.9 While policies have been developed across a wide range of transport issues, the strategies and implementation plan will focus on the key policy areas developed in the Core Strategy.

Draft Core Strategy Consultation

- 5.10 The public consultation was conducted between 29 November 2010 and 17 January 2011. This helped improve the plan and to ensure local and professional buy-in to LTP3. Over 570 stakeholders, including local groups, environmental groups, town and parish council, neighbouring authorities, professional bodies and statutory providers (such as bus and rail operators and the Highways Agency), were informed of the consultation by post or email in addition to an e-newsletter being published on the Council's LTP3 website. The Consultation Statement is in Appendix 2.
- 5.11 We also made all documentation available for the general public - electronically on our website (www.bracknell-forest.gov.uk/LTP3) and hard copies were placed at the Time Square and Easthampstead House Council offices, libraries and in all Parish and Town Council offices. Copies were also made available on request.
- 5.12 On a par with other local authorities, 27 responses were received from various sectors, including business, local and regional government, statutory bodies, local organisations, residents and internal officers, covering a broad range of issues.
- 5.13 Each comment received was considered and responded to by an officer. Where appropriate, amendments were made to the documents, and where not, justification has been given. A summary of comments received and officer responses is in the Consultation Statement (Appendix 3).

Developing the Implementation Plan

- 5.14 The first Implementation Plan (Annexe 1) was developed using a detailed scheme appraisal methodology. The approach allows us to take account of the wider policy goals, deliverability and public consultation that an individual scheme or plan, or combination of projects, will provide in supporting Bracknell Forest Council's overall vision and objectives.
- 5.15 Schemes, plans or combinations of both are assessed against the objectives of:
- National Transport Goals;
 - Local Transport Plan Objectives;
 - Sustainable Community Strategy,

A transport weighting is applied to each of these areas determined through internal consultation with department managers.

- 5.16 The Capital Programme (Appendix 6) shows the first year of the plan in more detail. Full Council approved the capital transport expenditure for 2011/12 on the 2nd March 2011 in line with the grants awarded for Maintenance (£1.8m) and Integrated Transport (£526k).
- 5.17 The integrated transport programme for 2011/12 is based on the Integrated Transport grant of £526k and also details the plan for expenditure of S106 funds (£750k) approved at Council to accommodate the more immediate transport impacts and needs of development.

- 5.18 The proposed level of S106 expenditure is higher than that approved by Council due to a clause in the Staff College (The Parks) agreement being triggered requiring the need for capacity improvements at the Horse and Groom roundabout. This scheme alone represents 80% of the total proposed "S106" budget and therefore approval is sought for the programme of S106 spend with the condition that expenditure levels do not exceed £750k without full Council approval of the additional funds.

Local Transport Plan 2

- 5.19 The Council will not approve to adopt LTP3 until after 31 March 2011. However, LTP2 could be used as the Council's transport strategy until the formal adoption of the LTP3 Core Strategy and the first Implementation Plan. LTP2 will be then replaced in full.

Associated Supporting Documents

- 5.20 LTP3 Core Strategy Consultation Draft has been subjected to iterative assessments including a Strategic Environmental Assessment (SEA) and a Habitats Regulations Assessment (HRA). Five Background Papers (BPs) were also produced for the draft LTP3 Core Strategy consultation which provided detailed support to the Core Strategy; these are:

- Context,
- Establishing the Objectives,
- Issues and Challenges,
- Challenges and Measures, and,
- Working in Partnership.

- 5.21 The Background Papers have been amended to take account of consultation responses and condensed into one document – 'LTP3 - Background Papers'. The SEA, HRA and LTP3 Background Papers are found in Appendices 3, 4 and 5 respectively which are available online or in the Executive and Opposition rooms in the Democratic Services Section.

6 ADVICE RECEIVED FROM STATUTORY AND OTHER OFFICERS

Borough Solicitor

- 6.1 The Borough Solicitor has no additional comments to make.

Borough Treasurer

- 6.2 The 2011/12 capital programme approved by Council on 2 March 2011 included £1.276m for Integrated Transport. Future years capital programmes will be subject to the funds available and approval by Council. The 2011/12 approved capital programme includes the following budgets for Highway Maintenance:

- Roads & Footway Resurfacing - £200,000
- Improvements & Capitalised Repairs Street Lighting -£28,000
- Local Transport Settlement (grant) - £1,867,000

- Total Budget - £2,095,000

The indicative Highway Maintenance Works Programmes must be contained within the total budget. Any additional budgets would need the approval of Council.

Equalities Impact Assessment

- 6.4 Subsequent to the draft consultation, an Equalities Impact Assessment has been undertaken in preparation for the formal publication of the adopted LTP3 Core Strategy. This is attached at the end of the report.

Strategic Risk Management Issues

- 6.5 Strategic Risk Category Number 8 identifies the risks associated with failing to maintain highways/buildings to meet health and safety standards resulting in injury, loss or damage to individuals or property. In addition, where highways/buildings, etc are not properly maintained or where adequate infrastructure is not put in place, there is a risk that they are not fit for purpose this impacting on the Council reputation and having a negative impact on service delivery and productivity.
- 6.6 In planning to meet the Borough's transport needs, it is important that the Council has a robust transport strategy and effective programme of works and measures to meet the needs of all users of the transport network. This involves working closely with partners including agencies, groups, utility organisations and other interested parties.
- 6.7 It is in the interests of the local economy to ensure that the transport network is as sustainable as possible provide the best possible opportunities access to services and facilities by a range of modes of transport. In the absence of robust transport strategy and implementation, the Council would not fulfil its statutory duties in respect to the transport network.

Background Papers

Local Transport Plan 2

Consultation on Local Transport Plan 3 Guidance including annexes, Department for Transport (DfT) 18 December 2008

Policies and Best Practice Handbook (DfT) 18 December 2008.

Contact for further information

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Equalities Screening Record Form

Date of Screening:	Directorate: ECC	Section: Spatial Policy
1. Activity to be assessed	Local Transport Plan 3 Core Strategy and its first Implementation Plan.	
2. What is the activity?	<input checked="" type="checkbox"/> Policy/strategy <input type="checkbox"/> Function/procedure <input type="checkbox"/> Project <input type="checkbox"/> Review <input type="checkbox"/> Service <input type="checkbox"/> Organisational change	
3. Is it a new or existing activity?	<input checked="" type="checkbox"/> New <input type="checkbox"/> Existing	
4. Officer responsible for the screening	Simon Cridland	
5. Who are the members of the EIA team?	Max Baker - Head of Spatial Policy, Simon Cridland – Team Manager, Matt Lunn – Transport Planner	
6. What is the purpose of the activity?	<p>Bracknell Forest Council is required, to produce a LTP. The LTP will act as a mechanism to plan strategically the development of a transport system to meet the needs of Bracknell Forest and strengthen the Council's place-shaping role helping to deliver services to the local community.</p> <p>This will be the Council's third LTP. This LTP will set out the 15 year transport strategy from 2011–2026 supported by Implementation Plans which will operate in 3-year cycles.</p> <p>Previous LTPs have helped us achieve goals in reducing congestion whilst increasing trips made by more sustainable modes i.e. bus, rail and cycle. Road safety has also improved dramatically through a range of measures.</p> <p>The LTP will provide the framework by which the Borough's transport system can be secured through investment, managed, maintained and monitored so that the Council can keep pace of, and respond, to changing circumstance in the Borough.</p> <p>Guidance to date has been provided by the Department for Transport's 'Delivering a Sustainable Transport System' (DaSTS) report which outlines five national transport goals based on Economy, Climate change, Equality, Safety and Quality of life.</p> <p>These goals demonstrate that transport is an essential consideration at national, sub-regional and local level. They all need to be considered together in a holistic manner to deliver a sustainable, safe and effective transport system which supports the need to tackle climate change, whilst enabling robust economic growth and personal mobility and accessibility.</p>	
7. Who is the activity designed to benefit/target?	The activity is designed to assist professionals in the implementation of their jobs in respect of all transport related functions.	

	<p>The implementation of LTP3 is to ensure a better, reliable and accessible transport network for all, irrespective of race, gender, disability, age, religion and sexual orientation.</p> <p>The document with other strategies such as those relating to land use planning will seek to improve relevant aspects such as disabled access on footpaths and increase mobility around the borough.</p>		
<p>8. a Racial equality - Is there an impact? What kind of equality impact may there be? Is the impact positive or adverse or is there a potential for both? If the impact is neutral please give a reason.</p>	<p>Y X</p>	<p>N</p>	<p>The implementation of LTP3 will affect all residents and not target specific groups. It will not cause adverse impact or discriminate against specific groups in the Council's workforce or the community and there will be some positive impacts, regardless of ethnicity.</p>
<p>8. b What evidence do you have to support this? E.g. equality monitoring data, consultation results, customer satisfaction information etc.</p>	<p>We consulted a number of groups and organisations in respect to race including:</p> <p>Bracknell Forest Voluntary Action Equality and Human Rights Commission Friends, Families and Travellers National Travellers Action Group Showmens Guild Of Great Britain Filipino Society Bracknell Federation Of Community Groups Commission For Racial Equality Indian Community Association The Gypsy Council The Gypsy Council For Health, Education and Welfare</p> <p>No responses or comments in respect of racial issues were received.</p>		
<p>9. a Gender equality - Is there an impact? What kind of equality impact may there be? Is the impact positive or adverse or is there a potential for both? If the impact is neutral please give a reason.</p>	<p>Y X</p>	<p>N</p>	<p>The implementation of LTP3 will affect all residents and not target specific groups. It will not cause adverse impact or discriminate against specific groups in the Council's workforce or the community and there will be some positive impacts, regardless of gender.</p>
<p>9. b What evidence do you have to support this?</p>	<p>We consulted a number of groups and organisations that represent a cross-section of gender, including Community groups throughout the borough. No responses or comments in respect of gender discrimination were received.</p>		
<p>10. a Disability equality - Is there an impact? What kind of equality impact may there be? Is the impact positive or adverse or is there a potential for both? If the impact is neutral please give a reason.</p>	<p>Y X</p>	<p>N</p>	<p>The implementation of LTP3 will affect all residents and not target specific groups. It will not cause adverse impact or discriminate against specific groups in the Council's workforce or the community and there will be some positive impacts, regardless of disability.</p> <p>The LTP3 Core Strategy contain specific policies which will address accessibility and therefore will have a positive contribution to improving access for disabled people. LTP3 is also linked to specific planning documents such as the soon to be adopted Streetscene Supplementary Planning Document which promotes the use of tactile paving, colour contrasting, levels, surfaces, cambers and the design of street furniture.</p>
<p>10. b What evidence do you have to support this?</p>	<p>We consulted a number of groups and organisations in respect to disability including:</p>		

	<p>Berkshire County Blind Society Bracknell Action Group For The Physically Handicap British Dyslexia Association Carers UK Carers Support Group Keep Mobile Kennel Lane School Mencap MIND</p> <p>No responses or comments in respect of disability issues were received.</p> <p>Furthermore, as stated one of the LTP3 Core Strategy policies relates to the Streetscene which is consistent to the emerging Streetscene SPD. This document is going to be adopted soon and undertook consultation and an EIA. As part of its public consultation local disability organisations such as the Bracknell Users Group and Bracknell Action for the Physically Handicapped were consulted. No comments were received that specifically made reference to the disability issues discussed within the draft Streetscene SPD document either.</p>		
<p>11. a Age equality - Is there an impact? What kind of equality impact may there be? Is the impact positive or adverse or is there a potential for both? If the impact is neutral please give a reason.</p>	<p>Y X</p>	<p>N</p>	<p>The implementation of LTP3 will affect all residents and not target specific groups. It will not cause adverse impact or discriminate against specific groups in the Council's workforce or the community and there will be some positive impacts, regardless of age.</p> <p>Using some examples, the LTP3 Core Strategy is positive in promoting access to transport for all ages in all its policies. For example Policy TP3 which promotes concessionary fares where appropriate including for older people. Also physical access is also a key component of LTP2 Streetscene which will benefit older people and parents with small children. Policy TP8 promotes walking and cycling including safer routes to school and TP17 promotes road safety.</p>
<p>11. b What evidence do you have to support this?</p>	<p>We consulted a number of groups and organisations in respect to age equality including</p> <p>Age Concern Berkshire Association Of Clubs For Young People Bracknell Active Retired Associated (BARA) Bracknell Forest Youth Forum Senior Citizen's Forum Youthline Ltd Local schools</p> <p>No comments were received that specifically made reference to issues relating to age and youth. It is therefore considered that the policies and content contained within the document are considered to be supported by the local</p>		

	community.		
12. a Religion and belief equality - Is there an impact? What kind of equality impact may there be? Is the impact positive or adverse or is there a potential for both? If the impact is neutral please give a reason.	Y X	N	The implementation of the policies within the LTP3 Core Strategy will affect all residents and not target specific groups nor cause adverse impact or discriminate against specific groups in the Council's workforce or the community and there may be some positive impacts which affect all residents, including people of specific religions or with specific beliefs.
12. b What evidence do you have to support this?	<p>We consulted a number of groups and organisations in respect to religious equality including:</p> <p>Bracknell Forest Voluntary Action Newbold College</p> <p>The LTP3 also promotes high quality design will make a positive contribution to the character of Bracknell Forest, ensure access for everyone and promote a sense of pride in the area.</p>		
13. a Sexual orientation equality - Is there an impact? What kind of equality impact may there be? Is the impact positive or adverse or is there a potential for both? If the impact is neutral please give a reason.	Y X	N	The implementation of the policies within the LTP3 Core Strategy will affect all residents and not target specific groups nor cause adverse impact or discriminate against specific groups in the Council's workforce or the community and there may be some positive impacts which affect all residents regardless of sexuality.
13. b What evidence do you have to support this?	The LTP3 also promotes high quality design will make a positive contribution to the character of Bracknell Forest, ensure access for everyone and promote a sense of pride in the area.		
14. Please give details of any other potential impacts on any other group (e.g. those on lower incomes/carer's/ex-offenders) and on promoting good community relations.	None perceived – other than a general point that LTP3 promotes access to transport for all.		
15. If an adverse/negative impact has been identified can it be justified on grounds of promoting equality of opportunity for one group or for any other reason?	N/A		
16. If there is any difference in the impact of the activity when considered for each of the equality groups listed in 8 – 14 above; how significant is the difference in terms of its nature and the number of people likely to be affected?	The impacts are considered to be positive on all groups in very general terms and its policies are also positive to specific groups such as the older, disabled, children and parents with young children.		
17. Could the impact constitute unlawful discrimination in relation to any of the Equality Duties?	Y X	N X	
18. What further information or data is required to better understand the impact? Where and how can that information be obtained?	This is not needed.		
19. On the basis of sections 7 – 17 above is a full impact assessment required?	Y X	N X	Not needed

20. If a full impact assessment is not required; what actions will you take to reduce or remove any potential differential/adverse impact, to further promote equality of opportunity through this activity or to obtain further information or data? Please complete the action plan in full, adding more rows as needed.			
Action	Timescale	Person Responsible	Milestone/Success Criteria
Setting and monitoring of the LTP3 Core Strategy Policies in respect to all people including the specific equality groups	Yearly	Simon Cridland, Matt Lunn, Stuart Jefferies	To be determined in consultation with key officers in the Council
Ensuring other emerging strategies are consistent to the LTP3 Core Stratge where is promotes equality for all people including the specific equality groups	When required	Simon Cridland, Matt Lunn, Stuart Jefferies	To respond to consultations on Council Strategies or to have direct input into reviewing or producing transport or related strategies
To review the LTP3 Core Strategy	If required	Simon Cridland, Matt Lunn, Stuart Jefferies	If on monitoring the LTP3 Core Strategy that a discrimination against equality was found then the Council can review the relevant policy and amend it to ensure that it promotes equality and is equal.
21. Which service, business or work plan will these actions be included in?	Environment, Culture and Communities Service Plan		
22. Have any current actions to address issues for any of the groups or examples of good practice been identified as part of the screening?	Not required.		
23. Chief Officers signature.	Signature:  Date: 17/3/11		
24. Which PMR will this screening be reported in?	Q4 ECC 2010/11		

When complete please send to abby.thomas@bracknell-forest.gov.uk for publication on the Council's website.