

Appendix 1

LTP3 Core Strategy and Implementation Plan



Bracknell Forest Local Transport Plan 3 Core Strategy

Local Transport Plan 3
www.bracknell-forest.gov.uk/LTP3

March 2011

Contents

Page

1.0	Introduction	3
2.0	Purpose of LTP3	3
3.0	Context	4
4.0	The LTP3 Local Transport Plan	5
5.0	The LTP3 Core Strategy and Implementation	5
6.0	Preparation of LTP – Process to Adoption	6
7.0	Policy Context and Local Objectives	7
	7.2 National Policy	7
	7.3 Local Context	7
	7.4 Translating into Local Transport Objectives	10
8.0	Challenges and Measures	11
	8.5 Vision	12
9.0	LTP3 Policies – 15 Year Strategy	13
10.0	Accessibility	14
	Policy TP1 – Accessibility	14
11.0	Streetscene	15
	Policy TP2 – Streetscene	15
12.0	Public Transport	15
	Policy TP3 – Buses	17
13.0	Rail	17
	Policy TP4 – Rail	18
14.0	Taxi and Private Hire Vehicles	19
	Policy TP5 – Taxi and Private Hire Vehicles	19
15.0	Community Transport	20
	Policy TP6 – Community Transport	20
16.0	Smarter Choices	21
	Policy TP7 – Smarter Choices	21
17.0	Walking and Cycling	21
	Policy TP8 – Walking and Cycling	22
18.0	Public Rights of Way	22
	Policy TP9 – Public Rights of Way	23
19.0	Travel Planning	23
	Policy TP10 – Travel Planning	24

20.0	Smarter Vehicle Use	24
	Policy TP11 – Smarter Vehicle Use	24
21.0	Traffic Management	25
	Policy TP12 – Traffic Management	25
22.0	Congestion Management	25
	Policy TP13 – Congestion Management	26
23.0	Intelligent Transport Systems	26
	Policy TP14 – Intelligent Transport Systems	27
24.0	Freight	27
	Policy TP15 – Movement of Freight	27
25.0	Parking	28
	Policy TP16 – Parking	28
26.0	Road Safety	28
	Policy TP17 – Road Safety	29
27.0	The Network Management Duty	30
	Policy TP18 – Network Management	30
28.0	Transport Asset Management	30
	Policy TP19 – Transport Asset Management	31
29.0	Air Quality Management	31
	Policy TP20 – Air Quality Management	32
30.0	Implementation Plan	33

1.0 INTRODUCTION

1.1 The LTP Core Strategy is the headline document in a ‘family’ of documents which will comprise the Council’s Local Transport Plan. The other documents comprising the LTP are a supporting Background Paper, an Implementation Plan and detailed strategies.

2.0 PURPOSE OF LTP3

2.1 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.

2.2 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.

2.3 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.

2.4 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.

2.5 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.

2.6 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.

2.7 Where transport fails, these aspirations are put at risk.

2.8 Taking these National Goals into consideration and with on-going partnership working with other authorities and agencies, we are able to develop a set of local transport objectives to help build and implement our strategy (Section 8.) both locally and further afield to major transport hubs including Reading, London and Heathrow.

3.0 CONTEXT

3.1 Bracknell Forest is located at the heart of the Thames Valley, 40 kilometres to the west of London in the South East of England within the county of Berkshire. Covering an area of 110km², in 2009 it was home to 115,100 residents (ONS, 2010).

3.2 The Borough successfully unifies a prosperous economy, fuelled by good transport connectivity to the wider region and high productivity which has attracted many regional and international headquarters, and an exemplary environment that is distinctly green in character, with expanses of open space, forests and a significant part of the internationally-recognised Thames Basin Heaths Special Protection Area.

3.3 Transport systems play a huge part in facilitating a high quality of life, by meeting the needs of the individual and remaining responsive to the changing needs of business. Employers across the Borough consistently raise their concerns over congestion and that it negatively impacts on their business activities.

3.4 Over the LTP period Bracknell Forest Council plans to regenerate Bracknell Town Centre, deliver employment space to create more sustainably located jobs and meet the target to deliver 10,780 dwellings. The locations for development include Amen Corner (725 homes) and Warfield (2,200 homes) as identified in Bracknell Forest's Core Strategy Development Plan Document (DPD), Bracknell Town Centre and other major new urban extensions to be identified through the emerging Site Allocation DPD.

3.5 In order to deliver sustainable communities, these developments will need to be supported by appropriate infrastructure, commercial public transport services, provision for pedestrians and cycleways, open space and community facilities. For this development to be accommodated without damage to the transport system, a series of highway capacity, Intelligent Transport Systems and safety improvements will need to be secured across the network.

3.6 At a time of increasing social, environmental and economic challenges however, there is no room for complacency. The Council therefore remains committed to continually striving to improve the transport network to ensure our quality of life is built on and sustained.

3.7 This ethos provides the backbone to this Plan, by setting out how we can maximise the potential in our transport system in support of this much bigger picture.

4.0 THE LTP3 LOCAL TRANSPORT PLAN

4.1 LTP will comprise:

- The LTP3 Core Strategy (this document).
- Supporting information in a document entitled 'LTP3: Background Paper', containing:
 - ⇒ 1: Context
 - ⇒ 2: Establishing Local Objectives
 - ⇒ 3: Bracknell Forest's Issues and Challenges
 - ⇒ 4: Challenges and Measures
 - ⇒ 5: Working In Partnership
- The 1st Implementation Plan (ref. Annex 1)

4.2 This document has been assessed by a Strategic Environmental Assessment (SEA) and a Habitats Regulations Assessment (HRA) which has screened out the need for an Appropriate Assessment (AA).

5.0 THE LTP CORE STRATEGY AND IMPLEMENTATION

5.1 The LTP3 Strategy will give a clear direction to target funding. It will set out the deficiencies in terms of transport from which an effective capital programme can be prepared and delivered. Therefore, the LTP should not be read as an aspirational document but as a means to drive investment. It will give a clear statement of how the Council will work towards delivering its vision for sustainable transport.

5.2 The plans and policies set out in our LTP present a long-term strategy (2011-2026) for the development of transport in Bracknell Forest. To outline the delivery of the plans, policies and objectives, an Implementation Plan will be produced outlining a programme of work.

5.3 The Implementation Plan sets out priorities and plans over three year periods, updated annually, that address developing needs and targets set out in the LTP.

5.4 Delivery on the five basic national transport goals remains the key test for allocation of transport funding. Locally, regeneration of Bracknell Town Centre is one of the Council's highest priorities. This emphasis on development of the local economy reinforces the need to play a part in the recovery of the national economy as the country climbs out of recession. Road congestion is a constraint on the economy, and currently costs the economy billions of pounds each year and is a key factor in business location and a concern expressed in local consultations.

5.5 Congestion reduction will enable and encourage recovery of the local economy, and will be part of a plan using developer contributions to provide for transport improvements to manage and accommodate the travel demands of new housing development with minimised local impacts and without pressure on congestion on local and main routes.

5.6 This will be enabled through a combination of capacity improvements and the use of Intelligent Transport Systems in order to maximize the efficiency of the highway network along with further development and promotion of public transport and walking and cycling - which will also help to deliver on the National goals for reduction in carbon emission and equality of opportunity. The yearly distribution of funding will be affected largely by the extent to which it will deliver on the five goals, including the particular local objective of unlocking town centre regeneration. It will also depend on the level of funding in any one year, since individual schemes may be a relatively high proportion of the total. Running throughout the programme will also be the goal of improving safety for the travelling public.

6.0 PREPARATION OF LTP – PROCESS TO ADOPTION

6.1 This document is the result of collaboration between the Council and wider stakeholders, including the public, organisations and local businesses.

6.2 The LTP website was set up at www.bracknell-forest.gov.uk/LTP3. It contained the timetable, useful documents and a series of e-newsletters that provided updates of the Plan's development. A series of targeted consultations were conducted to promote ownership and engagement with those affected by the local transport network:

- Consultation to establish the draft Local Objectives (Autumn 2009);
- Departmental leader consultation to establish the Challenges and Measures (Spring/Summer 2010);
- Consultation on the LTP3 Core Strategy Consultation Draft (Winter 2010/11).

7.0 POLICY CONTEXT AND LOCAL OBJECTIVES

7.1 This section puts into context what headline policies, plans and strategies, from a local to national level, will be supported by LTP3. They have been used to inform the development of bespoke Local Transport Objectives in order to deliver their aspirations on the ground from schemes to emerge from LTP3.

7.2 National Policy

7.2.1 There are five **National Goals** set by the Government as the strategic backbone for the UK's future transport policy and infrastructure. The goals are:

National Transport Goals

Goal 1: To **support** national **economic** competitiveness and **growth**, by delivering reliable and efficient transport networks

Goal 2: To reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**

Goal 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

Goal 4: To **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society

Goal 5: To **improve quality of life** for transport users and non-transport users, and to promote a **healthy natural environment**.

7.2.2 The **DfT's Business Plan 2011-2015** reinforces the coalition government's vision for a transport system that is greener, safer and an engine for economic growth that improves quality of life. The plan outlines key Structural Reform Priorities that LTP3 will need to support. On a local level, most relevant to Bracknell Forest, they include making railway services more sustainable, encouraging sustainable local travel by making public transport, cycling and walking more attractive and effective, promoting low carbon transport and tackling road congestion.

7.3 Local Context

7.3.1 Sustainable Community Strategy

7.3.2 The **Sustainable Community Strategy** (SCS) is the product of collaboration between the service providers in the Borough that form the Bracknell Forest Partnership (BFP). The SCS sets out the Borough's long-term vision, consistent with national and regional policy up to 2030 towards improving the lives of residents, workers and visitors.

7.3.3 The objectives for the Borough include preserving and enhancing Bracknell's green character, improving accessibility to public services and the town centre for all and strengthening local communities through the economy, recreation and opportunity.

7.3.4 The strategy contains a series of priorities that carry equal weight, with transport as demonstrated in the following table, playing an integral role.

SCS Priority	Transport – delivering outcomes
<p>1. <u>A Thriving Population</u></p> <p>a. Opportunities for Everyone</p> <p>b. Nurturing the Next Generation</p> <p>c. Supporting the Older Generation</p> <p>d. People who require Additional Support</p>	<ul style="list-style-type: none"> • Offering an attractive public transport system as a realistic alternative to the car; • Providing the individual with flexible access to healthcare, employment and educational facilities; • Offering community transport for the less mobile; • Encouraging and providing for healthier modes of transport e.g. cycling and walking; • Pursuing an integrated transport system that facilitates movement beyond the Borough boundary.
<p>2. <u>A Desirable Place</u></p> <p>a. Sustainable Development</p> <p>b. Protecting the Environment</p> <p>c. Travelling around the Borough</p>	<ul style="list-style-type: none"> • Integrating sustainable modes of transport into new development and improving the existing network; • Considering the impact of transport proposals on the natural and urban environment, and working to make improvements where appropriate; • Improving the experience of moving around the Borough, particularly for more environmentally-friendly modes of transport; • Considering the transport networks ability to cope with the affects of climate change; • Ensuring new development is located in areas with good accessibility.
<p>3. <u>Cohesive Communities</u></p> <p>a. Engaged & Empowered Communities</p> <p>b. Enjoying Life</p>	<ul style="list-style-type: none"> • Engaging communities in the decision-making process; • Providing a high standard of public transport, walkways and cycleways interconnecting local neighbourhoods with community facilities; • Ensuring a high standard of maintenance and

c. Being and Feeling Safer	consideration for personal safety;
d. Sustaining a Vibrant Economy	<ul style="list-style-type: none"> • Maintaining a high standard of links to employment centres and labour markets, both within and beyond the Borough.

7.3.5 Local Development Framework

7.3.6 Bracknell Forest Council's **Core Strategy** is the main document in the Local Development Framework (LDF) portfolio. It contains the policy framework for delivering sustainable growth in the Borough up to 2026 to ensure future development strikes the correct balance between the Borough's economic, social and environmental needs.

7.3.7 The following Core Strategy policies are particularly relevant for delivering the Council's transport goals in the context of spatial planning.

Policy CS1: Sustainable Development Principles recognises transport as an integral component in delivering sustainable development. The intention is to ensure "development is located so that people are close to a range of services and facilities, thereby reducing the need to travel". This consequently reduces the impact of transport on air quality and climate change, whilst reaping the potential benefits to the health and wellbeing of local residents through providing "increased opportunities to walk or cycle".

Policy CS6: Limiting the Impact of Development, states that development "will contribute to the delivery of infrastructure needed to support growth in the Borough and will mitigate adverse impacts on communities, transport and the environment". Through planning conditions or obligations, measures such as highway improvements and bus services and can be secured in the determination of planning applications.

Policy CS7: Design, states that development proposals will be required to be of a "high quality design" that "aids movement through accessibility, connectivity, permeability and legibility", providing the facilities to promote a modal shift from the private car to more sustainable modes.

Policy CS23: Transport, and **CS24: Transport and New Development**, ensure that development in the Borough is carried out with due consideration given to on-site transport provision and for connectivity to the wider area.

7.3.8 In conjunction with the **Site Allocations Development Plan Document (SADPD)**, the LDF identifies the Borough's potential growth areas to deliver 10,780 new homes up to 2026. An integral part of creating these new sustainable communities

will be to provide appropriate infrastructure and community facilities to reduce the need to travel and mitigate the impact of the development on existing services.

7.3.9 Supporting the SADPD is the **Infrastructure Delivery Plan (IDP)**, which identifies key infrastructure requirements to support proposed development. It will act as a mechanism for delivering LTP3 policy on the ground, by identifying what transport infrastructure is needed, who will deliver it, how it will be delivered and when it will be phased. It is therefore important that the IDP and LTP3 are closely aligned, with anticipated phasing of future development accounted for in LTP3's Implementation Plan.

7.4 Translating into Local Transport Objectives

7.4.1 In consideration of wider policy context and through partnership work with other authorities and agencies, we were able to develop a set of local transport objectives to help build our strategy. These are listed below in no order of preference.

Local Objectives

1. Reduce delays associated with traffic congestion and improve reliability of journey times.

Supporting LTP3 Policy: TP1, TP3, TP4, TP6, TP7, TP8, TP10, TP12, TP13, TP14, TP15, TP18, TP19

2. Maintain and improve, where feasible, the local transport network.

Supporting LTP3 Policy: TP1, TP2, TP9, TP12, TP13, TP18

3. Secure necessary transport infrastructure and services to support sustainable development.

Supporting LTP3 Policy: TP1, TP2, TP3, TP4, TP7, TP8, TP9, TP10, TP20

4. Encourage and promote accessibility by sustainable modes of transport.

Supporting LTP3 Policy: TP1, TP2, TP3, TP4, TP7, TP8, TP9, TP10, TP12, TP13, TP17, TP20

5. Protect and enhance the quantity and quality of natural resources including water, air quality and the natural environment.

Supporting LTP3 Policy: TP2, TP3, TP4, TP7, TP8, TP9, TP10, TP12, TP20

6. Reduce greenhouse gas emissions from transport.

Supporting LTP3 Policy: TP1, TP3, TP4, TP7, TP8, TP9, TP10, TP11, TP12, TP13, TP14, TP20

7. Reduce casualties and improve safety on the local transport network.

Supporting LTP3 Policy: TP2, TP3, TP4, TP8

8. Enhance the street environment.

Supporting LTP3 Policy: TP2, TP7, TP8, TP12, TP13, TP14, TP15, TP18

7.4.2 These objectives evolved through the consideration of Bracknell Forest's challenges (ref. Background Paper: 3), local policy and national goals followed by full public consultation with local organisations, neighbouring authorities, businesses, service providers and the general public.

7.5 Further reading

- Background Paper – 2: Establishing Local Objectives: contains how the objectives were developed.
- Background Paper – 3: Bracknell Forest's Issues and Challenges: considers the Borough's overarching issues, under each of the five National Goals, and the wider role of transport in addressing them.
- Strategic Environmental Assessment – Appendix A: provides a comprehensive policy, plan and programme review conducted to inform LTP3.

8.0 CHALLENGES AND MEASURES

8.1 The objectives were used to develop a list of current and future transport issues and to identify the challenges and barriers to overcome. This is to assist us in identifying opportunities and innovative solutions to meet our objectives.

8.2 In accordance with the DfT's 'Guidance on Local Transport Plans' (2009), the challenges or problems were based on sound evidence from sources including:

- Demographic and socio-economic trends;
- Environmental issues;
- Economic circumstances;
- Existing transport infrastructure capacity;
- Travel patterns and trip rates;
- Connectivity of existing networks;
- Interested party views (including members).

8.3 A comprehensive list of challenges and measures has been developed and are summarised below.

1) To reduce delays associated with traffic congestion and improve reliability of journey times – The Council will seek to manage congestion by encouraging the location of development to reduce travel need and journey length, providing for safe, attractive convenient means of travel other than by private car, improving effective management of the network through Intelligent Transport Systems such as UTMC (Urban Traffic Management Control) and providing additional capacity through junction improvements.

2) To maintain and improve, where feasible, the local transport network – The Council will continue to develop and maintain an effective transport network that is resilient to the increase in demand and the effects of climate change and adverse weather conditions.

3) To reduce greenhouse gas emissions from transport - Through promotion of sustainable transport the Council will seek to reduce harmful transport emissions and work with potential developers to ensure future growth in the Borough can be achieved without an increase in greenhouse gases.

4) To encourage and promote accessibility by sustainable modes of transport – The Council will continue to work to provide access to services for all and will strive to provide a safe and secure environment in which sustainable travel choice can be achieved with ease as long as it is economically viable.

5) To protect and enhance the quality of natural resources including water, air quality and the natural environment – The Council will promote sustainable and cleaner modes of transport, consider more efficient and sustainable use of materials, avoid where possible harm to the natural environment - mitigate where this is not possible, and use opportunities to enhance the natural environment by contributing to green infrastructure, whilst coping with an increase in demand on the transport network.

6) To enhance the street environment – The Council will promote and create a street environment more attractive for all users, through measures such as high quality street furniture, landscaping and tree planting, for both the existing network and upcoming development.

7) To reduce casualties and improve safety on the local transport network – The Council will continue to maintain highway safety with the implementation of the Road Safety Strategy including education the development of safety improvements, and partnership working on enforcement.

8) To secure necessary transport infrastructure and services to support development – The Council will ensure that appropriate and necessary transport mitigation measures and more sustainable modes are planned for in new development from an early stage through engagement with developers and use of tools such as the Borough's Transport Model.

8.4 Having listed our Challenges and Measures and what needs to be achieved, our LTP3 vision has been identified as:

8.5 Vision

“To develop a sustainable transport system that supports local economy, provides choice and improves quality of life in a safe and healthy environment”

8.6 The full list of Challenges and Measures and feedback can be viewed in Background Paper - 4. This work was then used to help develop our core policies and their supporting strategies outlined in the following section.

9.0 LTP POLICIES – 15 YEAR STRATEGY

9.1 The Council has prepared transport policies which set out the measures the Local Transport Authority will focus upon until 2026. These policies will be regularly reviewed to adapt to new or more advanced technologies, changing Government policies and economic conditions.

9.2 Each policy is supported by one or more delivery strategy. Each policy has been influenced by the national goals for transport, local objectives, officer expertise and other influences. The draft policies are listed as:

9.3 LTP3 Policies

- ⇒ **TP1 – Accessibility**
- ⇒ **TP2 – Streetscene**
- ⇒ **TP3 - Buses**
- ⇒ **TP4 - Rail**
- ⇒ **TP5 – Taxi and Private Hire Vehicles**
- ⇒ **TP6 – Community Transport**
- ⇒ **TP7 – Smarter Choice**
- ⇒ **TP8 – Walking and Cycling**
- ⇒ **TP9 – Public Rights of Way**
- ⇒ **TP10 – Travel Planning**
- ⇒ **TP11 – Smarter Vehicle Use**
- ⇒ **TP12 – Traffic Management**
- ⇒ **TP13 – Congestion Management**
- ⇒ **TP14 – Intelligent Transport Systems**
- ⇒ **TP15 – Movement of Freight**
- ⇒ **TP16 – Parking**
- ⇒ **TP17 – Road Safety**
- ⇒ **TP18 – Network Management**
- ⇒ **TP19 – Transport Asset Management**
- ⇒ **TP20 – Air Quality Management**

10.0 ACCESSIBILITY

10.1 Improving access to services is fundamental to ensure that Bracknell residents can reach essential services and key destinations more easily. Access to good quality, reliable transport is an essential tool to enable people to enjoy a better quality of life by improving access to services and facilities, including employment, education, leisure, healthcare provision and being able to access affordable and healthy food.

10.2 The Local Transport Plan plays a crucial role in improving access to jobs and key services. It seeks to achieve this through the planning, delivery and management of public transport, highways, and cycle and footway networks.

10.3 The objective of this strategy is to monitor and ensure a high level of accessibility for all, especially those without a car, to key services through:

Policy TP1 – Accessibility

The Council is committed to maintaining its current high level of accessibility for all to key services such as healthcare, employment, local centres, supermarkets, education and leisure through:

- **Maintaining and improving, where feasible, accessible routes to and from essential services.**
- **Ensuring Bracknell Town Centre is a focus for journeys within the Borough.**
- **Providing an accessible public transport network.**
- **Ensuring sustainable transport provision from new development.**
- **Improve the walking and cycling infrastructure.**
- **Better integration of transport and land use planning to reduce the need to travel.**
- **Implementing key road capacity improvements.**
- **Developing a series of corridor route strategies to ensure a co-ordinated and forward thinking approach to network improvements.**
- **To address real and perceived concerns regarding personal safety when using transport infrastructure.**
- **Partnership working with interested parties including voluntary groups and local businesses.**

10.4 These provisions are described in more detail in the Council's existing LTP2 Accessibility Strategy (March 2006). This strategy will be revised within the Implementation Plan period.

LTP Objectives Supported – 1, 2, 3, 4, 6

Background information:

- ☞ Background Paper – 1: Section 3
- ☞ Background Paper – 3: Section 3.5, 6.4

11.0 STREETSCENE

11.1 The visual and physical environment in which we live and work is very important to our quality of life. Therefore it is necessary to ensure the existing streetscene is enhanced where possible and to ensure that newly created streetscenes are of a high quality.

Policy TP2 - Streetscene

The Council will seek to enhance streetscenes across the Borough by:

- Retain existing trees and vegetation where appropriate, that provide a valuable contribution to the landscape and ecology of the area.
- Incorporating adequate space for soft landscaping and street trees within the design of new streets and development, as appropriate.
- Seeking opportunities to enhance the natural environment through street design, e.g. the creation of green corridors and landscaping schemes that promote biodiversity.
- Ensuring the design of streets relate to their surroundings and are sympathetic to the heritage and character of the area.
- Seeking opportunities to design streets within urban areas with priority for non car use.
- Ensuring public safety is considered in street design.
- Reducing unnecessary street clutter.
- Ensuring viable bus routes and bus stops are considered as an integral part of development from the start to maximise appropriate levels of provision.
- Ensuring the design of new streets accord with the latest national and local guidance.

11.2 This policy will be implemented through the Highways Guide for Development and the Streetscene Supplementary Planning Document.

LTP Objectives Supported – 2, 3, 4, 5, 7, 8

Background information:

☞ Background Paper – 3: Section 7.7 – 7.8

☞ Streetscene Supplementary Planning Document: <http://www.bracknell-forest.gov.uk/streetscene>

☞ Highways Guide for Development: [access via Streetscene SPD Library - link above]

12.0 PUBLIC TRANSPORT

12.1 Public transport includes bus, rail, taxis and community transport provision. The Council seeks to promote and enhance all modes of public transport in a holistic manner. A number of sub-policies relating to bus, rail, taxis and community transport have also been developed. Together all policies relating to public transport provision and their detailed strategies, will form a comprehensive Public Transport Strategy.

12.2 This will be implemented through the following strategies:

- The Bus Strategy;
- The Bus Information Strategy;
- Smart and Integrated Ticketing;
- Real Time Information Strategy;
- The Rail Strategy;
- The Taxis & Private Hire Vehicles Strategy; and,
- The Community Transport Strategy.

Buses

12.3 The Borough's existing bus network provides services from residential areas to Bracknell Town Centre, and an interurban network linking Bracknell with surrounding towns. The need for such links is important in allowing access to shopping and employment facilities, and particularly in respect of access to hospitals, as all local hospitals are currently located outside the Borough.

12.4 The proposed development of new housing in the Borough offers scope for expansion of the existing network, and a need for buses and bus routes to be considered as a core service of new developments, offering maximum operating efficiency and passenger accessibility, rather than an 'add on' that will not be seen as an attractive service.

12.5 The Council has a role in facilitating the provision of commercial services, through partnership working, provision of infrastructure (e.g. highway measures, bus shelters) and promoting bus travel. The Council also has a role in procuring socially necessary services that are not provided by the free market, subject to external funding which is currently under significant pressure.

12.6 As Bracknell expands, and the town centre is regenerated, the demand for travel will increase, and the role of buses will become more important in allowing access to employment and facilities for the whole community. An increasing use of buses will allow this growth to take place without the health of the area being put at risk by increased congestion and road traffic emissions, and the risk of increasing social exclusion of people without access to cars.

12.7 The provision and availability of information about bus services, for regular and potential passengers, is an essential function in making the bus network accessible.

Policy TP3 – Buses

The Council aims to increase the use and availability of buses, and to continue improving passenger satisfaction and bus punctuality through:

- Encouraging and securing high quality readily accessible bus services which focus on local communities and Bracknell Town Centre.
- Continuing to ensure good access to key community facilities, e.g. community hubs and health centres.
- Where feasible procuring services that are not provided by the free market.
- Partnership working with bus operators and other interested parties.
- Improving infrastructure and priority measures where real benefits can be achieved.
- Maintaining access to the highway network for buses throughout the year.
- Active dialogue with developers to ensure bus services are effectively provided in new development.
- Promoting bus travel and making up-to-date information including Real Time Information available.
- Promoting easy and efficient ticketing for bus use.
- Seeking to improve connections between bus and train services.
- Encouraging bus operators to use alternative fuels / greener buses.
- Facilitating and providing Travel Concessions where appropriate.

12.8 This will be implemented through the Bus Strategy, Bus Information Strategy, Smart Technology and Real Time Information Strategy.

LTP Objectives Supported – 1, 3, 4, 5, 6, 7, 8

Background information:

- 🔗 Background Paper – 1: Section 3.6, 3.7
- 🔗 Background Paper – 3: Section 4.5, 6.4 - 6.8
- 🔗 Travel in Bracknell 2009 – Section 3 – <http://www.bracknell-forest.gov.uk/travel-in-bracknell-2009.pdf>

13.0 RAIL

13.1 The train features as one of the main alternative forms of transport to the car in Bracknell Forest and contributes greatly in the access to employment and education. It is clear that the pattern has been for increased growth in patronage with a 10% increase over 10 years to 2010.

13.2 Bracknell railway station has recently undergone a complete transformation and is now an attractive and more accessible facility. The Council will continue to promote and support improvements to this station. We will also concentrate on improving accessibility to the Borough's other rail stations at Martins Heron, Crowthorne and Sandhurst.

13.3 The Council will support the provision of new railway stations in the Borough, if the opportunity arises, subject to partnership support from Network Rail and the train operators, and satisfactory technical and business cases.

13.4 We will also continue to be involved in a number of measures to promote rail travel and to help users of this service. At a strategic level the Council is, and will continue to be involved, in promoting large scale projects such as AirTrack, an infrastructure scheme to provide direct rail access to Heathrow from Reading, via Bracknell and Staines. Such a scheme would enhance economic growth in the Borough, help retain international business located here and provide a sustainable route to Heathrow Airport for Borough residents who use it for work or travel.

13.5 Raising the profile of these services and facilities are all measures which will help reduce demand for car travel at peak hours, thus helping to combat congestion on the Borough's transport network.

Policy TP4 – Rail

The Council will continue to work with Network rail and Train Operating Companies to seek further improvements in rail service delivery, capacity, patronage and further accessibility improvements to Bracknell Forest Borough rail stations through:

- Continued support for AirTrack (rail access to Heathrow).
- Supporting and promoting strategic projects, including the provision of new railway stations and facilities where appropriate, through partnership working with Network Rail, Train Operating Companies and other interested parties.
- Using Intelligent Transport System technology to provide travellers with real time travel information, improved journey times, greater convenience and wider modal choice at stations.
- Investigating smart/integrated ticketing for public transport (e.g. multiple operator: bus, taxi and rail).
- Seeking to improve connections between bus and train services.
- Supporting infrastructure and service improvements on the Reading to London Waterloo and the Reading to Redhill (including Gatwick Airport) lines.

13.6 This policy will be implemented through the Rail Strategy.

LTP Objectives Supported – 1, 3, 4, 5, 6, 7, 8

Background information:

☞ Background Paper – 1: Section 3.8

☞ Background Paper – 3: Section 3.5, 4.5, 6.4, 6.8

☞ Travel in Bracknell 2009 – Section 2: <http://www.bracknell-forest.gov.uk/travel-in-bracknell-2009.pdf>

14.0 TAXI AND PRIVATE HIRE VEHICLES

14.1 Taxis (Hackney Carriages) provide an essential service to many Borough residents and workers and also links in journeys by bus or rail. In some circumstances they are the only publicly available form of transport. Taxi services are supplemented by Private Hire services which perform similar work when pre-booked, although they may not ply for hire. Both types of service are currently provided by appropriate types of vehicle although all of the Borough's licensed Taxis are now 100% wheelchair accessible.

14.2 The Council takes an active role in defining standards for taxis and private hire vehicles and their drivers, and in ensuring that these standards are maintained.

Policy TP5 - Taxi and Private Hire Vehicles

The Council will continue to encourage the provision of high quality taxi and private hire vehicle services within the Borough through:

- Securing and maintaining high quality bus and taxi shelters through a new shelter contract.
- Continuing to provide a licensing service to ensure that taxi provision is properly regulated.
- Continuing to ensure that Taxis are accessible; for example, to accommodate wheelchair users and ensure drivers meet with duties under equality legislation.
- Promoting multiple occupancy vehicle trips such as taxi share.
- Partnership working with the taxi operators and other interested partners.
- Investigating the use of bus lanes and priority measures for taxis and private hire vehicles.
- Investigating smart / integrated ticketing for public transport e.g. multiple operator: bus, taxi and rail.
- Continuing / increasing cross boundary cooperation.
- Encouraging fleet operators, bus operators, taxi owners and other motorists to use alternative fuels / low emission vehicles.
- Ensuring adequate and relevant provision for Taxis within any redevelopment of the town centre.

14.3 This will be implemented through the Taxi and Private Hire Vehicles Strategy.

LTP Objectives Supported – 3, 4

Background information:

📄 Background Paper – 3: Section 6.4, 6.5

15.0 COMMUNITY TRANSPORT

15.1 Much has been done in the last two Plan periods to make the level of access to mainstream public transport better for the elderly and people with disabilities, particularly through improvements in infrastructure and the accessibility of vehicles. We aim to continue to improve accessibility - though expansions in the coverage of the bus network which is needed to fully complete this picture will not be easy to achieve.

15.2 It is inevitable that there will remain many residents of Bracknell Forest that feel they need access to specialist transport because of difficulties they would have with the available forms of public transport, and indeed there will always be a need for specialist services in an ageing community.

15.3 “Community transport” is provided by specialist operators typically using adapted minibuses, and providing a door-to-door service for people with disabilities and mobility problems. In the context of public transport, Dial-a-Ride services available from community transport form an important life line for a particular group of the community, helping to maintain independence for many. These services form part of the spectrum transport options alongside voluntary car groups.

15.4 The Council will play an important part in its continued provision through financial support and active promotion. The Council can also take an active role in the provision of supporting infrastructure ensuring new major development provides accessible drop off and pick up points. The Council will also still allow community transport vehicles to use bus priority measures to allow quicker journeys.

Policy TP6 – Community Transport

The Council will continue to support the provision of essential Community Transport services for people with mobility problems through:

- **Financial support where feasible.**
- **Ongoing publicity and promotion including the provision of easy access information about services.**
- **Ensuring major new development provides convenient stopping places.**

15.5 Community Transport Policy will be implemented through the Community Transport Strategy.

LTP Objectives Supported – 3, 4

Background information:

- 🔗 Background Paper – 1: Section 3.9
- 🔗 Background Paper – 3: Section 6.4 – 6.7, 7.6

16.0 SMARTER CHOICES

16.1 'Smarter Choices' measures seek to alter people's travel behaviour towards more sustainable options. It is recognised that infrastructure improvements alone are unlikely to generate significant behaviour change. Information, promotion, marketing and other supporting measures are key to the success of schemes aimed at increasing use of sustainable transport providing real alternatives.

16.2 This strategy will build on the Council's past work in these areas and reflect the increased national emphasis on the role of Smarter Choices. As well as contributing towards each of the five national transport goals which guide the LTP, this strategy helps meet wider goals relating to health, obesity, quality of life and social inclusion.

Policy TP7 – Smarter Choices

The Council will:

- Encourage the implementation, monitoring and renewal of Travel Plans.
- Promote public transport options.
- Improve and promote walking and cycling options, especially for short local trips.
- Encourage more sustainable use of vehicles.
- Provide high quality information on the travel choices available.

16.3 The Smarter Choices policy will be implemented through the Smarter Choices Strategy.

LTP Objectives Supported – 1, 3, 4, 5, 6

Background information:

☞ Background Paper – 3: Section 3.5, 4.5, 5.4, 6.4 - 6.7, 7.9, 7.10

17.0 WALKING AND CYCLING

17.1 Walking and Cycling play a significant role in reducing congestion and improving the health of the community in Bracknell Forest. The Borough has seen an increase in the number of those walking and cycling over the period of LTP2. Increasing walking and cycling in the Borough is key to delivering the national goals for transport and the walking and cycling strategies will set out the focus for delivering the aims of the Council.

17.2 The focus for delivering Policy TP8 will be for the Borough to continue to increase walking and cycling levels through a combination of infrastructure improvements and promotional activities.

Policy TP8 – Walking and Cycling

The Council will promote walking and cycling in the Borough through:

- Marketing cycling and walking as a healthy, sustainable and attractive travel choice.
- Improving, where feasible, walking and cycling infrastructure.
- Ensuring the needs of pedestrians and cyclists are fully considered within new developments.
- Improving green infrastructure to make walking and cycling more attractive.
- Improving safety for pedestrians and cyclists.

17.3 The Council's approach to walking and cycling will be implemented through the Walking and Cycling Strategy, the Public Rights of Way Improvement Plan, the Sustainable Modes of Travel to School strategy and the production of Travel Plans.

LTP Objectives Supported – 1, 2, 3, 4, 5, 6, 7, 8

Background information:

- 🔗 Background Paper – 1: Section 3.3, 3.4
- 🔗 Background Paper – 3: Section 6.4 – 6.7, 7.6
- 🔗 Travel in Bracknell 2009 – Section 4, 5: <http://www.bracknell-forest.gov.uk/travel-in-bracknell-2009.pdf>

18.0 PUBLIC RIGHTS OF WAY

18.1 Public Rights of Way (PRoW) are important to our heritage and a major recreational and transport resource. Bracknell Forest's 77km of PRoW are an integral part of the sustainable transport network, by encouraging alternative modes of transport for short journeys and offering a safer, often more convenient alternative to main roads away from traffic congestion and harmful emissions.

18.2 For many people they are an important element in their daily lives, providing connections between rural communities to access facilities and by offering links from urban areas to gain access to the countryside, and 244 hectares of the Borough's Open Access Land, for the purpose of tranquillity or exercise, by bicycle, on foot or on horseback.

18.3 As set out within Rights of Way Circular 1/09 Version 2 Guidance for Local Authorities (Defra, October 2009) and Planning Policy Guidance (PPG) 17, local authorities should protect and enhance the existing path network and identify opportunities to create new strategic links.

18.4 PRoW should be duly considered in the site layout of new development for interlinking services and settlements to mitigate its impact on the highway network. This includes protecting the character of the path network and avoiding paths being absorbed within estate roads. This is particularly important in light of increased traffic volume and speed and the need to provide more attractive alternatives to the private motor vehicle for short journeys.

Policy TP9 Public Rights of Way

The Council will endeavour to manage the Public Rights of Way network as key infrastructure in support of recreation, travel, health and biodiversity. Alongside the policies set out within the Rights of Way Improvement Plan, this will be achieved through:

- Protecting and maintaining the Public Rights of Way network in accordance with legislative duties and powers.
- Promoting use of the public rights of way network to encourage walking, cycling and horse riding for enjoyment, health benefits and as alternative modes of travel to the car.
- Seeking opportunities to benefit biodiversity, e.g. through the creation of green corridors.
- Seeking opportunities to enhance the network by creating, reclassifying and / or improving paths to provide new linkages and circular routes and to increase accessibility for disadvantaged users.
- Encouraging joint working with landowners, user groups, volunteers, neighbouring Highway and Access Authorities, the Police and other agencies to improve accessibility and use.
- Supporting the work of the Local Access Forum with regards to the improvement of public access to land for the purposes of open-air recreation and enjoyment.
- Supporting the Strategic Access Management and Monitoring (SAMM) Project with regards to public access on the Thames Basin Heaths Special Protection Area (SPA).

18.5 The Council's approach to Public Right of Way will be implemented through the Public Right of Way Improvement Plan:

LTP Objectives Supported – 1, 2, 3, 4

Background information:

☞ Background Paper – 1: Section 3.5

☞ Background Paper – 3: Section 5.4, 3.5, 7.7 – 7.10

19.0 TRAVEL PLANNING

19.1 A Travel Plan is a package of measures aimed at promoting greener, cleaner travel choices to or from a particular location, with a specific emphasis on reducing single-occupancy car journeys. Virtually all schools in the borough have a Travel Plan in place, and major new developments are required to implement Travel Plans through the planning process.

Policy TP10 – Travel Planning

The Council will seek the continued production and implementation of travel plans in the Borough through:

- Continuing to develop School Travel Plans in co-operation with the Borough's schools.
- Requiring and monitoring the implementation of Travel Plans from new development.
- The implementation of Workplace Travel Plans from existing employers in the Borough.
- Securing Travel Plans for other key facilities such as healthcare, retail and higher education.

19.2 The Council's approach to Travel Planning will be delivered through:

- Travel plans;
- Guidance;
- The Sustainable Modes of Travel to School strategy.

LTP Objectives Supported – 1, 3, 4, 5, 6

Background information:

☞ Background Paper – 3: Section 3.5, 3.6

☞ BFC's Travel Plan website: <http://www.bracknell-forest.gov.uk/environment/env-transport-and-travel/env-travel-plans.htm>

20.0 SMARTER VEHICLE USE

20.1 The Council is committed to encouraging sustainable modes of travel. However, we also recognise that for the majority of residents and commuters, the car remains the dominant choice of travel. The Smarter Vehicle Use policy is designed to promote the efficient use of vehicles.

Policy TP11 – Smarter Vehicle Use

The Council will encourage the efficient use of vehicles through:

- Managing the highway network and providing up-to-date journey information.
- Promoting and incentivising multiple-occupancy journeys.
- Promoting and facilitating car clubs.
- Promoting and facilitating, where appropriate, greener fuels vehicles and technology.
- Promoting fuel efficient driving techniques.
- Promoting the use of alternative travel choices for short local trips.

20.1 The Council's approach to Smarter Vehicle Use will be implemented through the Smarter Vehicles Strategy.

LTP Objectives Supported – 1, 2, 3, 4, 5, 6

Background information:

☞ Background Paper – 3: Section 4.5

21.0 TRAFFIC MANAGEMENT

21.1 The growth in traffic volumes and the increase in traffic speeds have brought about demands for more control over vehicle flow. The Council's aim is to provide a safe, free flowing, managed road network and to deliver improvements on the network that are clear, consistent and understandable to all road users. The use of the road network must be appropriate and considerate to all.

Policy TP12 – Traffic Management

The Council will regulate traffic, where necessary, through:

- **Facilitating the movement of traffic.**
- **Improving the reliability of journey times.**
- **Reducing the use of unsuitable routes.**
- **Reducing conflicts between road users.**
- **Encouraging appropriate speeds.**
- **Mitigating the effects of the division of communities by the growth in road traffic.**

21.2 The Traffic Management policy will be implemented through the Traffic Management Strategy.

LTP Objectives Supported – 1, 2, 3, 4, 5, 6, 8

Background information:

☞ Background Paper – 3: Section 3.4

☞ Travel in Bracknell 2009 – Section 6: <http://www.bracknell-forest.gov.uk/travel-in-bracknell-2009.pdf>

22.0 CONGESTION MANAGEMENT

22.1 A reduction in the growth of traffic will help to reduce the impact on the environment. Accessibility is improved by reduction in congestion. The use of more fuel-efficient vehicles will also reduce the impact on some aspects of the environment.

22.2 The objective of this strategy is to contribute to reductions in the overall use and impact of motorised transport.

Policy TP13 - Congestion Management

The Council will seek to reduce the impact of congestion through:

- Reducing the need to travel for social, domestic and business purposes through planned location of development.
- Increasing the choice to travel by more sustainable modes of travel.
- Works and measures to improve the capacity and functionality of junctions and route corridors.
- Partnership working with major businesses to promote sustainable travel.

22.3 The Council's approach to Congestion Management is implemented through the transport modelling of key strategic corridors through Bracknell Forest, the capital programme and development which comes forward in association with the Local Development Framework.

LTP Objectives Supported – 1, 2, 3, 4, 6

Background information:

☞ Background Paper – 3: Section 3.4

☞ Travel in Bracknell 2009 – Section 6 – <http://www.bracknell-forest.gov.uk/travel-in-bracknell-2009.pdf>

23.0 INTELLIGENT TRANSPORT SYSTEMS

23.1 The term Intelligent Transport System (ITS) refers to the application of information and communications technology to transport infrastructure, enabling data to be collected and shared in order to maximize the efficiency of the highway network

23.2 ITS systems have an important role to play in delivering transport policy objectives, including tackling casualty reduction, traffic congestion and pollution, as well as improving accessibility, providing integrated transport solutions and making best use of existing infrastructure.

23.3 In particular, ITS can increase capacity on the transport network which can then be re-allocated, for example, to public transport, cyclists and pedestrians. It also enables people to make more informed travel choices, make journeys more efficient and help to reduce the impact of transport on the environment.

23.4 ITS encompasses a range of technologies including traffic lights, real time passenger information, in-vehicle satellite navigation systems and variable message signing to inform drivers of congestion ahead or availability of parking spaces. This technology can deliver noticeable economic benefits through reduced journey times and increased journey time reliability, as well as reductions in pollution.

Policy TP14 - Intelligent Transport Systems

The Council will use Intelligent Transport System (ITS) technology to manage traffic flow through transport corridors vulnerable to excess CO₂ emissions through:

- Planning the expansion of ITS in a coordinated manner.
- Establishing an effective Urban Traffic Management Control (UTMC) system for Bracknell Forest.
- Promoting partnership working and data exchange with the neighbouring Authorities.
- Improving monitoring and management of the road network.
- Using technology to give priority to particular types of vehicles or road user, where appropriate.
- Provide reliable travel information to road users, so that they can make informed decisions before and during their journey.
- Exploring new opportunities for ITS technology to improve road safety.

23.5 The Council's approach to Intelligent Transport Systems will be implemented through the Intelligent Transport Systems Strategy.

LTP Objectives Supported – 1, 3, 4, 6, 8

Background information:

📄 Background Paper – 3: Section 3.4

24.0 FREIGHT

24.1 The aim of the policy is to maintain essential access for business and to encourage sustainable freight distribution, but with minimised disturbance to local communities by promoting preferred routes for freight movement and, servicing facilities provided in new development through the development control process.

Policy TP15 – Movement of Freight

The Council will aid the effective movement of freight through:

- A Quality Partnership for Bracknell Town Centre related to deliveries to new and expanded retail units.
- The continued promotion of preferred routes for freight movement.
- Servicing facilities provided in new development through the development control process.
- Encouraging more environmentally-friendly freight, including the use of alternative fuels and low emission vehicles.
- Requiring the servicing of new development to be carried out (in special circumstances) by low noise vehicles.
- Promoting and enabling the provision of infrastructure to facilitate use of low emission vehicles.

24.2 The Council's approach to Freight will be implemented through a Freight Strategy:

LTP Objectives Supported – 1, 2, 3, 6

Background information:

☞ Background Paper – 3: Section 3.4, 3.10

25.0 PARKING

25.1 Vehicle parking is an integral aspect of most trips, and an important issue in the lives of residents. Availability and cost of parking is a major factor in determining the mode of travel, and sometimes the trip destination. Car Parking will be a significant contribution to make in the successful regeneration of Bracknell Town Centre. At the other end of the scale it is a matter of concern to many residents with parking problems in their street.

Policy TP16 – Parking

The Council will continue to facilitate the provision of parking in the Borough through:

- The use of Development Management to bring about appropriate parking provision in all forms of new development and redevelopment within an overall Parking Strategy.
- Improving the provision, quality, convenience and security of public parking facilities for cycles.
- Improving the quality, security and convenience of public car parks.
- Managing car parking to support sustainable local facilities.
- Promoting dedicated parking bays with recharging points for electric vehicles.
- The Parking Strategy which sets out council provision of on street parking within the borough, provision of public parking areas and the role of enforcement within those provisions.

25.2 The Council's approach to Parking will be implemented through a Parking Strategy and Parking Standards Supplementary Planning Document.

LTP Objectives Supported – 1, 3, 4, 8

Background information:

☞ Background Paper – 3: Section 6.4, 7.7, 7.8

26.0 ROAD SAFETY

26.1 Improving road safety, which we define as reducing the number of people killed and injured on Bracknell's roads, is a key element in meeting corporate and local objectives to protect the community and make Bracknell a safer place to live.

26.2 In 2000, the Government published *Tomorrow's roads – Safer for everyone* which set out its road safety strategy and casualty reduction targets for 2010. These targets seemed ambitious at the time but in fact they have been more than achieved both in Bracknell and nationally.

26.3 The Government is now considering the way forward for the next decade and has published a consultation 'A safer way' which proposes a long term vision to make Britain's roads the safest in the world. 'Roads' is shorthand for roads and road users.

26.4 Safety is seen as an overriding consideration for all transportation proposals in the Borough and the Council fully supports the Government's approach, aiming to exceed the new national targets wherever possible.

26.5 The Road Safety programme will include:

- Works to improve road safety on the highway network;
- Speed management measures;
- Co-operative working with the Police on enforcement (particularly of speeding);
- Targeted road safety education and training aimed at groups with a high tendency to being involved in accidents, including further expansion of the school based pedestrian and cycling training, young driver training and promotion of advanced motorcyclist training.;
- Road safety publicity campaigns targeted at particular groups, aiming at maximum effectiveness by 'piggy-backing' on Government campaigns.

Policy TP17 - Road Safety

The Council will continue to enhance its excellent safety record on its roads through:

- **Identification of the locations in the Borough that have recurring accidents, and investigation into the causes of those particular accidents.**
- **Development of a comprehensive annual programme of effective action to reduce the number and severity of injuries from road traffic accidents in the Borough.**
- **Requiring safety audits of all new highway work.**
- **Promoting safe and efficient sustainable transport routes.**
- **Producing a Road Safety Programme.**

26.6 The Council's approach to Road Safety will be implemented through the Road Safety Strategy and the Sustainable Modes of Travel to School strategy.

LTP Objectives Supported – 1, 3, 4, 8

Background information:

📄 Background Paper – 3: Section 5.3, 5.4, 6.4, 7.7

27.0 THE NETWORK MANAGEMENT DUTY

27.1 The purpose of the highway network is to enable all citizens to travel along as often and whenever they wish without hindrance and without charge. Since the invention of the motor vehicle this common law right has created challenges as a consequence of the rapid increase in motor vehicle ownership. It is also important to acknowledge that the highway is also a lawful conduit for essential utility infrastructure.

27.2 The Council retains a Traffic Manager to lead on fulfilling its Network Management Duty.

Policy TP18 - Network Management

The Council will:

- **Co-ordinate street and road works.**
- **License activities on the highway network.**
- **Monitor the safety of street and road works.**
- **Monitor the reinstatement of street works.**
- **Co-ordinate the response to congestion issues.**
- **Co-ordinate the development of Intelligent Transport Systems.**
- **Influence the actions of all stakeholders to ensure the Network Management Duty is achieved.**
- **Pro-actively communicate highway network issues.**
- **Deliver, develop and regularly review a Network Management Plans.**

27.3 The Council's approach to Network Management Duty will be implemented through the Network Management Strategy.

LTP Objectives Supported – 1, 2, 3, 4

Background information:

☞ Background Paper – 3: Section 3.4, 3.5, 3.9

28.0 TRANSPORT ASSET MANAGEMENT

28.1 The Transport Asset management Plan (TAMP) when completed, in company with our Highway Maintenance and Management Plan (HMMP) and the national maintenance Codes of Practice issued by the Roads Liaison Group will form the basis for our long-term asset maintenance and planning. It will guide a cost-effective maintenance strategy which seeks to improve the condition of the network in line with customer demands, within budgetary constraints and to affordable levels of service.

Policy TP19 – Transport Asset Management

The Council will use the Transport Asset Management Plan to provide a value for money approach to managing and maintaining the Council's transport assets through:

- Routine safety inspections at frequencies appropriate to the strategic importance of the street to identify and rectify defects likely to inconvenience or endanger network users or the wider community.
- Network condition assessments in line with standard national practice to establish current conditions and aid development of future planned maintenance programmes.
- Considering the potential impact climate change may have on the local transport network and ensuring so far as practicable that our works are adapted and resilient to climate change.
- Considering the impact of highway maintenance and schemes on the natural environment, i.e. incorporating SUDS, using sustainable/recycled materials and biodiversity impact mitigation.
- Reviewing and, where possible, reducing the use and impact of illuminated traffic signs and street lighting to contribute towards the Council's strategic carbon reduction agenda.
- Investigating and installing new and/or replacement public lighting systems that optimise power consumption and utilise apparatus that can be recycled.

28.2 The Council's approach to transport asset management will be implemented through the TAMP.

LTP Objectives Supported – 1, 2, 3, 8

Background information:

- 🔗 Background Paper – 1: Section 3
- 🔗 Background Paper – 3: Section 3.4, 4.3 - 4.6, 7.7

29.0 AIR QUALITY MANAGEMENT

29.1 Air quality across Bracknell is generally good. There are two areas however where the air quality objective for nitrogen dioxide is not being met. In these locations Air Quality Management Areas (AQMA) are to be declared. In both these AQMAs, road transport has been identified as the most significant contributor to elevated air pollution levels.

29.2 Action planning is a fundamental and significant element of the local air quality management process, providing the practical opportunity for improving local air quality.

29.3 The Action Plan will need to consider a broad range of options for the purpose of working towards achieving compliance with the Air Quality Objectives.

Policy TP20 – Air Quality Management

Where Air Quality Management Areas are declared, the Council will ensure that appropriate measures are identified in an AQMA Action Plan for that area.

29.4 The Council's approach to Air Quality will be implemented where requested through AQMAs and appropriate Action Plans.

LTP Objectives Supported – 1, 2, 3, 4, 5, 6

Background information:

☞ Background Paper – 3: Section 4.3, 4.5, 5.5, 7.7

☞ BFCs Air Quality website: <http://www.bracknell-forest.gov.uk/environment/env-environmental-health/env-pollution/env-air-quality.htm>

30.0 IMPLEMENTATION PLAN

30.1 A draft Implementation Plan will not be produced until the outcome of the wider national Comprehensive Spending Review is known. This should give us a clearer indication regarding funding levels for the early years of the LTP.

Developing the Implementation Plan

30.2 Our Implementation Plan will be developed using a detailed scheme appraisal methodology (see Figure 1.0). 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.

30.3 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.

30.4 We have been developing a number of strategy areas, and these are listed below:

- Accessibility.
- Public Transport.
- Smarter Choices.
- Sustainable Modes of Travel to School (SMOTS).
- Traffic Management.
- Freight.
- Road Safety.
- Parking.
- Transport Asset Management Plan.
- Network Management Plan.
- Rights of Way Improvement Plan.
- Air Quality Management Plan.

30.5 Each of these strategy areas is assessed against the weighted policy criteria identifying their range and strength of impacts. Having undertaken an appraisal of each strategy, in terms of its impact on local and national objectives, the next stage is a more detailed process of appraisal that includes an assessment of schemes and studies (including S278 and other non LTP3 schemes / policies) and their impacts, benefits, costs, deliverability and popularity.

Figure 1.0: Appraisal Methodology



