Economic Recession and Uncertainty; a Platform for Local Transport Plan 3 to be Innovative

Ben Simm

STRUCTURE

- Policy Reform and Uncertainty.
- Professional and Economic Uncertainty.
- Developing LTP3.
- Scheme Opportunities:
- Smarter Choices Agenda;
- Influencing Travel Behaviour;
- Demand Management;
- Safeguarding Major Schemes; and
- Working with Communities.
- Summary.
- Recommendations.

POLICY REFORM AND UNCERTAINTY

JMP

Central Government Policy

- CLG
  - PPS/PPG
- DfT
  - DaSTS

Regional Policy

- Regional Spatial Strategy
- Regional Transport Strategy

Local Policy

- Local Development Frameworks
- Local Transport Plans

Central Government Policy
CLG/DfT

LDF

LTP3

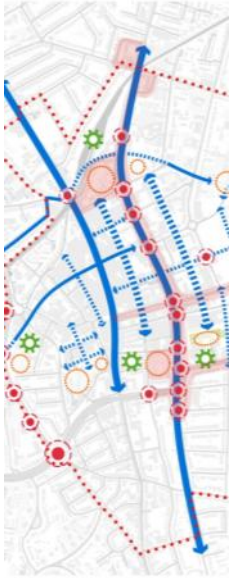
Local Evidence Base

Local Issues

Transport Interventions

PROFESSIONAL AND ECONOMIC

- Limited funding is available focused on major transport schemes.
- Government announcements have identified new funding mechanisms.
- Local Sustainable Transport Fund; and
- Regional Growth Fund.
- LTA's are expected to develop transport packages of low cost, high value measures which tackle local issues.
- Whilst DfT funding is limited, a greater role should be developed by LTA's for the use of existing local funding mechanisms.
- The development of alternative and innovative local transport funding measures should also be identified and developed.



JMP

National Planning Policy

Department for Communities and Local Government
- Localism Bill
- Planning Policy Statements / Guidance

Department for Transport
- Delivering a Sustainable Transport System
- Guidance on Local Transport Plans

Funding

Central Government Funding
- Local Sustainable Transport Fund
- Regional Growth Fund

Local Funding
- Community Infrastructure Levy
- Section 106 Agreements

Self funding options

LTP3

Local Planning Policy

Local Development Frameworks
- Core Strategy
- Area Action Plans
- Evidence Base

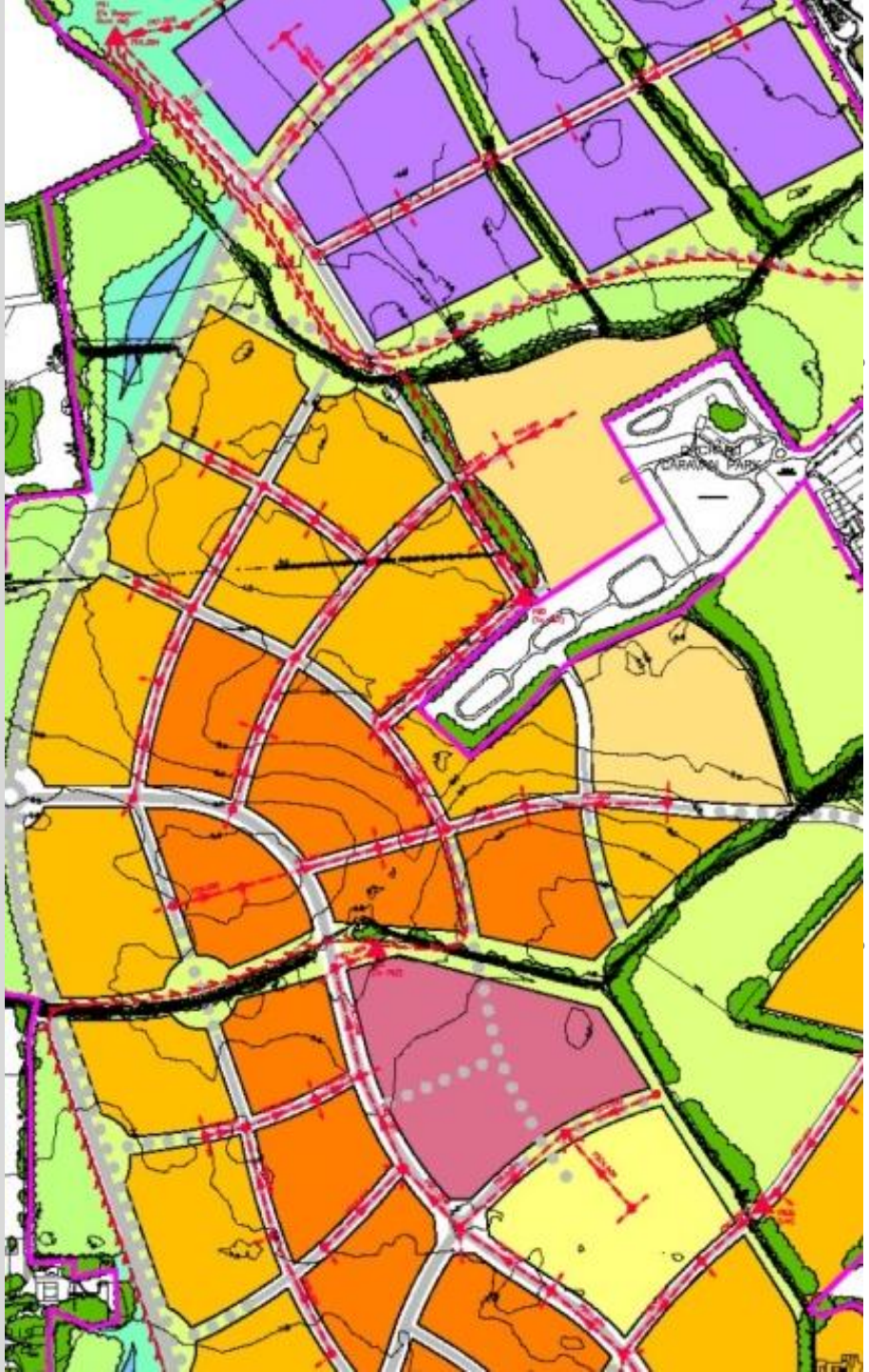
Local policy for education, health and leisure

Local Issues

Involvement of local groups and stakeholders
- Parish councils
- Community groups
- Interest groups
- Voluntary sector

Identification of local funds

SCHEME OPPORTUNITIES: DEVELOPING SCHEMES



This section reviews potential schemes for development.

A number of examples and options are tried and tested:

- Smarter Choices Agenda;
- Influencing Travel Behaviour; and
- Demand Management.

LTP3 must also be innovative and embrace emerging policy:

- Localism; and
- Community empowerment.

Shrewsbury Voluntary Travel Plan

- Partnership working between Highways Agency, Shropshire Council, Cycle Shrewsbury and JMP.
- Promoting sustainable transport to businesses and organisations to alleviate existing problems.
- Development of measures to promote sustainable transport.
  - Pool bike scheme;
  - Dedicated car sharing car park;
  - Bus service improvements; and
  - Dedicated travel information packs.

Partnership Working

- Birmingham City Council works in partnership with Centro and transport operators.
- Companies and organisations within the area are offered services ranging from:
- Support and advice on public transport improvements;
    - Bespoke public transport information;
    - Individual journey planning; and
    - Assistance in office relocations.

Red Routes

- Red Routes have traditionally been used in London, but their use has spread across the UK.
- Benefits along key transport corridors, include:
  - Reduced journey times;
  - Bus journey times reduced and improved reliability;
  - 60% reduction in illegal parking; and
  - Increased pedestrian usage of these routes.

Nottingham Workplace Parking Levy (WPL)

- The Nottingham WPL came into force in October 2011.
- Congestion costs the local economy £160 million in lost revenue.
- Initial estimates calculate that the WPL could generate £14m a year over a 23 year period.

Avon Rail Link

- Stratford upon Avon District Council has actively pursued the safeguarding of the Avon Rail Link.
- Local planning policy protects the former rail line.
- This has led to a strong link between local land use and transport policy.

Ealing Community Transport

- Ealing Community Transport (ECT) was formed in 1979.
- The project operated the local authority's social services.
- In 2003 ECT won the contract to operate the Route 195.
- In 2009 ECT stopped operating commercial bus routes in London.

Methleys Home Zone

- In 1994 the Methleys Neighbourhood Action (MNA) was set up.
- The Home Zone has led to a number of transport benefits within the area:
  - Reduction in pedestrian versus vehicle accidents;
  - Lower vehicle speeds; and
  - Reduction of the dominance of the car.
- This scheme has created a strong neighbourhood identity.

SUMMARY

- The development of strong links and a clear alignment between LTP3 and LDF documents will enable the creation of certainty at the local level, through local planning and transport policy and objectives.
- As funding streams are reformed and guidance published, some certainty will return when applying for funding streams.
- Uncertainty will remain until the ability to secure central government funding for transport projects improves.
- LTA's need to identify self funding opportunities by utilising existing local funding mechanisms and developing innovative new self funding opportunities, such as the WPL.

RECOMMENDATIONS

- Alignment of LTP3 an LDF documents.
- Identification of self funding opportunities and development of innovative funding mechanisms.
- Identification of schemes and measures which provide real value for money, with emphasis on the Smarter Choices Agenda, Influencing Travel Behaviour and Demand Management.
- Development of innovative measures which promote localism and enable partnership working with communities to develop transport schemes and interventions for their neighbourhoods.