INTRODUCTION

LTP2 is Luton's opportunity to comprehensively show ongoing progress in transport planning. The basis of LTP2 needs to be centred and focussed upon 4 key themes.

1. Setting transport in a wider context;
2. Locally relevant targets;
3. Identifying the best value for money solutions; and
4. Indicators and trajectories.

It is suggested that the order of the priority areas is based upon the favoured priorities for Luton. The consultation process could be one way of determining this.

1 THE VISION

- The Transport Strategy: a vision for the future – needs to be set in the context beyond the time period of LTP2 – appreciation of the bigger 'long term picture', and the local transport strategy
- Set in the context of regional spatial strategies and economic development
- Awareness of cross boundary issues
- Clear aims
- Objectives and Targets (relate to how far the 'long-term' objectives will be realised by the end of the LTP period, i.e. 2011). They need to be succinct and focused.

Reminder

National Transport Objectives (LTP Guidance NOT white paper)

- Freer flowing local roads delivered through measures such as congestion charging;
- More, and more reliable, buses – enjoying more road space;
- Demand responsive bus services that provide accessibility in areas that cannot support conventional services;
- Looking at ways to make services more accessible, so that people have a real choice about when and how they travel;
- Promoting the use of school travel plans, workplace travel plans and personalised journey planning to encourage people to consider alternatives to using their cars; and
- Creating a culture and improved quality of local environment so that walking and cycling are seen as and attractive alternative to car travel for short journeys, particularly for short journeys.

Regional Transport Objectives (Draft RPG 14)

- Improve opportunities for all to access jobs, services and leisure/tourist facilities;
- Enable infrastructure programmes and transport service provision to support both existing development (addressing problems of congestion) and that proposed in the spatial strategy (economic regeneration needs and further housing growth);
- Reduce the need to travel;
- Reduce the transport intensity of economic activity, including freight;
- Minimise the environmental impact of transport provision and travel, protecting and enhancing the natural, built and historic environment; and
- Improve safety and security.

Luton's Overall LTP Objectives

Work in partnership with a range of stakeholders to create a transport system that:

- Promotes sustainable travel by giving priority to PT, walking and cycling;
- Reduces congestion, but recognises the needs o the car user;

- Integrates travel by all modes of transport with land use planning;
- Makes travel safer;
- Is innovative, efficient, and affordable;
- Meets the needs of the local economy;
- Improves use of the existing transport network through effective maintenance and management; and
- Secure expeditious movement of travel by all modes on the highway network.

2 AN ANALYSIS OF LOCAL TRANSPORT PROBLEMS AND OPPORTUNITES

This chapter should be focussed upon identifying the main issues associated with the shared priority areas. The areas should be ordered to reflect the priority of Luton.

Note:

- The identification of problems should reflect the public's perception of what is wrong with travel and the transport system. There need to be an understanding of how these difficulties may contribute to undermining the greater aims and objectives of the area.
- The problem identification and analysis stage should establish a baseline of travel conditions.

Accessibility

- Travel to work by public transport, walk or cycle within 30 minutes.
- Travel to school by public transport, walk or cycle within 30 minutes.
- Travel to health by public transport, walk or cycle within 30 minutes.
- Travel to shops by public transport, walk or cycle within 30 minutes.
- Map showing area of deprivation.
- Map identifying percentage of population in deprived areas unable to get to work, school health or shops within 30 minutes by any mode.

Congestion

- Map showing traffic levels (low/medium/high).
- Map showing flow: capacity ratio and observed queuing in peak hour.
- Map showing congestion hotspots (red/amber/green).

Travel Demands

Travel distribution maps, based upon census data for all modes, for trips to /from:

- Work.
- School.
- Health.
- Shops.

Air Quality

- Map showing location of AQMA and monitoring sites.
- Map showing green/amber/red for areas liable to air quality problems.

Road Safety

- Map showing cluster sites.
- Maps showing relationship between cluster sites and deprivation.

Areas for Consideration:

Consideration needs to be given to the best way of presenting the above and the need for maps to show:

- Current situation.
- 2011 without LTP measures.
- 2011 with LTP measures.

The maps could prove to be an invaluable tool for subsequent APR's visually representing progress made.

Consider the value against appropriateness of showing all issues on one combined map. Although the map would probably appear very 'busy', it could prove useful in identifying where certain areas suffer from more than one issue. These could be identified as priority areas.

3 STRATEGY – ACHIEVING THE VISION

Note:

- Ensure solutions are evidence based.
- Aim to make the best use of the existing infrastructure.
- Include innovative solutions, not just capital investment.
- Relate directly to the analysis of problems and opportunities.
- The focus should be on the causes of the problems, not the symptoms.

Accessibility

The strategy should:

- Identify local accessibility priorities and propose solutions to accessibility problems;
- Consider changes to the provision of services, not just transport solutions;
- Be developed with partners and stakeholders; and
- Include locally determined targets, which can draw in a set of core indicators to be supplied by DfT;

It should relate clearly to objectives for other sectors (namely health, education, economic development)

Measures to include:

- Bus strategy;
- Walk strategy;
- Cycle strategy;
- Travel planning; and
- Safer routes to school/school travel plans.

Congestion

- Address congestion if it is a problem;
- Policies to be based on analysis of current and future travel patterns, reflecting employment and land-use patterns;
- Full consideration given to the range of demand and supply measures, tailored to local circumstances, and drawing on the growing evidence base;
- Strategies for managing the road network, to reflect forthcoming guidance in associated with the Traffic Management Act; and
- Bus Strategy contributes to tackling congestion.

Road Safety

- Include a road safety strategy reflecting the needs of all road users, and is set in the context of the strategies for safer communities, regeneration and accessibility;
- Reflect national targets for casualty reduction, but tailored to local circumstances;
- Identify the most important local road safety issues, and solutions that may make use of revenue as well as capital expenditure;
- Consider particular issues of disadvantage and child casualties; and
- Contain evidence of successful working with other agencies e.g. police, Highways Agency.

Measure to include

- Road Safety Strategy with clearly defined measures to deal with:
    1. Disadvantage
    2. Children
    3. Urban areas
    4. Speed management
    5. Road safety at work

Air Quality

Strategies to deal with:

- AQMA's
- Future potential sites
    1. Should report on full range of options considered and the outcomes of each option (including cost effectiveness).
    2. Set out, where possible, a 2004/05 baseline, a 2010/11 target, and annual trajectories for progress against targets related to air quality objectives.
    3. Indicate how progress will be monitored and reported through the APR's, and how the authority will evaluate the effectiveness of the actions planned.
    4. Include evidence of relevant internal or external consultation activities carried out by the local authorities involved, particularly with local stakeholders such as the Highways Agency and local business/community groups.
    5. Demonstrate that risks towards achievement of the objectives have been fully considered.

Maintenance/Asset Management

Other Quality of Life Indicators

- Quality of public spaces and better streetscapes;
- Community safety, personal security and crime;
- Healthy communities
- Neighbourhood renewal and regeneration;
- Noise; and
- Climate change and greenhouse gas

4 A 5 –YEAR IMPLEMENTATION PROGRAMME OF SCHEMES AND POLICY MEASURES

Accessibility

Groups (not individual schemes) of:

- Bus schemes
- Safer Routes to School / School Travel Plans
- Travel Planning schemes
- Walk Schemes
- Cycle Schemes

Road Safety

Congestion

Air Quality

Asset Management / Maintenance

5 TARGETS AND PERFORMANCE INDICATORS

Note: Challenging but realistic

- contain targets and trajectories for key outcome indicators.
- contain a range of other targets and trajectories reflecting the delivery of the transport solutions identified by the plan
- support targets for housing, jobs and social inclusion.
- prioritise target relating to outcomes, not outputs and inputs.
- contains targets focused on the shared priorities.
- Contains targets that are challenging but realistic.

MANDATORY LTP TARGETS

Accessibility

- Time taken to access work, health services, education, and major shopping centres by public transport
- Local public transport patronage
- Bus satisfaction
- Bus performance
- Mode share of journeys to work (PT, cycling and walking)
- Mode share of journeys to school (PT, cycling and walking
- Mode share of peak hour journeys to urban centres
- Change in vehicle km
- Change in peak flows
- Proportion of workforce covered by travel plans
- Number (and length) of cycling trips
- Total parking provision
- Proportion of short stay parking
- Price differential between long and short stay parking
- Percentage of parking permissions exceeding standards

Road Safety (to be produced in accordance with best value guidance)

- Number of Killed or seriously injured (all ages) (BV99)

- Number of children killed or seriously injured (BV99)

Air Quality

- Targets related to local transport issues identified by local Air Quality Action Plans, aimed at meeting air quality objectives.

Effective Asset Management (Maintenance) (to be produced in accordance with best value guidance)

- Condition of principal roads with a notional residual life of less than 0 years (BV96)
- Non-principal roads with a notional residual life of less than 0years (BV97)

Congestion

- Total vehicle delay

And in later years … …

- Person delay (core indicator >250)
- Journey time reliability (core indicator >250)

Local Targets

- Accessibility
- Road safety
- Effective asset management
- Air quality
- Congestion

Section Relating to Transport Targets to Other Policy Areas.

- Housing
- Jobs
- Social inclusion

Note:

Consultation guidance on indicators identifies a number of other indicators that may become mandatory. Needs for review in light of final guidance.