

Transport Policy: The national framework

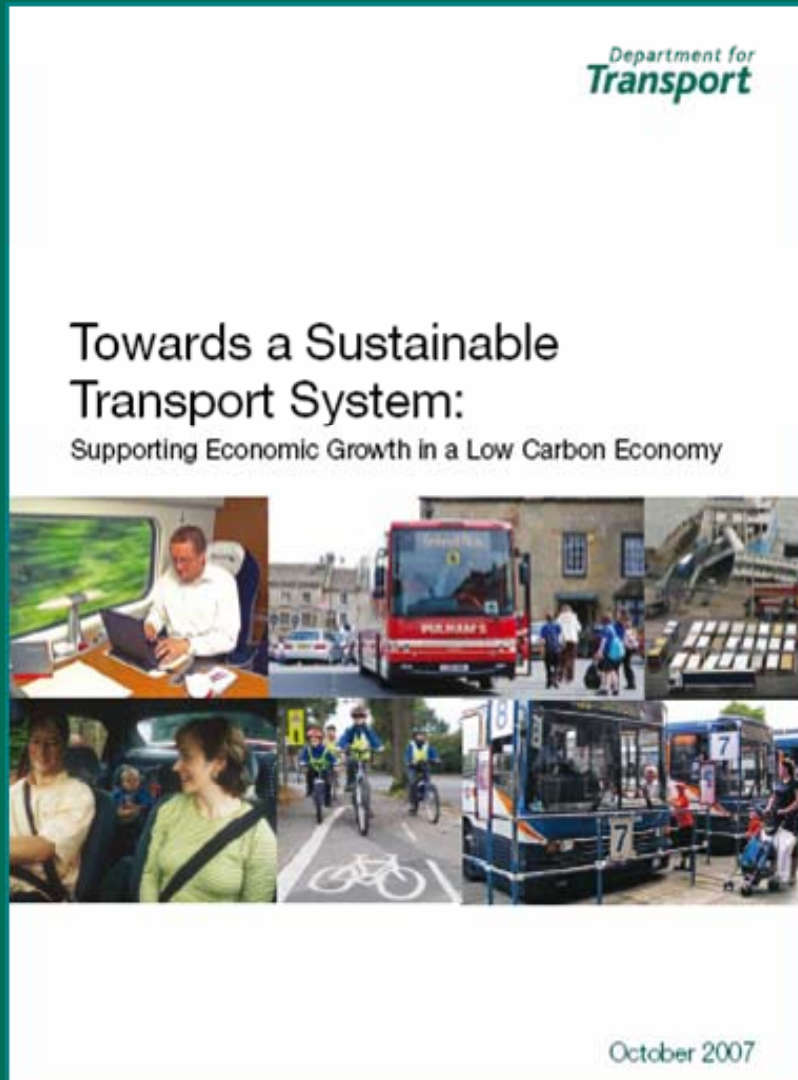
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- The national picture
- New opportunities to link transport and land use
 - for regions
 - for sub-regions and local authorities

Towards a Sustainable Transport System (TaSTS)

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The document:

- Summarised policy and investment plans through to 2013/14
- Proposed a new approach to strategic transport planning for 2014-19 and beyond, based on the recommendations in the Eddington study, which emphasised the need to:
 - Identify the goals and challenges
 - Consider a wide range of options
 - Pick the best

Transport goals

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- Reduce transport's emissions of CO₂ and other greenhouse gases, with the desired outcome of avoiding dangerous climate change
- Maximise the overall competitiveness and productivity of the national economy, so as to achieve a sustained high level of GDP growth
- Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society
- Contribute to better health, safety and security through reducing the risk of death, injury or illness arising from transport, and promoting beneficial travel modes
- Improve quality of life for transport users and non-transport users, including through a healthy natural environment, with the desired outcome of improving well-being for all

Some challenges

- “Improve the connectivity and access to labour markets of key business centres”
- “Support the delivery of housing by facilitating the conditions for the housing to be delivered while limiting increased congestion”
- “Improve the quality of transport integration into streetscapes and the urban environment”
- “”Improve health outcomes for individuals through encouraging and enabling more physically active travel”

None of these can be delivered by transport planners alone

Encouraging regions to adopt the new approach

- Regional Funding Advice
 - Encourages joint working between transport, housing and economic development
 - Requires a transparent and realistic approach to prioritisation
 - Now includes not only major schemes but almost all transport investment
- Further work for 2014 and beyond
 - Will link with developing work on regional strategies
 - Will encourage a deeper approach, considering a wide range of options
 - Will enable regions to work closely with the development of options for national networks where options interface
 - Will enable regions to contribute views on national decisions on overall priorities

Linkages between the transport work and wider plans for the regional economy and land use will be critical

Most trips are local

- Most trips are local - average length (2006) 6.9 miles.
- Some variation by mode, purpose and area type. Average car driver trip was 8.5 miles, average commuting trip 8.7 miles (2006).
- Most trips are short. 96% start and finish within the same region.
- 87% start and finish within an individual's county of residence. This proportion is higher (95% +) for walk, bicycle and local bus trips but much lower for surface rail trips (54%).
- 84% of all car trips are within the respondent's county of residence.

So effective local transport planning is critical!

Helping local authorities and sub-regions adopt the new approach

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- Local Area Agreements
- Local Transport Bill
- Local Transport Plans

All of these place more responsibility on individual authorities to shape the futures of their communities

Local Area Agreements

- Emphasise the need for each authority to be clear on its own needs and priorities
- Emphasise the need for partnership
- Emphasise the need for careful planning and effective delivery

Just the messages that have been given for local transport planning

LAA Transport Targets Agreed by GOs and Localities

	Congestion NI167	Road Safety		Road Condition		Accessibility		Buses		to School NI 198	Total All DfT
		NI47	NI48	NI168	NI169	NI 175	NI176	NI 177	NI 178		
NE	2	1	0	0	0	6	2	1	0	3	15
NW	9	7	1	2	1	8	1	1	0	1	31
YH	10	10	2	2	3	2	0	0	0	1	30
EM	4	7	0	0	1	5	1	1	0	0	19
WM	4	4	0	1	2	4	0	0	1	3	19
EE	0	4	0	0	0	4	0	3	1	3	15
LO N	0	3	0	0	0	1	0	0	0	8	12
SE	2	8	0	2	3	12	0	5	2	11	45
SW	7	4	0	2	1	12	0	4	0	2	32
ALL	38	48	3	9	11	54	4	15	4	32	218

But transport contributes to many more goals....

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Meeting Targets Through Transport



Campaign for
Better Transport



sustrans
FOR THE MOVEMENT

Local Government Association

Local Transport Bill

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- New flexibility on the timing of Local Transport Plans
- LTPs must include both strategy and implementation Plans
- New arrangements to strengthen leadership in cities, with opportunities for governance reviews

More opportunities to tailor individual Plans to the needs of individual authorities

Approach to LTP3

- No longer a bidding document
- Opportunity to align with other documents (Regional Strategies, MAAs, LAAs, LDFs etc)
- Opportunities to treat different parts separately
 - Eg Align timing of local strategy with emerging regional strategy?
 - Align timing of implementation plan with LAA?
 - Align timing with LDFs?
 - A sub-regional strategy with individual authority implementation Plans?
- Draft Guidance before Christmas

By 2011, we will have...

- Clear national goals
- Well developed regional transport strategic goals and priorities
- New Local Transport Plans
- Vertical and horizontal alignment between national, regional and local strategies

This is a huge opportunity – let's make the most of it!