

No.8 Greatest Hits for Local Transport Plans

Lay the foundations now for a lower carbon transport sector with transport and spatial planning that does not 'lock in' high CO₂ emissions, and which removes barriers to behaviour change.

Brief Description:

Everyone thinks achieving CO₂ savings through transport is difficult, and they're right – it is. Developing low carbon Local Transport Plans (LTPs) will not contribute to the targets for 2011. But avoiding tackling transport now will make hitting future targets almost impossible.

Local Strategic Partnerships and Local Authorities can reduce CO₂ emissions by developing a Local Transport Plan that supports sustainable transport systems, promotes behaviour change and reduces the need to travel.

All local transport authorities (i.e. not districts) outside London have a statutory requirement to produce a local transport plan every five years and keep it under review. The third phase of local transport plans (LTP3)¹ will be in place by April 2011. This will include a strategy and implementation plans. From 2011 authorities may renew plans when they see fit, rather than every five years. They may also introduce the new plan prior to the expiry of the current plans in 2011. The Local Transport Act 2008 removes the requirement to produce a separate Bus Strategy and bus measures, which will be integrated into the strategy and implementation plans. Changes to bus powers (Local Transport Act 2008) mean that authorities have improved powers to influence and improve bus services in their areas.

The draft guidance on LTP3 reflects the five overarching National Transport Goals:

1. Tackle climate change
2. Support economic growth
3. Promote equality of opportunity
4. Contribute to better safety, security and health
5. Improve quality of life

A key point being that transport is seen as a key to obtaining these objectives rather than being an end in itself. Traditional goals such as reducing delays must be set against these new objectives.

Good transport is vital to delivering the Sustainable Communities Strategy. It contributes to achieving safer and stronger communities, healthier children and young people, equality and social inclusion, sustainability and better local economies.²

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In the past, most LTPs have assumed an increase in road transport and therefore emissions. This has led to transport being seen as a difficult area for emissions reduction. Now LSPs need to see the LTP as a way to deliver the Sustainable Communities Strategy and reduced emissions, and it must be linked to the Local Development Framework. Officers will need to work in a positive new way to enable this.

Has the planning team met the transport team to talk about LTP3?

Transport emissions need to be cut deeply and this will take time and investment. Emissions trading and EU requirements for low emissions vehicles alone will not meet the UK's CO₂ emission reduction targets for 2020 or 2050. Behavioural change enabled through transport planning and Smarter Choices and reducing the need to travel will have to deliver half the emissions reduction in this sector³. At the moment this looks unlikely. In order to deliver the behavioural change revenue budgets need to be included in LTP3. A budget of at least 1.0% of the capital budget (rising to 4.0%) should be made available for behaviour change work (and this should be signed off by the local authority finance and audit teams) in order to deliver this.

Category:

The actions proposed below impact the Transport category of Defra's categories for CO₂ emissions.

Partners:

Local transport authorities have a duty to consult with others when formulating policy and plans, including:

- Bus operators
- Rail operators
- Public transport user groups
- In case of Integrated Transport Authorities, district councils and county councils
- In case of county councils – district councils
- Secretary of State – in respect of Highways Agency roads
- Others considered appropriate – eg health, and environmental groups

As well as the usual consultation over documents, a new mindset is needed to deliver a sustainable, integrated approach. Workshops and focus groups with a range of themes from the Sustainable Communities Strategy should be used to tackle complex issues in more detail. Elected member ownership is crucial; there must be a coordinated briefing programme of key members and the wider member body.

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Fact Box

- The transport sector accounts for 24% of the UK's CO₂ emissions.
- Three quarters of the transport sector's contribution to global CO₂ emissions is from road transport.
- In the Northwest we spend around £5.8 billion a year on transport fuel.
- Air pollution – despite recent improvements – reduces average life expectancy by seven to eight months with healthcare costs of up to £20 billion per year. Road transport is the biggest contributor of oxides of nitrogen and a major contributor of particulates - two of the key pollutants. Local air quality management contributes to reducing pollution.
- The standard amount of funding for cycling initiatives in English local authorities is around £1 per citizen, per year. In contrast, Dutch towns such as Amsterdam are currently spending around £10-20 per year⁴. The Cycling England 'Cycling Towns' programme has raised the per capita cycling spend within the towns and cities selected for participation.
- For every car driver swapping to a bike, the UK economy saves around £400 per person a year through reduced medical bills, congestion and pollution, according to research conducted by Cycling England.

Policy links:

Work on this links to the following policy areas:

National; Transport Act 2000; amended Local Transport Act 2008; Climate Change Act 2008

Regional; Regional Strategy (2010); North West Climate Change Action Plan

Local government: Sustainable Communities Strategy; LDF; LAA targets; PPG13:

Transport includes an objective to integrate planning and transport at all levels to promote more sustainable transport choices, promote accessibility to amenities by public transport and reduce the need to travel.

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Key steps to getting started as a Partnership

1. Understanding the target in practical terms
2. Finding out what is happening already
3. Identifying priority areas for short – medium term action

1. Understanding the target in practical terms

Effective action must be taken as early as possible to minimise cost and to reduce the risk of climate change. Different policies have very different timescales, for example infrastructure projects need early action to get them started, but will not have a major short term impact. Behavioural change is much faster and cheaper to deliver. Both need working on since behaviour change needs backing up and can only deliver half the required long term savings.

The factors influencing people choosing where to travel, which mode to use, and how they use their cars, must **lead policymaking**, rather than isolated proposals limited to improving one mode, or trying to influence choice without considering changes to land use or transport availability. This should include businesses, not just individuals⁵. Transport and spatial planning should not 'lock in' high carbon behaviour. Action now will enable you to deliver on future emissions reductions targets and will enable you to deliver services and a quality of life and economy that is sustainable in the future.

In the shorter term for NI 186 targets Smarter Choices behaviour change is likely to make the greatest contribution to these.

There is a very strong link between transport planning and Air Quality targets and the teams will already be working together to tackle emissions and look at shared targets around Air Quality (NI 194 - % reduction in NOx and primary PM10 emissions through local authority's estate and operations) and the congestion and accessibility targets relating to transport (See **Briefing No.3**).

Case Study – Lancaster with Morcambe: Cycling Demonstration Town

In 2005 six Cycling Demonstration Towns were established to show how increased investment gets people on their bikes. Lancaster with Morcambe received £1.5 million (DfT funding through Cycling England) to spend on new and improved routes – including linking routes together, better signage, training and lots of promotional activities. The city aimed to make Lancaster the cycling capital of the Northwest. With match funding, a small team of council officers and a Sustrans Bike It Officer and support from many partners including local cycling groups, the project was launched in February 2006. In the first three years, 1,300 people received cycle training, 530 bike parking spaces were created and 12 women's bike rides were held to encourage women to get cycling.

http://www.celebratingcycling.org/more_info.asp?current_id=119
or contact Rachel Scott: celebratingcycling@lancaster.gov.uk

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2. Finding out what is happening already

- Get an understanding of the current situation – go and see the Transport Team, Air Quality Team, Planning Team, School Travel Planners, Business Travel Planners.
- What do they think their responsibilities/priorities are?
- Assess the local transport plan and policies (including related planning and new developments) in terms of emissions reductions.
- What are the impacts of initiatives such as school and business travel planning, Bikeability, Bike it and Safer Routes to School Schemes?
- What is and is not resourced and funded?
- What is working well in the local area that could be extended?
- What has had benefits for other targets such as economic growth, health and accessibility?
- Who have the key partners been? Do people know who to speak to in other sectors – e.g. to make the link between obesity targets and active travel plans for schools? How have barriers been overcome?
- If initiatives have worked, build on and extend them in the LTP3.

3. Identifying priority areas for short – medium term action

Look at the National Transport Goals, the Sustainable Communities Strategy, LAA targets and the Local Development Framework. Map out areas where there are potential links and benefits. (See [Briefing No.3](#) Your Top 10 is my Top 10 – Explaining how climate change targets meet other targets)

Identify potential projects for the short, medium and longer term.

- Adopt a low emission vision linked Local Development Framework and Local Transport Plan⁶. (Medium Term)
- LTP 3 should be built around the fundamentals of low carbon transport. This will include making Smarter Choices mainstream (workplace and school travel Plans, personalised travel planning, cycling, travel awareness campaigns, public transport information and marketing, car clubs and car sharing schemes, teleworking, teleconferencing and home shopping) and Home Zones⁷ into local transport plan. (Medium Term)
- LTP 3 proposals must include revenue budget to support the Smarter Choices delivery or it will not happen (at least fully) and emissions savings will not be achieved. A budget of 1.0%(rising to 4%) of the capital budget should be made available (and this should be signed off by the local authority finance and audit teams) in order to deliver this.

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- Local Development Framework should reduce the need to travel and promote active travel (See [Briefing No.7](#)) (Medium Term) meanwhile, Planners and Development Control Officers need to make sure public transport reaches new developments (Short – Medium Term).
- Carry out public transport improvements, facilitating new vehicle provision, service extensions and bus priority lanes. (Medium – Long Term)
- Continue to work on Smarter Choices in the interim to maintain and encourage behaviour change. (Short and Medium Term)
- Identify resources needed to make actions happen, these may be linked to non-transport or travel indicators such as health or economic development. They may be able to increase capacity in the transport team, by providing extra staffing to carry out research or liaise with the national support programmes available. (Short and Medium Term)

Case Study - Worcestershire County Council: Choose How You Move

Worcester was one of three (alongside Darlington and Peterborough) Sustainable Travel Towns sharing £10m funding from DfT over five years, 2004 – 2009. The evidence to date implies significant modal shift is possible with a reduction in single occupancy car use by Worcester residents of 7% achieved. The five year project set out to demonstrate the effect of a sustained package of Smarter Choice measures on modal shift when coupled with infrastructure and passenger transport service improvements. It included Individualised Travel Marketing, School Travel Plans, Employer Travel Plans and a range of marketing initiatives which proved to produce a significant level of modal shift. The team of six worked very closely with the bus operators on marketing of their services, and included staff with marketing and communications backgrounds as well as transport engineers and travel planners. Worcestershire's LTP 2 had a good focus on Smarter Choices and softer measures and based on the behaviour change resulting from this project, marketing and behaviour change are expected to be central to their LTP 3.

www.worcestershire.gov.uk/chym

or contact Cat Ainsworth: cainsworth@worcestershire.gov.uk

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Resources

Department for Transport A Good Practice Guide for the Development of Local Transport Plans. This report contains good examples of case studies for two-tier and unitary authorities and although it will be replaced in light of LTP3 developments, some of the information may be useful in looking at how objectives have been included in plans.

<http://www.dft.gov.uk/pgr/regional/ltp/guidance/fltp/agoodpracticeguidefortheveve3656?page=2>

ACT Travelwise – all North West local authorities have been provided with membership and can access support services. www.acttravelwise.org/home

Carplus offer support on car clubs and car sharing and works extensively with local authorities www.carplus.org.uk

Campaign for Better Transport <http://www.bettertransport.org.uk/home>

Cycling England <http://www.cyclingengland.co.uk/site/> - cycling towns, bikeability and offers professional support team – the team offer support, checklists and 5 days free technical support to local authorities which meet the criteria of leverage, impact and focus <http://www.cyclingengland.co.uk/encouraging-cycling/professional-support/?phpMyAdmin=0a911eca3c9ddd960bbd604cf2f314c9>

Sustrans www.sustrans.org.uk provide a range of projects including Bike It training and are closely involved in individualised travel planning, cycling demonstration towns and monitoring of projects.

Regional Support – NW Climate Change Transport Advisory Sub-group meets quarterly, and feeds climate change information into the full Regional Transport Advisory Group and the Regional Transport Group. For details contact Alec Curley, email: Alec.Curley@4nw.org.uk

An Audit of Travel Plan and Smarter Choice Implementation for North West England and how they fit with National Policy and Indicators. Atkins are undertaking this work for 4NW and results will provide useful information for local areas to use in incorporating travel plans and Smarter Choices options into LTP3. More information on this from Alec Curley at 4NW (see above).

CABE – sustainable cities presents simple and accessible approach to urban sustainability

<http://www.sustainablecities.org.uk/transport/>

Living Streets www.livingstreets.org.uk offer a range of services to promote walking and cycling and offer consultancy and newsletter support to local authorities.

A book, to read on the train or bus! Car Sick: Solutions for Our Car-addicted Culture, by Lynn Sloman – this book looks at efforts of European towns to reduce use of cars and considers how to go about this in Britain.

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Funding

DfT in cooperation with GONW make a formulaic five year funding allocation informed by the LTP process. The money is released annually as a two year grant allocation. As noted above, in order to support Smarter Choices behaviour change work, a budget of at least 1.0% of the capital budget (rising to 4.0%) should be made available (and this should be signed off by the local authority finance and audit teams) in order to deliver this.

There is no single source of additional funding, unless resources from the Council's centre are available; it is a matter of monitoring funding opportunities as they arise eg. ERDF, Kickstart, Cycle England, Sustrans – Big Lottery Fund etc.

The Northwest Greatest Hits for NI 186 series includes the following briefings:

- 1** No.1 Greatest Hits for Unitary LSPs
- 2** No.2 Greatest Hits for District LSPs
- 3** No.3 Your Top 10 is my Top 10 –
Explaining how climate change targets meet other targets
- 4** No.4 Quantifying the Savings
- 5** No. 5 Greatest Hits for Low Carbon Economic Development
- 6** No.6 Greatest Hits for Engaging with Business
- 7** No.7 Greatest Hits in Planning
- 8** No. 8 Greatest Hits for Local Transport Plans
- 9** No. 9 Greatest Hits for Revolving Loan Funds
- 10** No.10 The Whole NI 186 Picture

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References

1. Department for Transport, Policies and Best Practice Handbook provides a host of links to a wide range of relevant topics and policies, including planning, sustainable travel, climate change etc.
<http://www.dft.gov.uk/consultations/open/draftguidanceltp/policiesbestpracticehandbook.pdf>
2. www.dft.gov.uk/pgr/regional/ltpl/guidance/targets.pdf
3. "In transport therefore more than in any other sector, non-technology-based options to reduce emissions will be important." <http://www.theccc.org.uk/pdf/7980-TSO%20Book%20Chap%202.pdf> and see also <http://www.theccc.org.uk/pdf/7980-TSO%20Book%20Chap%207.pdf>. And p8. Low carbon transport policy for the UK, Keith Buchan, November 2008
4. Cycling England, Cycle Demonstration Towns, <http://www.cyclingengland.co.uk/cycling-cities-towns/>
5. Low carbon transport policy for the UK, Keith Buchan, 7th November 2008, Work sponsored by: Campaign for Better Transport, MTRU
6. Carbon Pathways Analysis; Informing Development of a Carbon Reduction Strategy for the Transport Sector, July 2008 <http://www.dft.gov.uk/pgr/sustainable/analysis.pdf>
7. Home Zones are residential streets in which the road space is shared between drivers and other road users with the wider needs of residents (including people who walk and cycle, and children) in mind. The aim is to change the way that streets are used and to improve the quality of life in residential streets by making them places for people, not just for traffic.
<http://www.dft.gov.uk/pgr/sustainable/homezones/>

CLASP – The Northwest Climate Change Local Area Support Programme
www.clasp-nw.info