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# Local Transport Plans and sustainable transport

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# Challenges

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- Climate change: transport is responsible for a quarter of UK carbon dioxide emissions
- Congestion and traffic levels: environmental and economic impacts, community severance, noise
- Road casualties: 3000 deaths a year, most on local roads
- Health: declining walking and cycling contributes to rising obesity, and motor vehicles are also responsible for poor air quality in some places and intrusive noise
- Car dependence: Journeys getting longer as local facilities are centralised and car use grows. This is bad both for those with cars and those without

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# Car-based development



LTPs and sustainable transport

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# Making transport better where you live

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- Local Transport Plans bring together council plans and proposed spending on transport, so they are important
- Drawn up by transport authorities (counties, unitaries and Integrated Transport Authorities)
- Councils are now getting ready for LTP3 – LTP1 and 2 were 5 year plans so the next ones start in 2011
- LTPs are used to bid for Government funding

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# National context

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- Recession and unemployment
- Reductions in public spending from 2011
- Climate Change Act requires reduction in carbon emissions by 80% by 2050, 26% by 2022
- Road user charging schemes have been rejected in Edinburgh and Manchester (but a workplace parking levy has been agreed for Nottingham)
- All parties keen on localism, freeing local authorities from central control

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# Constraints on councils

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- Most of their funding comes from central government, they have only limited revenue raising powers
- The LTP funding is “capital” (construction works etc); other transport like bus subsidies is part of block revenue grants and not ringfenced
- Councils have limited control over some things:
  - Buses are deregulated and privatised, so any influence over these is generally through funding or partnerships
  - Rail policy and motorways are controlled by central government
  - Local road traffic regulations are very prescriptive

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# An inconvenient truth

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It's not possible to build enough roads for everyone to drive where they like, when they like as fast as they like, with American levels of fuel and vehicle tax! It's also not possible for all drivers to park for free where they like!



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# Implications

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- New major transport projects will find it very difficult to get funding in the next few years
- Joining transport to other council objectives and spending will be critical
- Smarter and smaller projects should have priority
- Using existing powers and funding creatively will be at a premium

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# Practical ways forward

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- Link transport to other council objectives: regeneration, crime, health/obesity, reducing unemployment, improving the environment
- Create partnerships: public services, transport operators, other councils, voluntary sector, business
- Planning: land use planning and service location are critical to transport
- Funding: co-ordinate funding for transport from different budgets
- Vision for transport linked to economy, environment, health and community

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# Opportunities

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- Local Transport Act: new powers over buses and governance
- Local Area Agreements, indicators and assessments
- Local Strategic Partnerships and Community Strategies
- Multi-Area Agreements/combined authorities
- Business rate supplements
- Physical activity health funding
- Rail spending including stations
- Using highway maintenance to promote walking and cycling

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# In practice: a menu of ideas

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- Improving bus services and pooling transport funding
- Cycling for a mass market (over half of car trips are under 5 miles)
- Travel plans for employers, schools, new housing, leisure, hospitals etc
- Car sharing and car clubs
- Personalised marketing: telling people about the choices available
- Parking charges and policies
- Improve public spaces
- Better traffic management
- Slower speeds

# Improving bus services now

- Improve information and marketing: “metro” maps, branding
  - Area-wide ticketing
  - Improve/smooth out frequencies
  - Personal security: CCTV, policing priority
  - Good access to bus stops
  - Discount fares for young people e.g. “Youth Mover ticket” (Isle of Wight)
  - Real time information and bus management
  - Bus priority
- Above all treat public transport as a priority network that decision-makers and car users might want to use



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# Creating a public transport network

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An area based Quality Bus Partnership, including

- A Metro bus network: 10 minute frequencies on key routes, heavily branded and marketed
- Bus priority in some places (“gateways”, bus lanes, traffic light links)
- Real time information on street/web/in new housing
- An area travelcard, with discounts to employees in the area
- Taxibuses: demand-responsive bus services for serve surrounding villages
- Links with local rail services, especially if community lines: integrate with local bus services and travelcard

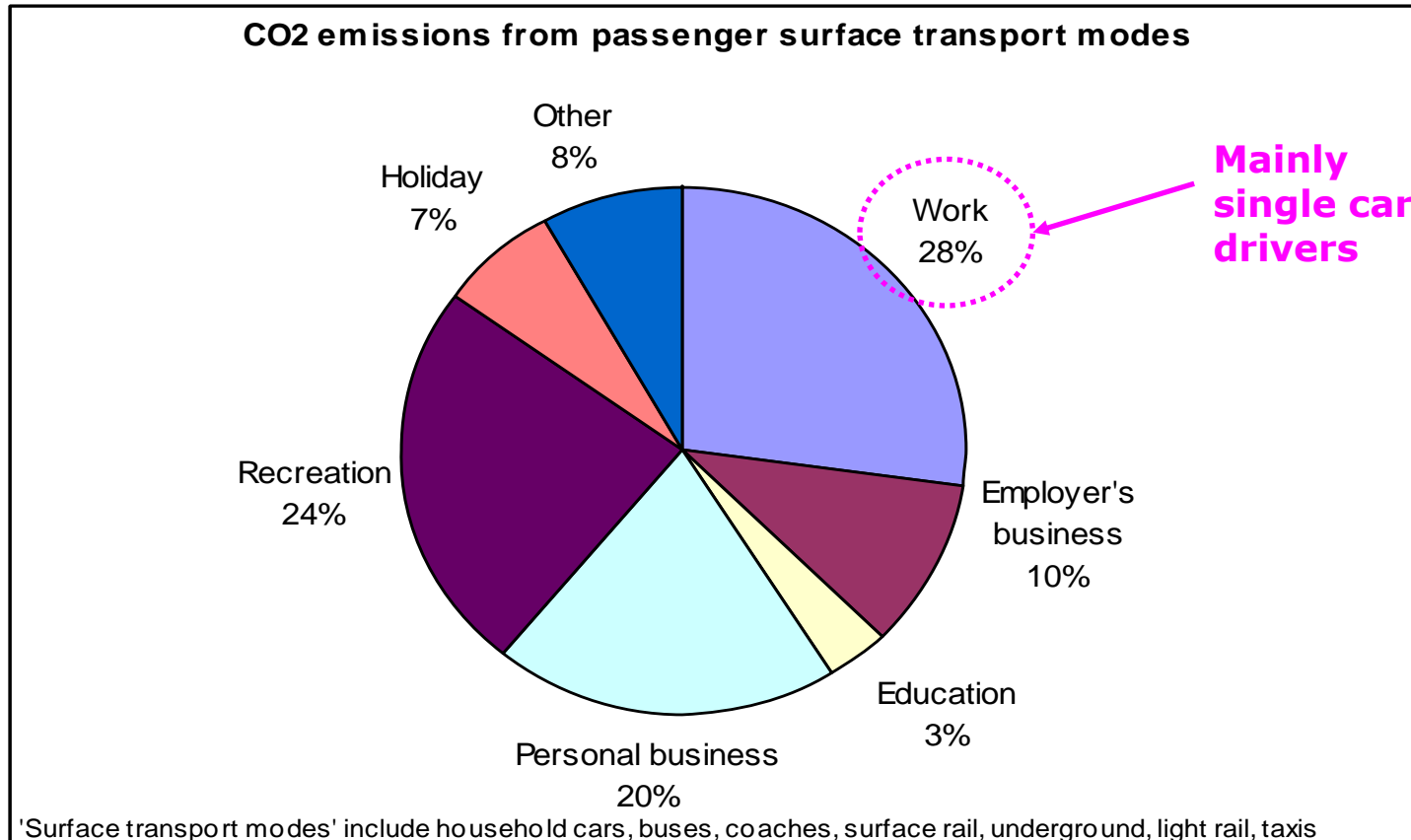
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# Rail

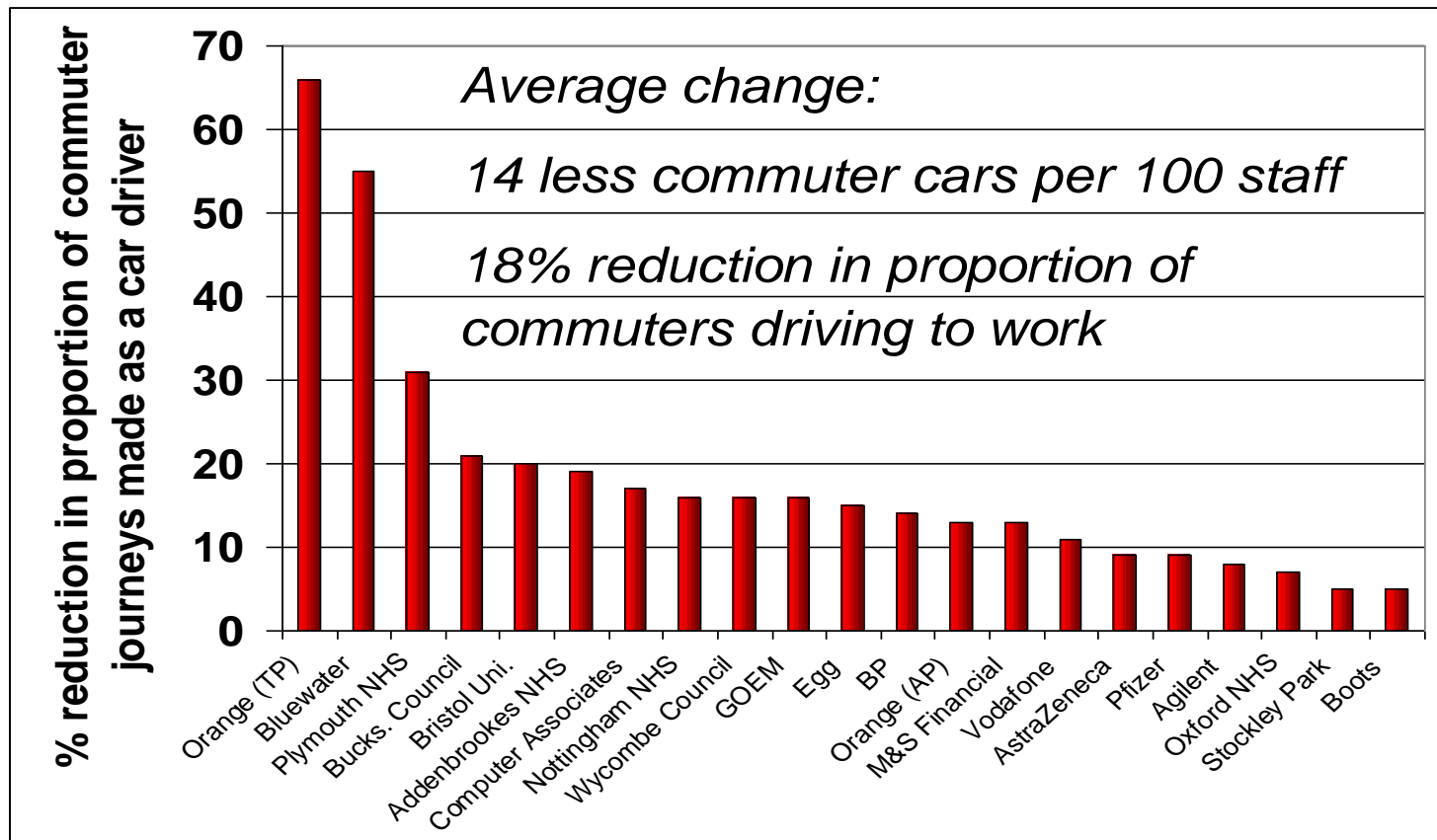
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- Railways have guaranteed funding in place up to 2014 including £3bn to upgrade stations
- Stations as gateways to towns and as interchanges – Station Travel Plans
- Community rail partnerships
- Cycling demonstration train companies

# Smarter choices: business and commuter travel



# Travel plan examples



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Maximum staff use  
of sustainable modes

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- **53% public transport** (Government Office for the East Midlands)
- **23% walking** (University of Bristol)
- **21% cycling** (Addenbrooke's Hospital)
- **26% regularly car sharing** (Egg)
- **47% registered / 31% sharing at least once a week**  
(Marks & Spencer Financial Services)

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# School travel

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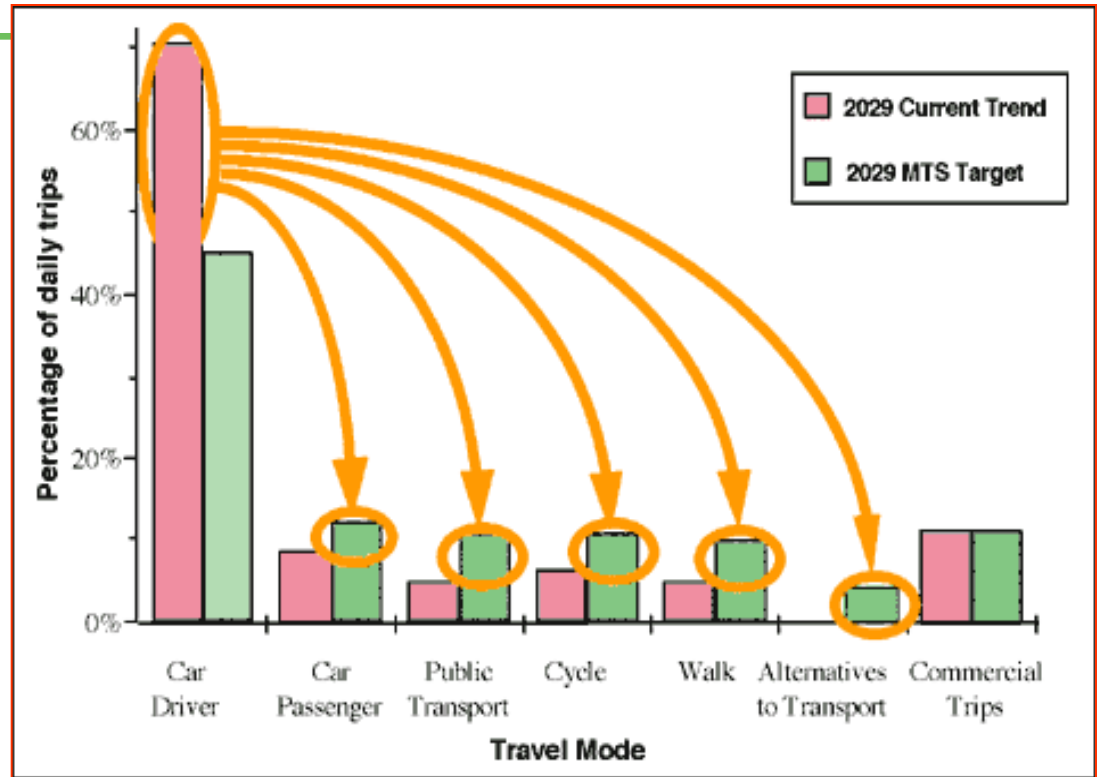
- 30 plans studied achieved average 23% reduction in car use with some over 50%
- Walking buses for primary schools
- Safe walking and cycle routes: see Kesgrave in Ipswich
- School buses: over 50% of users in the pilots were previously driven to school



# TravelSmart – individual marketing

Can cut car use by 12-14%

Used from Perth to Peterborough



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# Car clubs

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Rent a car by the hour or day

On the street where you live

Often used with controlled parking



# Cycling for a mass market

- Safe routes
- Signing and priority
- Cycle parking
- Street design (e.g. advanced stop lines at lights)
- Speed management
- Cycle training
- Links to other modes



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# Bringing all these together: Sustainable Travel Towns 2004-6

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|              |                                        |                        |
|--------------|----------------------------------------|------------------------|
| Darlington   | Car use<br>Public transport<br>Cycling | -11%<br>+ 14%<br>+79 % |
| Worcester    | Car use<br>Public transport<br>Cycling | -12%<br>+ 22%<br>+ 36% |
| Peterborough | Car use<br>Public transport<br>Cycling | -13%<br>+ 13%<br>+25%  |

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# Parking and traffic management

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- Traffic management and street design: change the way streets look and feel
- Give priority to most important/ efficient users of road space, especially at junctions
- Speed: slower speeds in towns and on rural roads are justified for road safety and to make those roads more liveable
- Streets for people - home zones, main roads
- Parking policies and pricing can be used to manage demand and prioritise road space:
  - Residents' parking/ controlled parking
  - Parking charges
  - limits to spaces in new/upgraded developments
- Excluding through traffic or types of traffic can make cities more prosperous

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# Shared space and home zones

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Redesign roads as streets  
Removing signs, barriers etc



LTPs and sustainable transport



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# Environment vs economy?

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Increased footfall as shopping environment becomes more pleasant  
Local environmental quality contributes to economic prosperity



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# What councils should not do

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- Continue planning big road projects (there's no cash)
- Take out speed cameras, bus lanes
- Listen to small extreme motoring lobby groups rather than residents, parents, children, older people...

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# National action is needed

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- On fares and costs (taxation and funding) – “trains not planes”
- On grants and spending
- On planning: linking planning with transport
- On joining up transport for door-to-door journeys
- On making carbon reduction a priority

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# Conclusion

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- It's not possible to have cheap unrestrained car use: no amount of road building or car parking can cater for all forecast demand
- Economy, social inclusion and climate change all justify reducing car dependency
- There are many things councils can do now to improve local transport that don't involve lots of money
- It is possible to improve alternatives to the car for many of the journeys people currently make so that people choose to use them

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# Different routes to prosperity

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- Vienna: car use has fallen from 40% - 36%, 30% of journeys are now on foot or bike, 34% public transport
- Los Angeles: 90% car, 10% rest



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# For more information

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