
Indicative Implementation Plan for the Local Transport Plan (March 2011)

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1 Introduction

The West Berkshire Local Transport Plan (LTP) sets out the vision and provides the policy framework for transport in West Berkshire for the period 2011-2026. This timescale matches that of the Local Development Framework (Core Strategy). The LTP is supported by an Implementation Plan (IP) showing how the transport policies and strategies will be delivered.

Local Authorities are expected to consult with the local community and other stakeholders on their IPs. The local elections in West Berkshire mean that this consultation cannot take place until June / July 2011. Therefore, this document is an indicative Implementation Plan prepared for the launch of the Local Transport Plan. It precedes a final and fuller version to be consulted upon and agreed later on in 2011.

1.1 What is an Implementation Plan?

The Implementation Plan supports the delivery of the Local Transport Plan. The IP will cover the whole period of the LTP, but will provide greater detail regarding the following 3 years (short term implementation) and will be reviewed annually to provide a detailed three year rolling programme of works and measures to deliver the LTP.

The Implementation Plan outlines the projects that the Council will deliver, or hopes to deliver, during the life of the LTP. It includes the infrastructure projects needed to deliver the LDF, and other capital projects to improve the council's transport assets, but it also includes 'softer' measures and projects which will help to meet the sustainable travel aims of the LTP.

This indicative IP consists of a set of tables (Appendix 1) and some text explaining the funding available for transport projects in West Berkshire.

1.2 Why are we doing one?

Under the Local Transport Act 2008, and outlined in the LTP guidance 2010, an Implementation Plan is required to accompany the LTP. This Implementation Plan outlines the proposals for delivering the policies contained within the LTP.

1.3 What timescale is covered?

The full Implementation Plan will cover the whole of the LTP plan period, from 2011 to 2026. It will be divided into short (2011-2014), medium (2014-2020) and long term (2020-2026) projects. These will be shown through a series of tables. Initially, however, this indicative IP will detail the short term projects only covering three years: 2011/12, 2012/13 and 2013/14.

2 Funding

2.1 Context of Local Authority financial situation

The Council's Local Transport Plan and this Implementation Plan have been prepared at a time of unprecedented financial constraint within the public sector. The new Coalition Government has announced a raft of spending reductions and welfare benefit reforms that will have a major impact both on the Authority and the wider local community. These changes coincide with continued economic uncertainty both nationally and globally. West Berkshire has not been immune from these economic challenges.

It is within this context that West Berkshire has planned its transport related activity detailed in this plan. The Council's careful financial planning through its Medium Term Financial Strategy will help to steer the Authority through this challenging financial environment.

2.2 What funding is available for transport?

From 2011/12 Central Government funding for transport will be allocated through four grant funding streams. These funding streams are:

- Funding for small transport improvement schemes (Capital)
- Funding for highways maintenance (Capital)
- Local Sustainable Transport Fund (Capital and Revenue)
- Major Schemes (Capital)

2.2.1 Small Transport Improvement Schemes

This funding is given as grant funding and replaces the funding formally known as the integrated transport block. Funding is only allocated for local transport solutions, such as public transport improvements, walking and cycling and safety related schemes. Based on this, this funding is a vital mechanism to achieve the delivery of our goals and allows us to match fund with other funding streams. Funding is allocated to authorities on a needs based formula, allowing them to identify their priorities and allocate their funding accordingly. £300m has been committed nationally by DfT for 2011/12, remaining at this level until 2014/15 when it is set to rise to £450m.

2.2.2 Highways maintenance

Maintenance of the highway network plays an important part in sustaining social and economic prosperity within the District. Nationally £3bn over 4 years has been committed to maintenance of the highways. From a national base of £871m in 2010/11, funding will fall steadily to £707m by 2014/15. Funding is allocated according to a needs based formula, which takes into account road length, number of bridges and tunnels and the rural nature of the district. Local Authorities are expected to seek significant efficiency savings by using their purchasing powers to drive down costs of maintenance. Schemes that can be carried out with this funding include surface treatment, highway drainage, and footway and structures maintenance.

2.2.3 Local Sustainable Transport Fund

The local sustainable transport fund (LSTF) has been established by Government to help deliver low cost, high output interventions that are sustainable, support economic growth and reduce carbon emissions in local communities. The fund will also support initiatives that address air quality issues, enhance safety and reduce congestion.

The Government have committed a total of £560m to the fund, comprising £350m revenue and £210m capital. Local Authorities are required to submit bids to secure this funding and local contributions will be required towards the delivery of projects.

A proportion of this fund will be available solely for the promotion and delivery of Bikeability cycle training. West Berkshire Council has been awarded £65,000 to continue funding the delivery of Bikeability in 2011/12.

The Council will develop a bid to be submitted to DfT for the LSTF. This will be an important source of funding to deliver measures in the Local Transport Plan.

2.2.4 Major Schemes

Individual transport schemes being promoted by a local authority that cost over £5m are the subject of a major scheme bid for Government funding. Currently no projects in West Berkshire are expected to qualify for this funding.

2.2.5 Revenue Funding

Revenue funding is vital to keep infrastructure and services operating on a day to day basis. Works covered by revenue funding include: traffic management, safety and awareness, school crossing patrols, and highway development control.

2.2.6 West Berkshire Council Capital funding

The Council determines what proportion of its capital funding will be spent on different priorities across West Berkshire through its capital programme. Transport receives funding through the capital programme and, as stated earlier, the Council receives capital funding (for transport) as a grant. However, this funding is not ring-fenced and it is within the gift of the Council to determine where its capital investment is focused. West Berkshire has a good record of investing in transport through the capital programme.

Developer Contributions

In many cases funding for new infrastructure comes from developer contributions. According to current rules (S106) improvements must relate to the specific development causing the impact and therefore providing the funding for its mitigation. S106 will be coming to an end in March 2014 and will be replaced by the Community Infrastructure Levy (CIL). It is hoped that this will mean that infrastructure improvements can be paid for on a fair, viable and transparent tariff system, which will enable the local authority to pool

funding contributions across the District. Evidence of infrastructure needs and costs in this implementation plan will contribute towards the basis for the CIL.

2.2.7 Other grants/funds

2.2.7.1 Funding to improve the Rights of Way network

Improvements to the right of way network can be funded by a range of methods as the improvements can contribute to improve transportation, recreation and the rural economy. Funding from the following 'pots' may be available to help:

The Landfill Communities Fund

This innovative tax credit scheme enables operators of landfill sites to contribute money to approved environmental bodies to carry out projects that meet environmental objectives contained in the Landfill Tax Regulations. The environmental bodies are those enrolled by entrust, the regulatory body for the scheme. Landfill Operators can contribute up to 5.5% of their landfill tax liability to the environmental Bodies, and reclaim 90% of this contribution as a tax credit. The remaining 10% they either fund themselves or an independent third party can make up the difference to the Landfill Operator.

This is a scheme for funding community and environmental projects predominantly within ten miles of landfill sites. The funds can go towards environmental improvements which would include improving access along paths and rights of way for communities within the ten mile zone.

North Wessex Downs Sustainable Development Fund

The Sustainable Development Fund is aimed at supporting a range of projects that bring environmental, social and economic benefits to the North Wessex Downs AONB and contribute to the objectives of Natural England.

LEADER grant

The LEADER grant helps fund projects which support the local rural economy. Projects need to demonstrate that they contribute at least one of the themes in the Local Development strategy:

- Creating opportunities to enjoy the North Wessex Downs
- Supporting community development and business transformation
- Promoting local food
- Climate Change adaptation and mitigation

The LEADER funding is not available to the Local Authority but can be accessed by other organisations and the LA could work in partnership to deliver certain projects. Possible projects could be those that help to deliver the vision of the North Wessex Downs as an area for green tourism including opportunities for walking, cycling and riding.

2.2.7.2 Department of Health / local PCT

The partnership working with the health sector is strengthening with regards to transport and, in particular, active travel. Encouraging walking, cycling and

riding especially where these activities can be part of daily lifestyles, will help to improve health and well being as well as meeting the objectives of minimising congestion and reducing carbon emissions where car journeys are being replaced.

The health sector are interested in joint projects where active travel as part of daily activity is being promoted.

3 Partnership Working

As has been indicated above through the example of the Health Sector, working in partnership can be very effective in meeting shared aims. This can enable better value for money to be achieved and utilise a range of skills and experiences.

Transport projects and schemes will be delivered in partnership with local communities, relevant businesses and organisations, schools and other groups wherever this can deliver a better outcome for West Berkshire.

4 Scheme prioritisation and Assessment

Schemes are assessed using the Multi-Criteria Assessment Framework outlined in appendix 3 of the LTP. Schemes and projects are assessed on whether they satisfy a range of criteria:

- Council Plan priority Themes
- National Issues for Transport
 - Supporting Economic Growth
 - Tackling Climate Change
 - Promote Equality of Opportunity
 - Better Safety, Security and Health
 - Improved Quality of life
- Deliverability issues

Under each heading are a range of criteria. Projects satisfying the criteria are given a point, and at the end of the assessment a total score is given. Schemes scoring less than a certain threshold are not considered suitable for further assessment.

5 Schemes and projects

Appendix 1 outlines the short term schemes proposed to deliver the LTP.

Within the tables each project or scheme is shown with the area it covers, the year of delivery, which team will take the lead on the project or scheme, whether partners are involved in the delivery and if so who, what the risks and dependencies there are relevant to the delivery of the project, the cost and type/source of funding and the key LTP policies the project helps to deliver. The tables also show a progress column, which will be used during the annual review to indicate the progress made on projects during the year.

The medium and long term projects will be included in the fuller consultation version later in the year.

The tables are arranged according to the strategy and key policy that they mainly help to deliver. These are:

- **Network Management** (Key Policy LTP K2: Minimising Congestion)
- **Transport Asset Management** (Key Policy LTP K7: Highways Maintenance)
- **Passenger Transport** (Key Policy LTP K9: Passenger Transport)
- **Road Safety** (Key Policy LTP K8: Road Safety)
- **Freight** (Key Policy LTP K12: Freight)
- **Active Travel** (Key Policy LTP K1: Travel Choice)
- **Smarter Choices** (Key Policy LTP K1: Travel Choice)
- **Parking** (Key Policy LTP K11: Parking)

6 Progress: Indicators and outcomes

The LTP will monitor a set of transport indicators against which performance will be measured throughout the plan period. This set of indicators is yet to be finalised along with the range of other indicators to be monitored across other Council functions.

Future versions of the Implementation Plan will detail these indicators and report on progress against delivery.

Appendix 1 – LTP Implementation Plan 2011-2026

Projects planned for the short term (2011/12 – 2013/14) are detailed in the tables that follow on pages 9-23

LTP Implementation Plan 2011 – 2026 (short term delivery 2011/12 – 2013/14)

Key: Green – Capital Programme, Blue – LDF Infrastructure Delivery Plan, Purple – Rights Of Way, Orange – Transport Services, Black – LTP
 Pink – Sustainable Modes of Travel Strategy (for schools)

TRANSPORT ASSET MANAGEMENT (Key Policy LTP K7: Highways Maintenance)

Project / Scheme	Explanation	Area	Timescale			Lead Team	Partners involved	Risk and Dependencies	Cost / type of funding	Key Policies delivered by project	Progress
			2011/2012	2012/13	2013/14						
Transport Asset Management Plan	Develop TAMP	all	✓	✓		Highways		Officer time	K7: Highways Maintenance		
Extended Maintenance	Highways Capital resurfacing programme	All	✓	✓	✓	Highways Projects		Funding availability.	Approx £1.5m per annum <i>Grant Funding</i>	K7: Highway Maintenance K8: Road Safety	Annual programme
Essential Bridge Maintenance	Programme of structural bridge maintenance improvements	All	✓	✓	✓	Highways Projects		Funding availability	Approx £400k per annum <i>Grant Funding</i>	K7: Highway Maintenance	Annual programme
Preventative Bridge Maintenance	Preventative maintenance improvements to ensure the integrity of the bridge stock.	All	✓	✓	✓	Highways Projects		Funding availability	Approx £100k per annum	K7: Highway Maintenance	Annual programme
Highway drainage maintenance and improvements	A programme of Highway drainage maintenance and replacement schemes to help prevent flooding and safeguard the fabric of the highway.	All	✓	✓	✓	Highways Projects		Funding availability	Approx £450 per annum	K7: Highway Maintenance	Annual programme
Street lighting improvements	Programme of street lighting upgrades and replacement in line with latest technological advances.	All	✓	✓	✓	Highways		Funding availability	Approx £100k per annum	K7: Highway Maintenance K8: Road Safety	Annual programme

Costs:

	Year 1	Year 2	Year 3	TOTAL
Capital	£2.1m	£2.1m	£2.1m	£6.3m
Revenue				
Developer Contributions				

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PASSENGER TRANSPORT (Key Policy LTP K9: Passenger Transport)

Project / Scheme	Explanation	Area	Timescale			Lead Team	Partners involved	Risk and Dependencies	Cost / type of funding	Key Policies delivered by project	Progress
			2011/12	2012/13	2013/14						
Passenger Transport Strategy	Update and development of the Passenger Transport Strategy	All	✓			Transport Services Transport Policy			Officer Time	K9: Passenger Transport K2: Minimising congestion	
Newbury to Thatcham Bus Priority Improvements	Development of bus priority measures along the Newbury to Thatcham corridor.	N&T	✓	✓		Highways Projects Transport Services	Bus companies	Land availability, funding.	Unknown. <i>Capital grant Developer Contributions (S106).</i>	K2: Minimising Congestion K5: Carbon Reduction. K9: Passenger Transport.	
Parkway Bridge bus/cycle priority.	Creation of a traffic signal controlled two way bus, cycle and taxi lane over Parkway Bridge to create a 'green' access to the new development.	N&T (N)	✓			Highways Projects			£60k	K1: Travel Choice K3/4: Accessibility K9: Passenger Transport.	
Public Transport Infrastructure Improvements	District wide programme of bus stop and priority improvements including RTPI improvements.	All	✓	✓	✓	Highways Projects			£30k Capital grant funded. £170k Developer Contributions (S106)	K1: Travel Choice K3/4: Accessibility K9: Passenger Transport.	
Real Time Passenger Information	Extending RTPI to main bus routes across District.	N&T plus EA	✓	✓	✓	Transport Services	Reading B.C. and Bus Operators	Continuing source of Section 106 funding	£83,000 Revenue £125,000 Developer Contributions (S106)	K1 Travel Choice K9 Passenger Transport	Trial installations completed in Newbury, Thatcham & Theale.

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Integration of Adult Social Care Passenger Transport With Other In-House Operated and External HTST Transport Contracts	As part of the Reconfiguration of Adult Social Care Services	District Wide	✓	✓		Transport Services	Adult Social Care and Voluntary Sector	The Introduction of Personal Budgets will impact on the total number of service users attending the Day Care Centres	The intention is to reduce revenue expenditure across both Adult Social Care and the Education Service	K1 Travel Choice K4 Accessibility (Equality & Inclusion) K9 Passenger Transport	Various planning meetings have taken place with a planned start for phased implementation from 1 st April 2011
Bus Infrastructure Improvements	Improving Accessibility to the Local Bus Network through the installation of Raised Kerbs	Towns and Major Villages across District	✓	✓		Transport Services	Bus Operators	Continuing source of Section 106 and capital funding	£30,000 Revenue Developer Contributions (S106) Capital	K1 Travel Choice K3 Accessibility to services K9 Passenger Transport	Programme is ongoing
Improving Local Bus Services	Reviewing local bus routes, frequencies and timetables to maximise opportunities for increasing Passenger Journeys and Customer Satisfaction.	All bus routes District Wide	✓	✓		Transport Services	Bus Operators	If unable to convert subsidised routes to commercial viability.	Costs will be minimised if passenger numbers increase and routes become commercially viable	K1 Travel Choice K9 Passenger Transport	Initial reviews currently being undertaken
Extending Local Bus network to serve the Racecourse Development from early 2013	Review the Newbury-Thatcham Urban and Town Services	Newbury & Thatcham			✓	Transport Services	Bus Operators and Developers	This will be Dependent on Section 106 availability	Actual Costs are still to be established based on route and service frequency.	K1 Travel Choice K3 & K4 Accessibility K5 Carbon Reduction K9 Passenger Transport	Initial meeting has been held with Developer and Bus Operator
Marketing and publicising transport services		All	✓	✓	✓	Transport Services	Bus operators		Tbc	K1: Travel Choice K9: Passenger Transport	
Partnership working with Train operating company	Regular liaison meetings and delivery of joint projects	All	✓	✓	✓	Transport Policy	Train operators	Improvements dependant on S106	Developer Contributions (S106)	K1: Travel Choice K9: Passenger Transport	

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Station audit	Focussing on Accessibility and Facilities (particularly for those with disabilities)	All	✓			Transport Policy	FGW and Transport Access and Inclusion group		Officer Time	K1: Travel Choice K9: Passenger Transport A3/4: Accessibility
Community and voluntary transport schemes	Continue support and advice	All (AONB and EKV)	✓	✓	✓	Transport Services Transport Policy	Community and Voluntary transport operators		£35k Revenue	K1: Travel Choice K9: Passenger Transport K3/4: Accessibility
Home to School Transport	Review Home to school transport policy and implementation of policy	All	✓	✓	✓	Education Transport Services			Officer Time	K10: School Travel
School operated home to school transport	Minibuses leased to schools for home to school transport and then used during the school day	All	✓	✓	✓	Transport Services	Schools		Officer Time	K10: School Travel K1: Travel Choice
Independent travel training	Initial focus on SEN travel, but expansion to special education and adult care	All	✓	✓	✓	Transport Services Road Safety	Schools		£150k per year Revenue (secured for 2011/12)	K10: School Travel K1: Travel Choice
Bus infrastructure improvements in connection with strategic sites and other areas	Include: RTPI, Kassel Kerbs, shelters etc.	N&T and other areas			✓	Transport Services	Bus operators		£580,000 Developer contributions WBC Capital findings	K9: Passenger Transport K1: Travel choice K3/4: Accessibility

Costs:

	Year 1	Year 2	Year 3	TOTAL
Capital	£60k			£90k
		£30k		
Revenue	£165k	£15k		£298k
		£118k		
Developer Contributions			£580k	£875k
		£295k		

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ROAD SAFETY (Key Policy LTP K8: Road Safety)

Project / Scheme	Explanation	Area	Timescale			Lead Team	Partners involved	Risk and Dependencies	Cost / type of funding	Key Policies delivered by project	Progress
			2011/12	2012/13	2013/14						
Road Safety Strategy	Update of the Road Safety Strategy	All		✓		Transport Policy Traffic and Road Safety			Officer time		
School Safety Improvements ¹	A programme of traffic calming, footway, cycle and signing improvements on routes to schools.	All	✓			Traffic and Road Safety		Funding availability	Approx £75k per annum <i>capital grant funding. Match funded with S106.</i>	K1: Travel Choice K3/4: Accessibility K8: Road Safety K10: School Travel	Annual programme
School Safety Improvements (schools to be identified)	A programme of traffic calming, footway, cycle and signing improvements on routes to schools.	All		✓	✓	Traffic and Road Safety		Funding Availability	Approx £75k per annum <i>capital grant funding. Match funded with S106.</i>	K1: Travel Choice K3/4: Accessibility K8: Road Safety K10: School Travel	Annual programme
Lambourn Safety Improvements	A programme of improvements focused on road safety funded by S106 from developments within the Parish.	AONB	✓			Highways Projects	Lambourn Parish		£75K <i>Developer contributions (S106)</i>	K3/4: Accessibility K8: Road Safety	
Accident Reduction Works	A programme of road safety schemes targeted at known accident sites. (average 10 schemes per year)	All	✓	✓	✓	Traffic and Road Safety		Funding availability	£75k <i>per annum Capital grant with S106 match funding where possible</i>	K8: Road Safety.	Annual programme

¹ Beedon Primary School, Bradfield Primary School, Calcot Infant and Junior Schools, Chaddleworth St Andrew's Primary School, Downsway Primary School, Enborne Primary School, Hungerford Primary School, The Ilsleys Primary School, John O'Gaunt School, Kennet School, Kennet Valley Primary School, Lambourn Primary School, Little Heath School, Purley Infant School, Welford and Wickham Primary School, Westwood Farm infant and Junior Schools, Whitelands Park Primary School

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Burghfield Road Safety Improvements.	A programme of S106 funded improvements in Burghfield focussed on road safety and pedestrian/cycle access improvements	EKV	✓			Highways Projects	Burghfield Parish	Funding availability	£65k Developer Contributions (S106)	K3/4: Accessibility K8: Road Safety	
Boundary Rd/ Hambridge Rd, Newbury – Junction Improvements.	Signalised junction to improve safety and accessibility for pedestrians and cyclists.	N&T (N)	✓			Highways Projects			£240k Developer contributions (S106)	K3/4: Accessibility K8: Road Safety	
Inappropriate / illegal speeds	Work to reduce instances of speeding	All	✓	✓	✓	Traffic and Road Safety	Thames Valley Police		Tbc Road Safety Grant	K8: Road Safety	
Improve safety for vulnerable road users		All	✓	✓	✓	Traffic and Road Safety			Tbc	K8: Road Safety K1: Travel Choice K14: Health and Leisure	
Cycle Training	Bikeability (national standard) Go Ride WBC training scheme	All	✓	✓	✓	Traffic and Road Safety	Schools and cycle training instructors (whether official or Volunteer)	funding	£65,000 grant LSTF 2011/12	K10: School Travel K8: Road Safety K1: Travel Choice	Grant secured for 2011/12
Road Safety Training		All	✓	✓	✓	Traffic and Road Safety	Schools		Tbc Road Safety Grant (renamed – tbc)	K8: Road Safety K10: School Travel	

Costs:

	Year 1	Year 2	Year 3	TOTAL
Capital	£150k	£150k	£150k	£450k
Revenue	£65k (grant)	£70k (grant – bid for)	£75k (grant – bid for)	£210k (grant)
Developer Contributions	£530k	£150k	£150k	£650k

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FREIGHT (Key Policy LTP K12: Freight)

Project / Scheme	Explanation	Area	Timescale			Lead Team	Partners involved	Risk and Dependencies	Cost / type of funding	Key Policies delivered by project	Progress
			2011/2012	2012/13	2013/14						
Freight Strategy	Development of the freight strategy	all		✓		Transport Policy Traffic and Road Safety		Officer time	K12: Freight		
Freight Improvements	Highway and network signing improvements resulting from the Freight Transport Strategy	All	✓			Transport Policy Traffic and Road Safety	Funding availability	£40k Capital Grant	K12: Freight		
Lorry parking review	Assess adequacy of lorry parking facilities across the district	All	✓			Transport Policy	Safer Communities Partnership Highways Agency Freight organisations	Officer Time	K12: freight		
Local Freight issues	Develop mechanism for assessing and prioritising issues	All (ANOB and EKV)	✓			Traffic and Road Safety Transport Policy	Freight organisations	Officer Time	K12: freight K8: Road Safety		
Enforcement	Enforcement of restrictions	All	✓	✓	✓	Trading Standards	Fright organisations	Officer Time and legal fees	K12: Freight		
Encourage use of appropriate routes	Appropriate routes identified through the freight route network map	All (AONB and EKV)	✓	✓	✓	Transport Policy Traffic and Road Safety	Freight organisations	Officer time and partnership working	K12: freight K8: Road safety		

Costs:

	Year 1	Year 2	Year 3	TOTAL
Capital	£40k			£40k
Revenue				
Developer Contributions				

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ACTIVE TRAVEL (Key Policy LTP K1: Travel Choice)

Project / Scheme	Explanation	Area	Timescale			Lead Team	Partners involved	Risk and Dependencies	Cost / type of funding	Key Policies delivered by project	Progress
			2011/2012	2012/13	2013/14						
Active Travel Strategy	Development of the Active Travel Strategy (Walking, cycling & Horse Riding)	All	✓			Transport Policy	West Berkshire Cycle Forum		Officer time	K1: Travel Choice K3/4: Accessibility K10: School Travel	
Update of SMoTS strategy	Annual update required	All	✓	✓	✓	Transport Policy			Officer time	K10: School Travel	2010 update complete
Footway Improvement Programme	A programme of new footway construction and capital maintenance of existing footways.	All	✓	✓	✓	Highways Projects		Funding availability	Approx £100k per annum (£50k capital grant & £50k Developer contributions (S106))	K1: Travel Choice K3/4: Accessibility K8: Road Safety	Annual programme
Aldermaston footway/cycleway	Construction of a new footway/cycleway from Aldermaston Wharf to Aldermaston Village	EKV	✓			Highways Projects	SUSTRANS	Acquiring land	£400k Developer Contributions (S106)	K1: Travel Choice K3/4: Accessibility K8: Road Safety K10: School Travel	
Cycleway Improvement programme	Improvements to the cycle network in line with Active Travel Strategy	All	✓	✓	✓	Highways Projects	West Berks Cycle Forum		Approx £100k per annum (£50k capital grant & £50k Developer Contributions (S106))	K1: Travel Choice K3/4: Accessibility K8: Road Safety	Annual programme
A4/ Newbury Business Park Crossing	Provision of a signal controlled crossing.	N&T (N)	✓			Highways Projects			£50k Developer contributions (s106)	K1: Travel Choice K3/4: Accessibility K8: Road Safety	

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A4/ Beenham Traffic Island.	Pedestrian crossing improvements to Aldermaston Station from Beenham.	AONB	✓			Highways Projects			£15k Developer contributions (S106).	K1: Travel Choice K3/4: Accessibility K8: Road Safety	
Network Rail Access for All programme	Access improvements at targeted stations throughout the District.	All	✓			Transport Policy	Network Rail		Unknown Developer Contributions (S106) where possible.	K1: Travel Choice K3/4: Accessibility K9: Passenger Transport	
Newbury Footpath 28	Kennet and Avon Canal Towpath west from Newbury, providing a good link to Northcroft and out of town along the towpath cycle route	N&T	✓			Rights of Way	Disability Alliance	Environment Agency approval required	£50k WBC Capital funding	K1: Travel Choice K2: Minimising Congestion K3/4: Accessibility K8: Road Safety	
Bucklebury Byway 56	A good alternative to the use of busy main road, for cyclists, equestrians and pedestrians	EA	✓			Rights of Way	WBC highways/ Parish Plan	May need a traffic regulation order which may attract objections	£50k WBC Capital funding RASP funding	K1: Travel Choice K2: Minimising Congestion K3/4: Accessibility K7: Highways Maintenance K8: Road Safety K10: School Travel	

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Bucklebury Byway 57	A good alternative to the use of busy main road, for cyclists, equestrians and pedestrians. Links up other PROW and is close to roadside car parking.	EA		✓		Rights of Way	Landowners requiring access	Future management of vehicular damage needed	£20k <i>WBC Capital funding</i>	K1: Travel Choice K2: Minimising Congestion K3/4: Accessibility K7: Highway Maintenance K8: Road Safety K10: School Travel
Beedon Byways 22 and 23	Repairs to surface damage will render 'Old Street' a useful north-south off-road link through a large area of the District	EA	✓	✓		Rights of Way	Landowners requiring access	Future management of vehicular damage needed	£40k <i>WBC Capital funding.</i>	K1: Travel Choice K2: Minimising Congestion K3/4: Accessibility K7: Highway Maintenance K8: Road Safety
Produce an information sheet for parish councils	To explain how parishes can work with the District Council and others to improve the rights of way network	all	✓			Rights of Way Mid and West Berkshire Local Access Forum	Parish Councils		Staff time £50 printing	K1: Travel Choice K2: Minimising Congestion K3/4: Accessibility K7: Highway Maintenance K8: Road Safety K10: School Travel
Produce a formal policy for the management of vehicular use on PROW	With the aim of improving the condition of PROW used by recreational vehicles	All	✓			Rights of Way Mid and West Berkshire Local Access Forum	Vehicular users		Staff time	K1: Travel Choice K2: Minimising Congestion K3/4: Accessibility K8: Road Safety K10: School Travel

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Produce an information sheet on rights and responsibilities of stakeholders of public rights of way	With the aim of reducing instances of unauthorised interference with PROW	All	✓			Rights of Way Mid and West Berkshire Local Access Forum	Landowners / PROW users		Staff time £250 printing.	K1: Travel Choice K2: Minimising Congestion K3/4: Accessibility K8: Road Safety K10: School Travel
Cycle Parking	Provision of cycle parking at key locations	All	✓	✓	✓	Transport Policy	WBC Cycle Forum		Included within cycle improvement programme	K1: Travel choice K11: Parking
Rural cycle routes	Routes linking key facilities in rural areas	AONB / EKV	✓	✓	✓	Rights of Way	Parish Councils		Included within cycle improvement programme	K1: Travel Choice K3/4: Accessibility K10: School Travel
Encouraging cycling	Project to be delivered in 8 schools to compliment cycle training	All	✓	✓		Road Safety	British Cycling The Wiggle Magnificat		£3000 Revenue	K1: Travel choice K8: Road Safety K10: School Travel
Promote walking/cycling for the health and leisure benefits they offer		All	✓	✓	✓	Transport Policy	NHS		Included within marketing and promotion	K1: Travel Choice K14: Health and Leisure
Quiet Lanes	Investigate further use of lightly trafficked roads and PROW to promote sustainable tourism and leisure opportunities	All		✓		Rights of Way			Officer Time and Local Community time	K1: Travel Choice K14: Health and Leisure
Pedestrian bridge over canal in Hungerford		AONB	✓			Highway Projects	Hungerford town council	Subject to planning permission	£350k WBC Capital funding	K1: Travel Choice K8: Road Safety
Walking the way to health	Health walks taking place across the district	All	✓	✓	✓	Countryside	NHS		Officer Time	K14: Health and Leisure

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Walk to School Reward Schemes	Go Kinetic and Steposaurus (secondary Schools?)	All	✓	✓	✓	Transport Policy	Schools	Lack of resources / interest from schools+	None	K10: School Travel K1: Travel Choice K2: Minimising Congestion
Marketing and Promotion	Promote active travel and events through media opportunities that offer value for money	All	✓	✓	✓	Transport Policy			£1500 (yr1) £2000 (yr2) £1500 (yr3) Revenue	

Costs:

	Year 1	Year 2	Year 3	TOTAL
Capital	£570k	£100k	£100k	£810k
	£40k			
Revenue	£4.8k	£5k	£1.5k	£11.3k
Developer Contributions	£565k	£100k	£100k	£765k

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SMARTER CHOICES (Key Policy LTP K1: Travel Choice)

Project / Scheme	Explanation	Area	Timescale			Lead Team	Partners involved	Risk and Dependencies	Cost / type of funding	Key Policies delivered by project	Progress
			2011/2012	2012/13	2013/14						
Smarter Choices Strategy	Development of the Smarter Choices Strategy	All	✓			Transport Policy			Officer time	K1: Travel Choice K2: Minimising congestion K5: Climate change	
Develop LSTF Bid	Submit LSTF bid to DfT (also covers Active Travel, Passenger Transport and Network Management)	N&T / EA	✓			Transport Policy	PCT and others Tbc		Officer Time	K1: Travel choice K2: Minimising Congestion K5: Climate Change	
Car sharing	Investigate the feasibility of a district wide car share scheme	All		✓		Transport Policy	Car share database provider		Tbc	K1: Travel Choice K2: Minimising congestion K5: Climate Change	
School Travel Plans	Encourage schools to implement their STPs	All	✓	✓	✓	Transport Policy	Schools	Relies on schools wishing to engage Limited WBC resources	School community input or time and resources	K10: School Travel K2: minimising congestion K5: Climate change K8: Road Safety	2010: All schools have approved STP. Working on reviews/implementation
Workplace Travel Plans	Encourage businesses to develop and implement TPs	All	✓	✓	✓	Transport Policy	Businesses	Relies on businesses to engage. Mainly through the planning process.	Officer time <i>Business investment</i>	K1: Travel Choice K2: Minimising congestion K5: Climate change	2008: 60% of businesses with 200+ employees have a TP
Workplace Travel Plans	Work with businesses around M4 J12 (Pincents Lane retail park, Arlington Business Park)	EA	✓	✓	✓	Transport Policy	Businesses		Officer time <i>Business investment</i>	K1: Travel choice K2: Minimising congestion K5: Climate change	

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Residential Travel Plans	Encourage large and strategic house developments to include a travel plan	All	✓	✓	✓	Transport Policy	Developers	Mainly delivered through the planning process	Officer time <i>Developer/Residents investment and involvement</i>	K1: Travel Choice K2: Minimising congestion K5: Climate Change
Alternative fuel / electric vehicles	Investigate the feasibility of including provision within new developments and at key destinations	All	✓	✓	✓	Transport Policy	Developers		Tbc	K1: Travel Choice K5: Climate Change

Costs: Officer Time

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PARKING (Key Policy LTP K11: Parking)

Project / Scheme	Explanation	Area	Timescale			Lead Team	Partners involved	Risk and Dependencies	Cost / type of funding	Key Policies delivered by project	Progress
			2011/2012	2012/13	2013/14						
Parking Strategy	Development of a Parking Strategy for the District (also to link with the LDF)	All	✓	✓		Transport Policy Development Control (Highways) Traffic and Road Safety			Officer time	K11: Parking	
Bucklebury Parking Improvements	Verge parking improvements in Bucklebury.	AONB	✓			Projects			£7500 Developer Contributions (S106)	K11 Parking	
Kennet Centre Car Park Roof	Repairs and waterproofing the Kennet Centre roof.	N&T (N)	✓			Projects Parking		Funding availability	£100k	K11: Parking	
Enforcement	Implementation of the Clear Streets Projects through such things as enforcement of parking restrictions	All	✓	✓	✓	Parking Civil Enforcement Officers				K11: Parking	

Costs:

	Year 1	Year 2	Year 3	TOTAL
Capital	£100k			£100k
Revenue				
Developer Contributions	£7.5k			£7.5k

Grand Total Costs:

	Year 1	Year 2	Year 3	TOTAL
Capital	£3.5m	£2.5m	£2.5m	£8.5m
	£40k			
	30k			
Revenue	£4.8k + £65k grant	£5k + £70k grant	£1.5k + £75k grant	£159k + £210k grant
	£30k			
	£118k			
Developer Contributions	£1.5m	£250k	£830k	£3.2m
	250k			
	£100k			
	£295k			