

Appendix A

Improved Public Transport	
Investment	JLTP4 Objective and Policy reference
<p>Fund the Transport Levy contribution to WECA. The ongoing impact of the pandemic on patronage and inflationary pressures on the financial viability of bus services continues to be felt within the city. Funding the council’s contribution to the Transport Levy will help to ensure bus services can continue to become a more reliable alternative to private car and support sustainable and inclusive economic growth through regeneration, in line with the Joint Local Transport Plan. Providing additional investment (an increase over current levels) into supported buses will support the long-term commercial viability of services.</p>	<p><i>Objectives</i></p> <ul style="list-style-type: none"> • Take action against climate and address poor air quality <ul style="list-style-type: none"> ○ The transport network is resilient and adaptable • Support sustainable and inclusive economic growth <ul style="list-style-type: none"> ○ Improved efficiency and reliability on local, national and international transport networks ○ Access opportunities to employment growth areas and education is provided for all • Enable equality and improve accessibility <ul style="list-style-type: none"> ○ Access to services and opportunities for residents in rural, remote and deprived areas is improved ○ Better information to aid travel decisions is provided ○ Low carbon transport and opportunities for reducing the need to travel are maximised ○ New public transport systems, smarter ticketing and faster payment options are enabled • Contribute to better health, wellbeing, safety and security • Personal safety on the transport network is improved, and there is less crime and fear of crime <p><i>Policies</i></p> <ul style="list-style-type: none"> • Policy W1 – Provide more public transport options and improve service quality <ul style="list-style-type: none"> ○ Provide high quality and reliable mass and rapid transit ○ Support and enhance existing public transport services ○ Improve the availability and accessibility of accurate travel information and ticketing • Policy W2. Provide for journeys where public transport is not an option <ul style="list-style-type: none"> ○ Provide Park & Ride and sharing schemes to minimise the impact of single occupancy vehicles
City Regional Sustainable Transport Settlement Match Funding	
Investment	JLTP4 Objective and Policy reference
<p>CRSTS match fund £10m of match funding will be provided to unlock significant capital investment to deliver improvements to public transport corridors and deliver new active</p>	<p><i>Objectives</i></p> <ul style="list-style-type: none"> • Take action against climate and address poor air quality <ul style="list-style-type: none"> ○ The transport network is resilient and adaptable ○ Reduce carbon emissions to net zero by 2030

travel routes across the city and with greater connections to the region, enabling better and more frequent connections to opportunities being created through the regeneration of the city, through for example more reliable bus services and safer and more convenient active travel routes. Will support the increased use of reliable public transport and safe and convenient routes for walking and cycling to encourage less reliance on the private car.

- NOx, particulates and carbon emissions are reduced
- Air quality in the AQMAs is improved
- Air quality remains better than national standards outside the AQMAs
- Support sustainable and inclusive economic growth
 - Improved efficiency and reliability on local, national and international transport networks
 - Delivery of new housing and jobs is supported
 - Access opportunities to employment growth areas and education is provided for all
 - Transport assets are maintained and managed, and demonstrate value for money
 - The high-quality transport network generates inward investment
 - Congestion and demand on the network is better managed through technological advances
- Enable equality and improve accessibility
 - Access to services and opportunities for residents in rural, remote and deprived areas is improved
 - Better information to aid travel decisions is provided
 - Low carbon transport and opportunities for reducing the need to travel are maximised
 - New public transport systems, smarter ticketing and faster payment options are enabled
- Contribute to better health, wellbeing, safety and security
 - There is a step change in the number of healthy, low carbon walking and cycling trips
 - There is a continued reduction in the number of road casualties on the transport network
 - Road safety for transport users is improved, particularly for those most at risk
 - Personal safety on the transport network is improved, and there is less crime and fear of crime

Policies

- Policy W1 – Provide more public transport options and improve service quality
 - Provide high quality and reliable mass and rapid transit
 - Support and enhance existing public transport services
 - Improve the availability and accessibility of accurate travel information and ticketing
- Policy W2. Provide for journeys where public transport is not an option
 - Provide Park & Ride and sharing schemes to minimise the impact of single occupancy vehicle

	<ul style="list-style-type: none"> • Policy L1. Enable walking and cycling, ‘active modes of travel’, to be the preferred choice for shorter journeys <ul style="list-style-type: none"> ○ Provide an attractive, safe and usable walking and cycling network ○ Provide schemes to support the uptake of cycling • Policy L2. Reduce the number and severity of casualties for all road users <ul style="list-style-type: none"> ○ Consider the needs of all road users in the design of transport and highway schemes, particularly vulnerable road users ○ Work in partnership to build safer communities • Policy N1. Use master planning and local design to create better places <ul style="list-style-type: none"> ○ Improve the quality of streets and public realm ○ Prioritise walking, cycling and public transport into new developments ○ Provide clear wayfinding and signage ○ Improve and maintain Public Rights of Way • Policy N2. Facilitate the use of active modes for all short trips, including the first and last mile of longer journeys <ul style="list-style-type: none"> ○ Work with residents and communities to identify barriers to accessibility ○ Support the provision of safe crossings and speed reduction in appropriate locations ○ Improve actual and perceived personal security
Improving and Maintaining Infrastructure	
Investment	JLTP4 Objective and Policy reference
<p>For people to regularly use public transport or active travel and in greater numbers, they need faith in network of corridors and routes that is invested in and then maintained to be resilient, safe, convenient and viable in the long term. To achieve the objectives of the Joint Local Transport Plan and in accordance with the Order objectives, the transport network of the city requires a highway asset that is safe, integrated and efficient. If the infrastructure is not maintained, then it can deter people from choosing active modes of travel and disproportionately impact pedestrians and cyclists. A lack of funding to improve the condition of the highway network could lead to increased levels of</p>	<p><i>Objectives</i></p> <ul style="list-style-type: none"> • Take action against climate and address poor air quality <ul style="list-style-type: none"> ○ The transport network is resilient and adaptable • Support sustainable and inclusive economic growth <ul style="list-style-type: none"> ○ Improved efficiency and reliability on local, national and international transport networks ○ Access opportunities to employment growth areas and education is provided for all • Enable equality and improve accessibility <ul style="list-style-type: none"> ○ Access to services and opportunities for residents in rural, remote and deprived areas is improved ○ Better information to aid travel decisions is provided ○ Low carbon transport and opportunities for reducing the need to travel are maximised ○ New public transport systems, smarter ticketing and faster payment options are enabled • Contribute to better health, wellbeing, safety and security

congestion, less reliable public transport and be detrimental to the quality of the public realm and air quality. Activities will include:

- **Create more Sustainable Transport Routes**
Identify parts of the city where removal of parking bays enables an increase in the public transport and active travel infrastructure network
- **Highway Asset Maintenance** Increasing public transport use and active travel requires a safe and serviceable highway environment. Providing a safe and well-maintained network of roads, bus lanes, cycle paths, pavements, and verges so that streets are lit and that traffic is managed appropriately with renewed signals to promote walking, cycling and sustainable transport. This enables greater use by more citizens and a more efficient transport network for public transport use and so help to reduce the need to travel by car and support improved air quality.
- **Highway Asset Maintenance Additionality**
Providing increased funding for highway maintenance will enable more preventative maintenance to increase the lifetime of the asset and delay degradation, improving outcomes for sustainable modes
- **Public Transport Maintenance** Maintaining bus shelters and associated I-point infrastructure is key to ensuring the safety, convenience and attractiveness of the public transport network and wider service to residents. Maintenance helps to support bus patronage providing an alternative option to the private car

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Policies

- Policy W1 – Provide more public transport options and improve service quality
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 - Support and enhance existing public transport services
- Policy W2. Provide for journeys where public transport is not an option
 - Provide Park & Ride and sharing schemes to minimise the impact of single occupancy vehicle
- Policy W4. Improve resilience of the network, providing increased reliability
 - Define, manage and maintain the Key Route Network
 - Develop and improve network resilience through an ongoing commitment to highway maintenance
 - Effectively manage the Major Road Network
 - Effectively accommodate development sites and associated trips
- Policy L1. Enable walking and cycling, ‘active modes of travel’, to be the preferred choice for shorter journeys
 - Provide an attractive, safe and usable walking and cycling network
 - Provide schemes to support the uptake of cycling
- Policy L2. Reduce the number and severity of casualties for all road users
 - Consider the needs of all road users in the design of transport and highway schemes, particularly vulnerable road users
 - Work in partnership to build safer communities
- Policy N1. Use master planning and local design to create better places
 - Improve the quality of streets and public realm
 - Prioritise walking, cycling and public transport into new developments
 - Provide clear wayfinding and signage
 - Improve and maintain Public Rights of Way

<ul style="list-style-type: none"> • School Crossing Patrols Funding to cover the costs of operating School Crossing Patrols at existing sites 	<ul style="list-style-type: none"> • N2. Facilitate the use of active modes for all short trips, including the first and last mile of longer journeys <ul style="list-style-type: none"> ○ Work with residents and communities to identify barriers to accessibility ○ Support the provision of safe crossings and speed reduction in appropriate locations ○ Improve actual and perceived personal security
<p>Enabling Local and Neighbourhood Transport Projects</p>	
<p>Investment</p>	<p>JLTP4 Objective and Policy reference</p>
<p>Funding for Local and Neighbourhood Transport Schemes that meet the objectives of the Joint Local Transport Plan can supplement the investment through Community Infrastructure Levy.. This will also help resource the council’s Local Transport, Road Safety, Sustainable Travel and TRO teams to support the development and delivery of projects.</p> <p>Investment in local transport schemes as identified by Area Committees and local councillors in consultation with the Transport and connectivity committee and for neighbourhood schemes with local communities.</p> <p>Schemes should meet some or all of the following criteria:</p> <ul style="list-style-type: none"> • Improve public transport accessibility and services • Reduce the impacts of general traffic on communities • Improve walking and cycling provision through physical measures or projects that deliver behavioural change • Improve air quality 	<p><i>Objectives</i></p> <ul style="list-style-type: none"> • Enable equality and improve accessibility <ul style="list-style-type: none"> ○ Connectivity is increased and transformed, enabling seamless “door-to-door” movements of people and goods ○ Access for those with both visible and hidden disabilities is improved ○ Access to services and opportunities for residents in rural, remote and deprived areas is improved ○ Better information to aid travel decisions is provided • Contribute to better health, wellbeing, safety and security <ul style="list-style-type: none"> ○ There is a step change in the number of healthy, low carbon walking and cycling trips ○ There is a continued reduction in the number of road casualties on the transport network ○ Road safety for transport users is improved, particularly for those most at risk ○ Personal safety on the transport network is improved, and there is less crime and fear of crime • Create better places <ul style="list-style-type: none"> ○ Streetscape, public spaces and urban environments are enhanced ○ The transport network supports neighbourhood renewal and the regeneration of deprived areas <p><i>Policies</i></p> <ul style="list-style-type: none"> • Policy W1 – Provide more public transport options and improve service quality <ul style="list-style-type: none"> ○ Provide high quality and reliable mass and rapid transit ○ Support and enhance existing public transport services ○ Improve the availability and accessibility of accurate travel information and ticketing

- Policy W2. Provide for journeys where public transport is not an option
 - Provide Park & Ride and sharing schemes to minimise the impact of single occupancy vehicle
- Policy L1. Enable walking and cycling, 'active modes of travel', to be the preferred choice for shorter journeys
 - Provide an attractive, safe and usable walking and cycling network
 - Provide schemes to support the uptake of cycling
- Policy L2. Reduce the number and severity of casualties for all road users
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