



**CABINET – 22 NOVEMBER 2024**

**LOCAL TRANSPORT PLAN (LTP4) - OUTCOME OF CONSULTATION  
AND APPROVAL OF CORE DOCUMENT**

**REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT**

**PART A**

**Purpose of the Report**

1. The purpose of this report is to advise the Cabinet of the outcome of the consultation on Leicestershire's fourth Local Transport Plan (LTP4) and to seek approval to adopt the LTP4.
2. The final LTP4 Core Document is attached as Appendix A to this report. This identifies the key issues in terms of transport, strategic vision, core themes and policies and how these will be implemented.

**Recommendations**

3. It is recommended that the Cabinet:
  - a) Notes the results of the consultation on the draft Local Transport Plan (LTP4) 2025 - 2040;
  - b) Approves the LTP4 Core Document attached as Appendix A to this report;
  - c) Authorises the Director of Environment and Transport, following consultation with the Cabinet Lead Member, to update the LTP4, including the focused strategies, Multi-Modal Area Investment Plans (MMAIPs), and the County Strategic Transport Investment Plan, as a result of evidence arising from the delivery of the LTP4 Core Document and consideration of future iterations of the Medium Term Financial Strategy;
  - d) Notes that the next three areas to be prioritised for the development of MMAIPs will be:
    - i. Market Harborough;
    - ii. Hinckley;
    - iii. South-east Leicestershire.

- e) Notes that the following focused strategies will also be prioritised as part of the Phase Two development of the LTP4:
- i. A Safe, Accessible and Inclusive Transport Network;
  - ii. Freight and Logistics;
  - iii. Decarbonising Transport;
  - iv. Adapting the Transport Network to Climate Change.

### **Reasons for Recommendations**

4. To advise the Cabinet on the results of the 6-week public consultation held from 12 August until 23 September 2024.
5. The recommendations are to ensure that the County Council can meet its legal responsibilities to publish a Local Transport Plan.
6. The recommendations also ensure that the County Council has an up-to-date Local Transport Plan that accords with national policy, to provide the strategic case to secure funding opportunities and set the narrative for the Council's delivery programmes including the Local Transport Fund (LTF).

### **Timetable for Decisions (including Scrutiny)**

7. The Highways and Transport Overview and Scrutiny Committee was asked for its views regarding the development of the LTP4 on 5 September 2024 and its comments are set out in paragraphs 69 to 74 of this report.
8. The Health and Wellbeing Board considered a report on the development of the LTP4 at its meeting on 26 September 2024 and its comments are set out in paragraphs 75 to 78 of this report. It was also a key consultee during the consultation period over the summer of 2024.
9. Subject to the Cabinet's approval, the updated LTP4 Core Document will be published on the County Council website no later than 30 November 2024.

### **Policy Framework and Previous Decisions**

10. In 2011, the County Council approved its third Local Transport Plan (LTP3) that set out the vision for transport in the County with a framework for the management and development of the transport system across the County up to 2026.
11. The LTP3 set out six strategic transport goals:
  - Goal 1 - A transport system that supports a prosperous economy and provides successfully for population growth.
  - Goal 2 - An efficient, resilient and sustainable transport system that is well managed and maintained.
  - Goal 3 - A transport system that helps to reduce the carbon footprint of Leicestershire.

- Goal 4 - An accessible and integrated transport system that helps promote equality of opportunity for all our residents.
  - Goal 5 - A transport system that improves the safety, health and security of our residents.
  - Goal 6 - A transport system that helps to improve the quality of life for our residents and makes Leicestershire a more attractive place to live, work and visit.
12. In May 2022, the County Council approved its Strategic Plan (2022-2026). This has been used to inform the development of the LTP4 Core Document and it has been ensured that the vision and main themes align with all the Strategic Plan's five strategic priorities. It is acknowledged that the current Strategic Plan is being refreshed and it will be ensured that the LTP4 accords with the latest version.
13. In addition, the development of the LTP4 Core Document has considered the following Council strategies:
- a) Our Communities Approach 2022-2026;
  - b) Leicestershire Joint Health and Wellbeing Strategy 2022-2032;
  - c) Environment Strategy 2018-2030;
  - d) Net Zero Leicestershire Strategy 2023-2045;
  - e) Leicester and Leicestershire 2050: Our Vision for Growth;
  - f) Leicester and Leicestershire Economic Growth Strategy 2021-2030.
14. In May 2024, the Cabinet received a report regarding progress with work on the LTP4 and agreed the approach to its development and for a 6-week public consultation exercise to be undertaken on the LTP4 development phasing and the draft Core Document.

### **Resource Implications**

15. A total of £125,000 has been allocated for the development of the LTP4 in the Department's Advanced Design Budget for 2024/25 to 2026/27. This is being used to develop the LTP4 Core Document and the project programme for the development of the focused strategies and the MMAIPs Pilot under Phase Two of the LTP4 development.
16. Alongside this, the Department for Transport (DfT) provided enabling funding of £178,751 for the development of the LTP4. These funds are being used to develop the supporting Strategic Environmental Assessment (SEA) for the LTP4 and any remaining funds will be utilised for the implementation and delivery of the monitoring and reporting of the LTP4 in future years.
17. The LTP4 will be a key document in the development of the Council's transport programmes, including for the allocation of any new highways and transport funding made available from the Government. The LTP4 will set the strategic case and narrative on which funding submissions and the implementation of transport solutions will be made and implemented.

18. To aid the development of the LTP4, and given the cross-cutting nature of transport, there has been ongoing work on its contribution to wider objectives including health, environment, and economic growth. Key Council officers and specialist stakeholders have been involved in several internal and external workstreams to support the development of the LTP4. Whilst there are no direct resource implications, it should be acknowledged that the development of the LTP4 has involved staff from across the Council and it should shape future investment decisions for the transport network.
19. The Director of Corporate Resources and the Director of Law and Governance have been consulted on the content of this report.

### **Circulation under the Local Issues Alert Procedure**

20. This report will be circulated to all members.

### **Officers to Contact**

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## **PART B**

### **Background**

21. The Leicestershire transport network has a key role in facilitating movement across the County, regionally and nationally, to enable local communities to achieve their ambitions through access to key services and employment opportunities. The transport network is also important to support and deliver economic growth and prosperity by providing access to key markets locally, regionally, nationally and globally.
22. However, the demands placed upon transport infrastructure are changing rapidly and investment is needed to enable the transport network to adapt to climate change, promote active and healthy living and aid the delivery of new jobs and housing across the County. In addition, significant changes to travel behaviour have been noticed alongside observing the impact of new technology and innovation, which is changing the way that transport networks across the County are utilised.
23. The Covid-19 pandemic, lockdowns and the post-pandemic recovery have also led to significant changes in travel behaviour and demands on the transport network. Greater levels of home working have produced changes to travel behaviour and patterns. However, this has resulted in communities needing access to reliable high-speed digital infrastructure not only within their homes, but also in the wider community as organisations and businesses adopt hybrid working practices.
24. Transport networks are experiencing greater movement in freight and logistics, due to the increased use of online shopping, which has resulted in a higher demand for the movement of goods and increasing Heavy Goods Vehicle and Large Goods Vehicle movements across the transport networks. Leicestershire is in the heart of the freight and logistics triangle, with East Midlands Airport acting as a core international gateway for the movement of goods and services globally.
25. In addition, there is greater awareness about the impact that transport choice has upon the environment, which has led to a higher demand for alternative low-carbon forms of travel, including cycling, and the demand for electric vehicle charging provision. The travel choices that people make not only affect their own health, but also the wider wellbeing of communities (vehicle emissions, for example, can have a significant impact on respiratory illnesses).
26. An aging population is an additional challenge due to the differing needs of older people and their greater reliance on public transport. The challenges to providing such services, particularly in a rural county, can lead to isolation and restrict access to the key facilities and the services that people rely on. Public transport also sees a greater demand from younger people for access to education and employment as they are less likely to be able to drive or afford to maintain and run a motorised vehicle. In addition, younger people tend to have a greater awareness of and concern around the impact on the environment.

27. With such challenges, it is the right time to prepare a new LTP that will enable the Council to tackle these challenges in a proactive and flexible manner and reset the direction for transport policy and strategy across the County.

What is the Local Transport Plan?

28. The Local Transport Plan is a statutory requirement of the Transport Act 2000 (as amended by the Local Transport Act 2008), to be produced by Local Transport Authorities, and the key mechanism for delivering integrated transport at a local level.
29. Specifically, the Council's statutory duty is to develop policies that encourage safe, integrated, efficient and economic transport to and from its local area. Such duties align with the Council's separate duties under road traffic legislation, which requires the Council to exercise its functions to secure the expeditious, convenient and safe movement of traffic (including pedestrians).
30. The Transport Act 2000 encourages a whole system approach by covering people (including pedestrians) who live in, work in or visit the local area as well as the movement of freight.
31. Local Transport Plans help to promote transport as an enabler to deliver economic, environment and social objectives by planning for infrastructure and initiatives to help people and goods travel around.
32. The current LTP3 will end in 2026. Approved in 2011, the LTP3 no longer accords with much of national planning, transport, and environmental policy. It also has a limited focus on health and wellbeing and the potential benefits that active travel can provide for communities. It is now a statutory requirement to take account of the Government guidance on the mitigation of climate change (or on how transport systems may be adapted to withstand such changes) when developing policies.
33. The updated LTP4 will enable the Council to deliver transport solutions to benefit local communities, visitors, and businesses through the County. These will aim to:
- a) Meet the current and future needs of all transport users in a coordinated manner and enable travel choices.
  - b) Benefit all transport users including car drivers, freight traffic, those who use public transport, and those walking, wheeling and cycling.
  - c) Provide wider public health, economic, and environmental benefits for local communities.
  - d) Provide the best value for money to the taxpayers.
34. The LTP4 will also provide the strategic case and narrative to support the development and implementation of the investment programme for various funding streams announced by the DfT including the LTF, Roads Resurfacing Fund, and Bus Service Improvement Plan.

### Development of the LTP4

35. The development of the new LTP4 began in late 2021 when the DfT advised that it would be issuing guidance on the preparation of the next generation of the LTPs. However, this long-awaited guidance has not been forthcoming.
36. Whilst there is no specific guidance for the development of the new LTP4, the following national policies have been identified which have supported the direction for its development:
- a) Build Back Better: our plan for growth, HM Treasury (2021);
  - b) Decarbonising Transport. A Better, Greener Britain, Department for Transport (2021);
  - c) Gear Change: A bold vision for cycling and walking, Department for Transport (2020);
  - d) Future mobility: Urban Strategy, Department for Transport (2019);
  - e) Bus Back Better: National Bus Strategy for England, Department for Transport (2021);
  - f) Great British Railways: The Williams-Shapps Plan for Rail, Department for Transport (2021);
  - g) Plan for Drivers, Department for Transport (2023);
  - h) Government Environment Plan, Department for Environment, Food and Rural Affairs (2018);
  - i) Net Zero Strategy: Build Back Greener, Department for Energy Security and NetZero and Department for Business, Energy and Industrial Strategy (2021);
  - j) National Planning Policy Framework, Department for Levelling Up, Housing and Communities (2023).
37. To commence the development of the LTP4, a conference was held by the County Council in November 2023. The attending stakeholders included representatives from local authorities, National Highways, and Network Rail. The main themes which emerged from the conference were to make the LTP engaging and to focus on communities. The key areas of focus for the LTP4 were identified as:
- a) Health;
  - b) Carbon reduction;
  - c) Enabling growth;
  - d) Minimising future levels of damage to the Council's highway assets;
  - e) Influencing behaviour change.
38. Since the conference, several internal and external workstreams (involving the Council's officers and specialist stakeholders such as Public Health, the Environment team and external stakeholders including Midlands Connect, neighbouring transport authorities and National Highways) have been supporting the development of the LTP4. These workstreams are:
- a) Health and Carbon Reduction;
  - b) Communities, Communication and Engagement;

- c) Spatial Planning and Growth;
- d) Data and Evidence;
- e) Environment, Transport and Infrastructure;
- f) Innovation;
- g) Regional Transport Policy.

39. A key outcome of the workstreams has been the agreement to develop the LTP4 in three phases, to be undertaken concurrently:

- a) **Phase One (up to 2030); in development between December 2023 and September 2024** – comprises the LTP4 Core Document which will identify the key challenges faced across the County in terms of transport, the strategic vision, the core themes and policies and how these will be implemented. The Core Document will provide the strategic case and narrative to aid the development and implementation of the programme for the LTF and other funding streams, delivering transport solutions across the County.
- b) **Phase Two (up to 2040); in development between summer 2024 and spring 2026** – will be the development of the full LTP4 which will be in the form of a series of focused strategies, including freight, logistics and aviation, a County Strategic Transport Investment Plan, locally focused MMAIPs, and the supporting documents which will set out the transport solutions that are proposed and the programme for delivery and implementation. The MMAIPs will be developed together with communities and partners to identify the local transport solutions which meet their requirements and geographical needs as well as supporting the development of Local Plans to enable the delivery of new homes and employment opportunities across the County.
- c) **Phase Three (up to 2050); in development between summer 2024 and winter 2026** – will set out the monitoring and review processes and progress based on the LTP4 to identify any success or where a greater focus is required. It will also set the Council’s approach to a post-2050 vision for the future and ‘horizon scanning’ to ensure that the Council is proactive and can adapt the LTP4 and transport solutions to accommodate travel behaviour change, innovation, and changes to national policy and guidance.

#### LTP4 Core Document

- 40. As stated above, Phase One (2030) comprises the development of the LTP4 Core Document. This sets out the vision, key themes, and core policies which will underpin the LTP4 and its supporting strategies.
- 41. The LTP4 Core Document also sets the strategic case and narrative for funding streams, including the LTF, and the associated delivery programmes and the direction and agenda for the Council’s expectations relating to transport infrastructure which is maintained and managed by other authorities and



stakeholders and the Council's expectations on how collaboration should be undertaken.

42. The proposed strategic vision for transport across the County is:

***'Delivering a safe and connected transport network which is resilient and well-maintained to support the ambitions and health of our communities, deliver economic prosperity whilst safeguarding our environment'.***

43. Alongside the vision, five core themes and six core policies have been identified:

a) The five core themes are:

- i. Enabling health and wellbeing;
- ii. Protecting our environment;
- iii. Delivering economic growth;
- iv. Enhancing our transport network's resilience;
- v. Embracing innovation.

b) The six core policies are as follows:

- i. **Core Policy 1: Delivering the Vision** - Ensure that all our transport solutions align with the themes to deliver our vision for transport with regard to Government policy for the benefit of our communities.
- ii. **Core Policy 2: Managing Demand** - Deliver a safe, accessible, connected and resilient transport network that is well managed and enables communities to access jobs, education and services. The network will also enable efficient movement and delivery of goods to support the local, regional and international markets.
- iii. **Core Policy 3: Enabling Travel Choice** - Enable travel choice in all of our communities that reflects their unique needs which ensures their safety whilst promoting health and wellbeing and protecting the environment.
- iv. **Core Policy 4: Delivering Solutions** - Work collaboratively to identify and develop transport related solutions which provide good value for money and enable travel choice, improve our transport network users' experiences, and benefit the environment and the health and wellbeing of our communities.
- v. **Core Policy 5: Embracing Innovation** - Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, whilst benefiting the environment and promoting the health and wellbeing of our communities.

- vi. **Core Policy 6: Evaluating Progress** - Utilise data, monitoring and evaluation of our transport solutions to enable evidence-based programmes, provide a flexible approach to policy development, technology, and innovation to address changes and challenges which impact our communities.

- 44. The LTP4 Core Document sets out the policy justifications and the supporting themes.

#### **Engagement to Inform Development of the Draft LTP4**

- 45. To help inform the development of the draft LTP4 Core Document and approach to the LTP4 development of further phases, a conference was held in November 2023. Stakeholders attending included representatives from local authorities, National Highways, and Network Rail.
- 46. The main themes that emerged from the conference were to make the LTP4 engaging and to focus on 'communities'.
- 47. Since the conference, several internal and external workstreams (involving Council officers and specialist stakeholders such as Public Health, Environment team and external stakeholders including Midlands Connect, neighbouring transport authorities and National Highways) supported the development of the LTP4.

#### **Consultation**

- 48. The public consultation was held from 12 August to 23 September 2024. This was delayed from the original date, due to the announcement of the general election.
- 49. The consultation enabled key stakeholders, including National Highways, Network Rail, Midlands Connect, neighbouring local authorities, communities, and residents to review and provide comments and feedback on the proposed phasing for the development of the LTP4 and the LTP4 Core Document.
- 50. The consultation was held through an online questionnaire, and was widely promoted to encourage participation, including on the Council's website and on social media. The questionnaire is attached as Appendix B.
- 51. The Highways and Transportation Overview and Scrutiny Committee and the Health and Wellbeing Board considered reports at their meetings in September 2024 (see paragraphs 69 to 78 below for details).
- 52. The responses to consultation are set out below. Officers considered these consultation responses and have proposed changes to the LTP4 Core Document as a result, which are set out in Table 1 below.
- 53. The consultation is summarised in paragraph 54 to 85 below.

### Online Questionnaire

54. The online questionnaire used during the public consultation aimed to gauge the views of Leicestershire's communities on the identified visions, themes, policies as well as the general direction taken to develop the LTP4 Core Document.
55. A total of 137 people responded to the online questionnaire. Of these:
- a) 71% were Leicestershire residents;
  - b) 10% were employees of Leicestershire County Council;
  - c) 4% were representatives for a public sector organisation;
  - d) 3% were representatives from voluntary, charity or community organisations;
  - e) 1% represented businesses or private sector organisations;
  - f) 51% were male;
  - g) 48% were females;
  - h) 26% were aged between 55-64;
  - i) 26% were aged between 65-74;
  - j) 96% were white.
56. Respondents were asked if they agreed with the strategic vision for transport outlined in the draft LTP4 Core Document:
- a) 36% of the respondents agreed with the strategic vision for transport for Leicestershire.
  - b) 34% of the respondents did not agree with the strategic vision for transport for Leicestershire.
  - c) Those who disagreed with the vision were of the view that more emphasis was needed to be placed on health and the impact to communities, including delivering economic growth whilst also not forgetting to mention the safeguarding of the environment. The vision statement has been adjusted to reflect these comments.
57. Respondents were asked about their views of the five core themes in the draft LTP4 Core Document:
- a) 77% agreed with the 'Enabling Health and Wellbeing' theme;
  - b) 79% agreed with the theme for 'Protecting the Environment';
  - c) 53% agreed with the 'Enhancing our Transport Network's Resilience' theme;
  - d) 41% agreed with the 'Embracing Innovation' theme;
  - e) Respondents were also keen to balance the themes identified in the draft LTP4 Core Document, with the view that whilst innovation was important, it is necessary to get the right balance with other themes to improve the experience of communities.
58. Responders were also asked to state the extent to which they agreed or disagreed with the six policies identified in the draft LTP4 Core Document.

- a) 67% agreed with Core Policy 1: Delivering the Vision;
- b) 69% agreed with Core Policy 2: Managing Demand;
- c) 67% agreed with Core Policy 3: Enabling Travel Choice;
- d) 67% agreed with Core Policy 4: Delivering Solutions;
- e) 69% agreed with Core Policy 5: Embracing Innovation;
- f) 66% agreed with Core Policy 6: Evaluating Progress;
- g) The majority of respondents felt that the themes worked hand-in-hand and therefore agreed with the policies identified;
- h) Those respondents who were key stakeholders and partners in delivering elements of the LTP4, were in agreement with the policies and stated that they would help to meet their organisational objectives to feed into the wider work on transport for Leicestershire and its neighbouring local authorities.

59. Respondents were asked to state the extent to which they agreed or disagreed with the challenges that were outlined in the draft LTP4 Core Document:

- a) 73% agreed with the challenges for transport.
- b) Respondents acknowledged the financial constraints that place difficulties on the Council in delivering a connected, resilient and well-maintained transport network but also identified the need for the Council to work closely with local communities to better understand the barriers which they faced and to put adequate solutions in place.
- c) Some participants believed that the impact of the identified challenges was cumulative and recognised the difficulty for the Council to balance and address these to bring about change for communities.
- d) Respondents also acknowledged the need for a focus on behaviour change to achieve long-term health and environmental benefits to encourage more people to use active travel as a means of travel, and therefore for the Council to be pro-active in its engagement with schools, businesses and the wider communities to publicise and promote active travel.
- e) There was a general view from the respondents that more emphasis needs to be placed on more sustainable and active travel provisions (public transport, cycling and walking) and less on cars.
- f) Respondents acknowledged and agreed with the challenges that were raised around growth and felt that more work was needed around spatial planning, to ensure that there is an adequate and well-connected road infrastructure to support new development and to bring more connectivity of developments to amenities and places of employment/interest.
- g) Concerns were raised over the availability/reliability of public transport for rural communities, businesses and tourism.
- h) Respondents acknowledged the traffic and congestion challenges around the M1 junctions and the A5.
- i) Respondents acknowledged the wider implications and challenges around transport such as isolation of rural areas, the increased demand on other services, and the deterioration of health in communities.

60. Respondents were also asked for any comments or recommendations that they may have as to how they, as individuals, or their representative organisation,

could be involved in the ongoing development of the LTP4, to ensure that it continues to meet the needs of the communities of Leicestershire. Comments included that:

- a) Respondents would be kept updated on the proposed plans as there is progress through the LTP4 website and other channels.
- b) Respondents wished to be invited to feed into the development of the MMAIPs and represent the voices of their communities in shaping local services.
- c) Partners and neighbouring authorities were interested in working together on cross-boundary concerns and innovation projects.
- d) Partners, including the district councils and the parish councils, were also keen to be fully involved in the development of the LTP4 and its implementation.
- e) Other respondents wished to be updated on the topics of interests, for example cycling and walking.
- f) The opportunity to meet regularly to look at the progress of the LTP4 and to discuss collaborative working would be welcomed.

61. Respondents were also asked how best the Council could support communities to aid the development of the locally focused MMAIPs. Suggestions included:

- a) The use of social media platforms to keep communities informed on the opportunities to get involved in the development of the MMAIPs and to feedback on the progress.
- b) Establishing a working group, which consists of community representatives and members of the public, to participate in the localised MMAIPs.
- c) Producing plans and policies which members of the public can relate to and understand.
- d) To explain in simpler terms what the MMAIPs are and how they will affect the day-to-day living of a member of that specific community.
- e) Having community events and displays showcasing the suggested transport plans for local areas.
- f) The creation of opportunities for community involvement as plans are drawn up as opposed to at the end of a process.

62. Respondents were asked if they had any comments or recommendations as to what they consider important when monitoring the performance of the delivery of the LTP4. Responses were as follows:

- a) The Council has some good baseline measures for the transport plan, to make it easier to track the changes over time.
- b) The Council should measure the impact on climate change and the environment.
- c) The Council should measure resident satisfaction, improved health, and changes in travel behaviour over time.
- d) The Council should communicate the successes, failures and challenges of the plans.

- e) The proportions of journeys made by active travel should be monitored by the Council to obtain a better understanding of travel habits and how targeted work can be delivered to create change, promote good habits and foster an environment to change “bad” habits.
- f) Respondents acknowledged that health benefits as a result of travel may be difficult to measure and evidence and more of a long-term aspiration and goal.

### Focus Groups

- 63. In addition to a consultation questionnaire, Council officers delivered some targeted engagement with community groups and forums, such as County Youth Council, the Leicestershire Learning Disabilities Partnership Board (through their locality groups), Vista, the Walking, Cycling and Wheeling Forum, and the Special Educational Needs and Disabilities (SEND) Roadshow for children and young people.
- 64. The focus groups outlined similar challenges and feedback that was highlighted in the consultation questionnaire and also highlighted issues such as, a need for more publicity in communities where there are changes, to enable active and forward planning particularly for those who are neurodivergent or have disabilities, whose quality of life may be significantly affected by sudden changes to their daily life routines, and may experience difficulty accessing much needed community facilities, health appointments, and wider support.
- 65. The focus groups also highlighted the barriers faced using public transport, active travel and accessing the transport network, such as:
  - a) The difficulty for people with visual impairment to use active travel due to uneven surfaces. More information and understanding were needed around this.
  - b) That there were not enough crossing points within certain communities, particularly in new housing developments making it difficult for people to safely move around using active travel.
  - c) The difficulty for young people to use public transport due to the unreliability of bus services (particularly for those with disabilities and who need more support).
  - d) The need for a joined-up and collaborative approach to help young people with SEND as they become adults as to how to access different modes of transport and become more independent.
  - e) The need for a joined-up approach to bus passes in Leicester and Leicestershire so that travellers can use one ticket to access public transport across the two local authority areas.
  - f) That more messaging was needed to encourage the use of Park and Ride facilities to reduce congestion and the number of cars on the road.
  - g) The fact that the rurality of some Leicestershire communities requires car travel, so this also needs to be accessible.
- 66. The focus groups suggested that lessons could be learned from other organisations; for example, the Uber app will update the user when the booked

car has arrived and send a picture of the vehicle; a similar system for buses would help those with SEND.

### **Partnership Working and Engagement**

67. Partnership working is a key element for the development of the LTP4 as the transport network across the County includes infrastructure that is managed and maintained by others, including the Strategic Road Network (the motorways and major A roads) by National Highways, and the rail infrastructure by Network Rail.
68. The Council was proactive in its engagement with various agencies such as Active Travel England, Midlands Connect, National Highways, Network Rail, neighbouring transport authorities and the district councils. Their comments are also considered as part of the consultation analysis.

### **Comments of the Highways and Transport Overview and Scrutiny Committee**

69. The Committee, at its meeting on 5 September 2024, considered a report on the development of the LTP4.
70. Members welcomed the report as detailed and aspirational and commended on the presentation of the document, notably its colourful and engaging style. In response to a query, it was confirmed that the LTP4 would be sufficiently flexible and agile to be able to respond to new technology.
71. It was noted that, due to the recent change of the Government, there was a level of uncertainty regarding the availability of the funding that was available. A concern was also expressed regarding the condition of the Strategic Road Network. Members were assured by the officers that the LTP4 was fully integrated with the Strategic Road Network.
72. A concern was expressed regarding the condition of private roads in new developments. It was confirmed that the County Council had clear standards that needed to be met if the developers wanted the roads to be adopted by the Local Highway Authority. However, it was not possible to impose these standards on the developers, particularly if the new road was separate from the public highway.
73. The Committee was advised that the LTP4 set out the principles for future travel in the County, but it was not intended to set out a prescriptive approach to new developments. Growth would be addressed through the planning process (the district councils being the Local Planning Authorities) and the County Council would engage with this process through its role as the Local Highway Authority.
74. Mr M. Hunt CC, the Labour Group Spokesman of the Environment and Climate Change Overview and Scrutiny Committee, submitted a comment prior to the Committee meeting. A response has since been provided to Mr. Hunt CC, which included:

- a) Embracing the opportunity to deliver innovative and multimodal transport solutions to meet Leicestershire's communities needs and enable travel choice.
- b) Embracing innovations and alternative fuels, enhancing health and wellbeing, protecting the environment and supporting economic growth.
- c) Adopting a vision led approach for transport for Leicestershire's communities.
- d) Placing Leicestershire's communities at the heart of the LTP4, including active community engagement.
- e) Discussing the development of focused strategies, MMAIPs and the County Strategic Transport Investment Plan as part of Phase Two work on the LTP4.
- f) Using transport as an 'enabler' to help the Council tackle the challenges it faces.
- g) Providing clarity of the phasing of the LTP4 (phase one, two and three) and what each phase includes.

### **Comments of the Health and Wellbeing Board**

- 75. The Health and Wellbeing Board, at its meeting on 26 September 2024, also considered a report on the development of the LTP4 and was a key consultee during the consultation period over the summer of 2024.
- 76. The Board welcomed the report and was pleased with the consideration of health in the development of the LTP4 as a new way of working; the Board welcomed the relationship and links that were being made between Public Health and Environment and Transport.
- 77. The Board also recommended that the Council's officers pro-actively engage with the University Hospitals of Leicester as a key consultee in the next phases of the LTP4's development.
- 78. The Board welcomed any ongoing updates as the programme of works developed.

### **Emerging Themes**

- 79. Analysis of the consultation responses and feedback from the supporting events resulted in several themes that highlighted:
  - a) The need for more sustainable and active travel provision (public transport, cycling and walking).
  - b) The need to have less focus on car use.
  - c) An interest in shaping local services by the public and stakeholders.
  - d) That Phase Two of the LTP4 would need to include an engagement on the development of the local MMAIPs.
  - e) That partners and neighbouring authorities were interested in working together on cross-boundary concerns and innovation projects.
  - f) Challenges regarding growth and spatial planning, which include:



- i. Having adequate roads in new developments;
  - ii. Ensuring that there is the connectivity of new developments to amenities and places of employment/interest.
- g) Concerns over the availability/reliability of public transport for rural communities, businesses and tourism.
  - h) Challenges regarding traffic and congestion around the M1 junctions and A5.
  - i) Confusion around the three phases of the LTP4 development and when the work would start.

### **Response to the Public Consultation Submissions**

80. There was a consensus/agreement on the vision, themes and supporting core policies in the draft LTP4 Core Document.
81. Early indications suggested that there would be a relatively low number of responses from people with protected characteristics, so action was taken to address this through discussion with County Council officers, resulting in targeted engagement with the focus groups outlined above.
82. On balance, it is recommended that no fundamental changes are made to the focus and direction set out in the draft LTP4 Core Document, but a number of proposed amendments are set out in the table below. Minor changes to the vision statement and core policies wording have already been made to the version presented to the Cabinet in May 2024 to reflect Leicestershire's communities' views and perspective.

Table 1: Changes to the draft LTP4 Core Document – Post-Consultation

<b>Pre-Consultation Text</b>	<b>Revised Text Post- Consultation</b>
<b>Vision:</b>	
Delivering a safe and connected transport network which is resilient and well-maintained to support the ambitions and health of our communities, deliver economic prosperity whilst safeguarding our environment.	Delivering a safe, connected and integrated transport network which is resilient and well managed to support the ambitions and health of our growing communities, safeguards the environment whilst delivering economic prosperity.
<b>Core Policy 2: Managing Demand</b>	
Delivering a safe, accessible, connected, and resilient transport network that is well managed and enables communities to access jobs, education and services. The network will also enable efficient movement and delivery of goods to support the local, regional, and international markets.	Delivering a safe, accessible, integrated, and resilient transport network that is well managed and enables communities to access jobs, education and all services. The network will also enable efficient movement and delivery of goods to support the local, regional, and international markets.
<b>Core Policy 3: Enabling Travel Choice</b>	

Pre-Consultation Text	Revised Text Post- Consultation
Enabling travel choice in all of our communities that reflects their unique needs which ensures their safety whilst promoting health & wellbeing and protecting environment.	Enabling travel choice in our communities that reflects their unique needs, ensures their safety, actively promotes health & wellbeing, and protects the environment.
<b>Core Policy 4: Delivering Solutions</b>	
Work collaboratively to identify and develop innovative transport related solutions which provide good value for money and enable travel choice, improve our transport network users' experiences, and benefit the environment and the health and wellbeing of our communities.	Work collaboratively to identify and develop innovative transport related solutions which promote health and wellbeing of our communities, provide betterment to the environment, and provides good value for money while enabling travel choice and improving our transport network users' experiences.
<b>Core Policy 5: Embracing Innovation</b>	
Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, while benefiting the environment and promoting the health and wellbeing of our communities.	Embrace innovation and collaboration, which enables us to decarbonise transport and adapt to climate change to ensure a resilient transport network, while benefiting the environment and delivering travel choice to promote health and wellbeing within our communities.

83. It is recommended to implement the LTP4 Core Document through the development of focused strategies, MMAIPs, and the County Strategic Transport Investment Plan. A full programme for the development of the focused strategies, the MMAIPs and the County Strategic Transport Investment Plan is being developed.
84. Recognising the concerns, suggestions and comments put forward by the consultation and engagement respondents, more work will be undertaken in Phase Two of the LTP4's development (development of the MMAIPs and County Strategic Transport Investment Plan and focused strategies) for proactive engagement with communities, businesses and partners to reflect the needs of communities, develop transport services and solutions.
85. It is intended that the LTP4 Core Document will be reviewed in five years' time; however, it is likely that minor amendments will be required in the intervening period, for example, to respond to any changes in legislation and policy, particularly in light of the forthcoming Integrated National Transport Strategy. This can be done by the Director using delegated powers.

### **Timeline and Next Steps**

86. Subject to the Cabinet's approval of the LTP4 Core Document, the programme of work of focussed strategies and MMAIPs as identified in the recommendations will proceed.
87. The three MMAIPs locations have been identified to coordinate with work for the development of the Local Plans for Harborough District Council, Oadby and Wigston Borough Council and Hinckley and Bosworth Borough Council. This will enable the identification of the transport infrastructure that is required to support the district councils' Local Plans and for the development of the supporting Infrastructure Delivery Plans.
88. In addition, Hinckley has been chosen to enable the identification of transport solutions to provide alternative to car-based journeys. This will help to address the impact of National Highways decision to withdraw previously committed works at the A5 Longshoot and Dodwells Junctions.
89. The MMAIPs and the focused strategies will all be subject to public consultation, and therefore reports on the progress of their development will be presented to the Cabinet before the public consultation is undertaken.

### **Equality Implications**

90. A review of the Equality Impact Assessment was completed during and after the consultation process and the impact assessment was updated. It is attached as Appendix C to this report.

### **Human Rights Implications**

91. An Equality and Human Rights Impact Assessment was completed in 2021 at the inception stage of the project which identified a neutral impact.
92. Where appropriate, human rights implications will be assessed during the LTP4 Phase Two development.

### **Health Implications**

93. In agreement with the Public Health, a high-level Health Impact Assessment was completed in April 2024 on the LTP4 development and the LTP4 Core Document.
94. Based on the feedback from the consultation, including from the health partners, the outcome of the high-level Health Impact Assessment remains positive. The assessment notes that the vision, core policies and objectives, set out in the LTP4 Core Document, will support and enable health and wellbeing practices in local communities. It also recognises the role that the transport network has in achieving this goal.

95. A full Health Impact Assessment will be completed during Phase Two of the LTP4 development, where the policies, strategies, and implementation proposals will have a greater impact on the health and wellbeing of Leicestershire residents and communities.

### **Environmental Implications**

96. A high-level SEA has been completed in April 2024 on the LTP4 development and the LTP4 Core Document.
97. A review of the SEA was also completed after the public consultation. The outcome of the SEA remains positive and has seen an improvement in alignment against the SEA objectives. The SEA notes that the LTP4 Core Document will provide benefits to the environment through the delivery of its vision, core policies and objectives. There are also recommendations provided in the report which will be considered during the consultation period.
98. A SEA will be completed during Phase Two of the LTP4 development, where the policies, strategies, and implementation proposals will have greater impact on the environment, Leicestershire residents and communities.
99. A copy of the SEA and the non-technical SEA summary are attached as Appendix D and Appendix E respectively.

### **Risk Assessment**

100. As part of the project programme, a regular risk register is maintained and presented to programme board. Key risks at present are focused on the timescales to ensure that the LTP4 Core Document is finalised and adopted in November 2024 to provide the strategic case and support bids for external funding streams.
101. Following the Government's budget of October 2024, the Council is awaiting clarity on the allocation of funding for the LTF programme via the DfT.

### **Background Papers**

5 September 2024 – Highways and Transport Overview and Scrutiny Committee – Development of the Local Transport Plan (LTP4) 2026 - 2040

<https://democracy.leics.gov.uk/ieListDocuments.aspx?CId=1293&MId=7458&Ver=4>

Local Transport Plan (LTP3) Strategy 2011 – 2026:

<https://www.leicestershire.gov.uk/roads-and-travel/road-maintenance/local-transport-plan>

Our Communities Approach 2022 – 2026:

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2021/12/9/easy-read-communities-approach-2022-26.pdf>

Leicestershire Joint Health and Wellbeing Strategy 2022 – 2032:

<https://www.leicestershire.gov.uk/health-and-wellbeing/leicestershire-health-and-wellbeing-board/joint-health-and-wellbeing-strategy>

Environment Strategy 2018 – 2030:

<https://www.leicestershire.gov.uk/sites/default/files/field/pdf/2020/7/13/Environment-Strategy-2018-2030-delivering-a-better-future.pdf>

Net Zero Leicestershire Strategy 2023 – 2045:

<https://www.leicestershire.gov.uk/environment-and-planning/net-zero/net-zero-leicestershire-strategy-action-plan-and-reports>

Leicester and Leicestershire 2050: Our Vision for Growth:

<https://www.llstrategicgrowthplan.org.uk/wp-content/uploads/2019/01/Final-LL-SGP-December-2018-1.pdf>

Leicester and Leicestershire Economic Growth Strategy 2021 – 2030:

<https://llep.org.uk/app/uploads/2021/12/LLEP-Economic-Growth-Strategy.pdf>

## **Appendices**

Appendix A – LTP4 Core Document

Appendix B – Consultation Questionnaire

Appendix C – Equality Impact Assessment

Appendix D – Strategic Environment Assessment

Appendix E – Strategic Environment Assessment Non-Technical Summary

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