

SCRUTINY COMMISSION – 2 MARCH 2011

FINAL DRAFT LOCAL TRANSPORT PLAN 3 (LTP3) PROPOSALS

REPORT OF THE DIRECTOR OF ENVIRONMENT AND TRANSPORT

Purpose of Report

1. The purpose of this report is to:
 - Advise the Scrutiny Commission of progress with the development of LTP3;
 - Present final draft proposals; and
 - Seek comments on the proposals, which will be reported to Cabinet prior to approval at full Council.

Policy Framework and Previous Decisions

2. The Transport Act 2008 requires local transport authorities to outline how they plan to deliver an effective transport system by producing a Local Transport Plan.
3. The current Leicestershire Local Transport Plan, and Central Leicestershire Local Transport Plan (LTP2s), cover the period from April 2006 to the end of March 2011.
4. The LTP2 was approved by the Cabinet on 7 March 2006 and by the County Council on 22 March 2006.
5. A Notice of Motion regarding LTP3 was considered at the County Council on 30 June 2010. The Council concluded that “this Council recognises the challenges set by delivering a long-term Local Transport Plan by April 2011 and reaffirms its view that the interests of both the City and County will best be served by a Joint Local Transport Strategy. Accordingly, the Council:-
 - (a) Resolved to continue efforts already in hand to work with the City Council towards this objective, both at elected member and officer level;
 - (b) Recognised that a joint implementation plan was not appropriate within existing organisational structures and, instead, would work to ensure that individual plans were complementary, as appropriate”.
6. Despite the effort of officers and Members, Leicester City Council chose not to proceed with a joint strategy. Nevertheless, work has taken place to ensure

that the LTP3s for the County and City align, both in terms of the Strategy and Implementation Plan.

Background

7. The LTP3 must be in place by 1 April 2011. The County Council's LTP3 reflects and builds on the LTP2, is based on robust evidence and has been developed through engagement with stakeholders and residents. It sets out how transport will support wider objectives and it will continue to evolve throughout its life.
8. The LTP3 consists of a longer-term high level Strategy (2011-2026) and a short-term rolling 3 year Implementation Plan, the first of which runs from 2011-2014. It will be supported by a suite of other documents including, amongst others, the Network Management Plan and Rights of Way Improvement Plan.
9. An update on the development of the LTP3 was considered by the Cabinet on 27 July 2010. Since then, officers have continued to develop and refine the Strategy and Implementation Plan, including the response to comments received through various engagement exercises and in discussion with the Cabinet Lead Member for Environment and Transport.
10. In the interests of cost savings and efficiency, the LTP3 will only be published in electronic form.

Consultation

11. The Council has engaged and consulted throughout the development of the LTP3. There have been two formal consultations on the LTP3 Strategy, to which approximately 500 responses have been received.
12. The last consultation exercise took place between 1 October 2010 and 26 November 2010. This exercise gauged views on the draft Strategy and direction of travel. It covered the key elements of the draft Strategy, as well the Strategic Environmental Assessment (SEA) and the Equality Impact Assessment (EqIA) that have been undertaken on the draft Strategy. The Council engaged with Members, officers, strategic groups Multi Area Agreement / Local Strategic Partnership (MAA/LSP), partners, stakeholders, interest groups, organisations and the public. There were no issues that significantly affected the proposals but, nevertheless, responses have helped us to refine the Strategy and develop the Implementation Plan. **Appendix A** sets out an analysis of the results from the October/November consultation exercise, but the headlines include:
 - More than 90% of respondents agreed with our long term goals
 - More than 80% of respondents agreed with the focus of our short-term approach

- Only 15% of respondents disagreed that it was everyone's responsibility to deliver our vision
- Respondents wanted better public transport information, better public transport in rural areas, and improved cycle links and parking
- Respondents also wanted greater emphasis on freight, carbon reduction, rural communities, tourism and reducing the need to travel
- Respondents would have liked a definitive list of measures, but recognised that the current financial situation meant that we were unable to provide details of specific schemes
- Respondents recognised the need to make the best of the existing transport system.

Update on LTP3 development

13. The major drivers for the LTP3 are the economic climate and its impact on public sector funding, forecast levels of population (housing) growth, climate change and health. Reflecting this, the final draft strategic transport goals, which are linked to Leicestershire's Sustainable Community Strategy priorities, are shown in **Appendix B**.

Strategic Outcomes

14. The successful achievement of the goals will help to deliver the following outcomes for the people of Leicester and Leicestershire:
1. Our transport system provides more consistent, predictable and reliable journey times for the movement of people and goods.
 2. Our transport system and its assets are effectively managed and well maintained.
 3. Our transport system is resilient to the impacts of climate change.
 4. The negative impact of our transport system on the environment and individuals is reduced.
 5. More people walk, cycle and use public transport as part of their daily journeys.
 6. All residents have efficient, easy and affordable access to key services (such as employment, education, health care and food shopping), particularly by public transport, by bike and on foot.
 7. The number of road casualties is reduced.

8. There is improved satisfaction with the transport system amongst both users and residents.
9. The natural environment can be accessed easily and efficiently, particularly by bike or on foot.
15. To achieve the goals and strategic outcomes a number of guiding principles have been adopted, which are shown in **Appendix C**. In summary, these are to make the best use of the existing transport system, place an even greater emphasis on value for money, reduce future maintenance costs, minimise the transport impacts of population growth, and ensure that all the measures contribute to as many of the LTP3 goals as possible.
16. Translating the Strategy into practice, the Council have developed a number of key activities for the LTP3. These are to:
 - Manage the condition and resilience of the transport system;
 - Plan for, and support, economic and population growth;
 - Encourage active and sustainable travel;
 - Improve connectivity and accessibility;
 - Improve road safety;
 - Achieve improvements to quality of life.
17. The final draft proposals in terms of the strategic things that the Council will be focusing on to deliver the key activities are included in **Appendix D**. Reflecting the length of the Strategy this is an extensive list. It is clear that within the funding and resources that are available, the Council will not be able to concentrate on doing everything at once. Thus, it has been necessary to prioritise the efforts in developing the first Implementation Plan (see below).
18. A working draft paper copy of the full Strategy document is being circulated with this report, and is included in **Appendix E**. Whilst its key elements (which are set out in this report) are in final draft form, subject to the views of members, the remainder of the supporting text remains very much working progress. With the agreement of the Scrutiny Chair, the content will continue to be refined, and a more fully developed version will be presented to the Scrutiny Commission on the day of the meeting.

Implementation Plan

19. The first LTP3 Implementation Plan covers the period 2011-2014 on a rolling, annual basis. The first year's Programme represents a transition period from the LTP2 to the LTP3 and includes carryover schemes and previous commitments and some new measures. The first year begins the process of moving from the LTP2 towards the direction of the LTP3 Long Term Strategy, built around making the best use of what the Council already has and achieving the most that can be achieved in the most cost-effective ways. Thus, the emphasis is, in general, on building less new things, and more on seeking to inform and educate people about existing facilities and services; encouraging and influencing changes in travel behaviour (including in respect of road

safety); and seeking to maintain the Council's assets to the best standard that can be affordably achieve. For future years the Council will continue to refine its approach to setting both capital and revenue budgets to reflect the LTP3 Strategy. The Programme has been developed through an exercise undertaken by officers, based on the level of funds available, the likely deliverability of a measure in the shorter-term and an assessment of proposals against the emerging LTP3 Strategy. Work will continue to improve the process for the development of the 2012/13 Programme and the years beyond this.

20. The draft content of the first Implementation Plan is shown in **Appendix F**, along with figures for revenue spending and provisional capital funding allocations for the first year of the Implementation Plan, 2011/12 provision for which is included in the Capital Programme to be approved by the County Council on 23 February 2011.
21. Given the late date at which the Government announced the local authority spending settlement, the LTP3 approval process; and the legally imposed deadline of 1 April, it has not been possible to carry out engagement and consultation on the implementation plan to the same degree as the strategy. However, a one week exercise has been undertaken with officers, district councils and other key partners. At the time of preparing this report, most of the comments received have been in respect of matters of detail and it is not proposed to make any substantive changes to the final draft Implementation Plan. A verbal update will be provided as necessary on the day of the Scrutiny Commission meeting.

Resource Implications

22. Revenue funding of £108,000 has been allocated in the current year for the development and publishing of the LTP3 to cover costs. Staff time from within the Environment and Transport Department will be assessed at the end of the project for future reference.

Timetable for decisions

23. A further all member briefing has been organised for 1 March 2011.
24. The final draft LTP3 will be taken to the Cabinet on 8 March 2011, for approval of the Implementation Plan and consideration of the Strategy before recommendation to Council.
25. The Strategy will then be taken to the County Council on 23 March 2011 for approval. This will enable the LTP3 to be published before the deadline, which is imposed by law, of 31 March 2011.

Conclusions

26. LTP3 is an important document for the Authority. Given that the availability of funds for transport schemes is likely to remain severely restricted for some time

and the significant challenges going forward, it is even more important that the Council has clear, robust and effective policies for the future management and development of Leicestershire's transport system.

27. Scrutiny Commission is asked to:

- (i) Note the final draft LTP3 Strategy and Implementation Plan proposals; and
- (ii) Consider any comments it wishes to make on the LTP3 proposals in order that they can be considered alongside the document when reported to Cabinet on 8 March.

Background papers

28. Report to the Scrutiny Commission report – 10 November 2010

Circulation under the Local Issues Alert Procedure

None.

Officer to Contact

Ian Drummond, Assistant Director of Environment and Transport
Tel: 0116 305 5990
Email: ian.drummond@leics.gov.uk

List of Appendices

The following information is appended to this report:

Appendix A: Outcomes of Consultation Exercise on draft LTP3 Strategy – October to November 2010

Appendix B: LTP3 Strategic Transport Goals

Appendix C: LTP3 Guiding Principles

Appendix D: What we will do to deliver our key activities in LTP3

Appendix E: Current working draft of Strategy document

Appendix F: LTP3 Implementation Plan:

- Short-term approach
- 3 Year Action Plan
- Summary of Programme for 2011/12

Equal Opportunities Implications

30. An 'Equality Impact Assessment' (EqIA) has been undertaken on LTP3, ensuring that equality issues within the plan were assessed. The scoping report for the EqIA was published for consultation in June 2010 and the EqIA on the LTP3 proposals were consulted on as part of the 1 October 2010 to 26 November 2010 engagement exercise. No significant issues were raised as part of the EqIA consultation.
31. The EqIA ensures that LTP3 fulfils Leicestershire's corporate and statutory duties on equality and diversity. Consultation gave consultees an opportunity to contribute to the policy before it is adopted.

Environmental Implications

32. The Strategic Environmental Assessment (SEA) and Health Impact Assessment (HIA) were consulted on as part of the October-November 2010 LTP3 consultation exercise. The results of this consultation have been used to prepare an Environmental Statement, which will be published with the LTP3 on 1st April 2011.