



SCRUTINY COMMISSION – 1 FEBRUARY 2012

LOCAL TRANSPORT PLAN 3 (LTP3) IMPLEMENTATION PLAN 2012/13

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 the second LTP3 Implementation Plan for 2012/13
- present draft proposals; and
- Seek comments on the proposals, which will be reported to the Cabinet for approval.

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 (LTP3) covers the period from April 2011 to the end of March 2026.
4. The first LTP3 Implementation Plan was approved by the Cabinet on 8 March 2011. The LTP3 Strategy was approved by the County Council on 23 March 2011.

Background

5. LTP3 was adopted by the County Council on 1 April 2011. It replaced and built on LTP2, was based on robust evidence and was developed through engagement with stakeholders and residents. LTP3 sets out how transport will support wider economic, social and environmental objectives. It will continue to evolve throughout its life.
6. LTP3 consists of a long-term strategy, 2011-2026, and a short-term rolling 3 year Implementation Plan (Plan), the first of which runs from 2011-2014. The LTP3 Strategy remains unchanged, and there are no reasons to review it at this time. The Plan is updated on an annual basis and will be submitted to the Cabinet for consideration and approval each year. The second Implementation Plan covers the period 2012/13 to 2014/2015 and will be adopted from 1 April 2012.

7. Further work will continue to refine the Plan's content prior to publication, based on comments received, including from today's Scrutiny Commission.
8. In the interests of cost savings and efficiency the LTP3, including the Implementation Plan, will continue to only be published in electronic form.

Proposals for the second LTP3 Implementation Plan

9. The current draft proposals for the 2012/13 Plan are attached at **Appendix A**.

Overview

10. The major drivers for LTP3 are the economic climate, forecast levels of population (housing) growth, climate change and health.
11. This second Plan is an evolution of the first. The LTP3 strategic priorities remain unchanged, although with a greater need to focus on efforts to support the economy and to stimulate growth. The general emphasis also remains on making the best use of what the Authority already has; educating and encouraging people to change travel habits; and only considering investing in major new infrastructure where to do so would have clear economic benefits (including to enable housing growth).
12. The 2012/13 Plan continues the move towards the planning for, and delivery of, actions and schemes (hereafter collectively referred to as measures) based on an approach of:
 - **plan:** research and similar work required to provide evidence to inform decisions on major issues such as future policy direction and the broad nature and types of measures that LCC should concentrate on delivering going forward;
 - **prepare:** work to ensure that measures are sufficiently developed ready to be delivered in the intended year, such as option assessment, preliminary design and discussions with key stakeholders and partners; and
 - **do:** delivery of measures and monitoring of their effectiveness thereafter.

13. There are, however, a number of key issues that have, in addition to the financial situation, had a significant effect on the specific proposed content of the 2012/13 Plan.

Key issues looking back

14. The first Plan contained an ambitious programme of actions. Good progress has been made with delivering them. However, there are a number of items that slipped during 2011/12 and it is therefore important to ensure that these are completed during 2012/13. These will be included in the second Plan and will be amongst the highest priority actions to be resourced.
15. **Research work:** The LTP3 Strategy emphasises the need to make decisions based on robust evidence. To ensure that the actions and programmes are effectively focused, and that maximum value for money is obtained, it is vital

that the identified research is completed. This research includes work to further the understanding of:

- the main influences to people's local travel choices;
- the barriers that exist to the use of more sustainable travel modes;
- traffic conditions on different parts of the road network; and
- the impacts of population (housing) growth.

16. **Development of a Network Management Plan:** This is a key supporting document to the County Council's LTP3 Strategy. Defining what the various elements of the road network are for it is important to explain how the Authority intends to make the best use of its network, in order to support the area's economy. It is also directly linked to the Transport Asset Management Plan and achieving value for money in maintenance programmes. It can also be important when seeking to influence the location of new development.

Key issues looking forward

17. In terms of new actions, it is proposed to give the highest priority in the 2012/13 Plan to actions that include:
 - delivery of the Loughborough Town Centre Major Transport Scheme (subject to satisfactory completion of statutory procedures);
 - supporting the delivery of Leicester City's Local Sustainable Transport Fund (LSTF) project; and
 - subject to a successful bid outcome, commence delivery of the Leicestershire LSTF project.
18. Other highest priority actions include:
19. **Plan and prepare work relating to current areas of focus and to identify our next areas:** The LTP3 Strategy commits the authority to moving to an area focused approach. This will help to tackle the economic, social and environmental challenges that the County faces.
20. Focusing on areas of significant population, economic activity and future housing growth (including the County towns and places adjoining Leicester City), will enable the authority to:
 - plan for the area's future transport needs;
 - invest in the area's consistently over a period of time; and
 - enable measures to be delivered that provide the greatest overall economic, environmental and other benefits for Leicestershire.
21. It is also a more efficient approach, helping to maximise value for money.
22. Loughborough and Coalville have been identified as the initial geographical areas of focus. A successful Local Sustainable Transport Fund (LSTF) bid would accelerate delivery of measures in these areas, but would be insufficient to address all issues, particularly those arising from housing growth. Further work is required to establish a fuller picture of Loughborough's and Coalville's

transport issues. The outcomes of this work will inform measures that will be delivered in 2013/14 and, possibly, beyond.

23. The early identification of the first areas accelerates the need to identify where, and how, the authority should focus next. This will enable the authority to start *plan and prepare* work to inform the development of future Plans. More work needs to be undertaken to help to determine where the next area of focus should be. Further reports will be presented to Members in due course.

2012/13 Integrated Transport Schemes (ITS) and Transport Assessment Management (TAM) Capital Programmes

24. The published 2012/13 Plan will include both the proposed ITS and TAM capital programmes.
25. In the normal way, all Members and the Highway Forums will be informed of the programmes following approval of the 2012/13 Plan by the Cabinet.

Consultations

26. The 2012/13 Implementation Plan reflects the LTP3 long term strategy, the development of which involved widespread consultations with the public, partners and stakeholders.
27. Going forward, consultations will be important to the ongoing development of the area focused approach. This includes the identification of the next area and the transportation issues that need to be tackled within it in order to deliver wider economic, environmental and social benefits.

Resource Implications

28. Preparation of the Implementation Plan is being funded from the Environment and Transport Department Revenue Budget.
29. The move towards a *plan, prepare and do* approach, and an area focused approach, will help to maximise value for money. It is also intended to apply far greater challenge to the cost of measures, both in terms of their development and delivery. Those measures whose costs increase markedly during their development will be subject to review. This will help to determine whether the measures still represent good value for money and whether they should still be implemented.

Timetable for decisions

30. The final draft 2012/13 Implementation Plan will be taken to the Cabinet for consideration and approval on 8 March 2011. This will enable it to be published by 1 April.

Conclusions

31. 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.
32. The 2012/13 LTP3 Implementation Plan is an evolution of the first, building on the good progress made on delivery. The general LTP3 priorities, and emphasis of approach, remain unchanged, but there are a number of key issues, as outlined in this report, that have affected its specific content.
33. Scrutiny Commission is asked to:
 - i) Note the draft proposals for the second LTP3 Implementation Plan;
 - ii) Consider any comments it wishes to make on the proposals in order that they can be considered alongside the document when reported to Cabinet on 8 March; and
 - iii) Note that work will continue to refine the draft proposals prior to publication on 1 April.

Background papers

Scrutiny Commission presentation – 11th January 2010
Scrutiny Commission report – 10th November 2010
Scrutiny Commission report – 3rd March 2010

Circulation under the Local Issues Alert Procedure

34. None.

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List of Appendices

The following information is appended to this report:

Appendix A – Draft proposals for the 2012/13 Implementation Plan

Equal Opportunities Implications

35. The 2012/13 Implementation Plan reflects the LTP3 long term strategy. An Equality Impact Assessment (EqIA) was 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 - 26 November 2010 engagement exercise. No significant issues were raised as part of the EqIA consultation.
36. 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

37. The 2012/13 Implementation Plan reflects the LTP3 long term strategy. 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 was published with the LTP3 on 1st April 2011.

Appendix A

Draft proposals for 2012/13 Implementation Plan

(as at 20 January 2012)