

North Yorkshire County Council**Transport, Economy and Environment Overview and Scrutiny Committee****8 July 2015****Local Transport Plan 2016 – 2046 (LTP4)****Report of the Corporate Director – Business and Environmental Services****1.0 Purpose of Report**

- 1.1 The purpose of this report is to set out the proposal for undertaking the Local Transport Plan (LTP4), which shall be implemented in April 2016.

2.0 Introduction

- 2.1 The County Council as Local Transport Authority for North Yorkshire has a statutory duty to have and maintain a Local Transport Plan. The current Local Transport Plan (LTP3) runs until 31 March 2016. It is therefore necessary for the County Council to renew the Plan.
- 2.2 The format and timeframe of previous LTP's (LTP1, 2 and 3) have been set by government guidance, and were given a five year time period of operation. There is now no guidance on the form or timeframe of the LTP. Whilst this lack of guidance could be seen as reflecting a lower priority for LTP's from the Government, it is also reflective of the Localism agenda. This presents a good opportunity for the County Council to have an LTP that covers a different timeframe from the previous LTP's, but also to have an LTP that is more 'local' and appropriate for those using the Plan.
- 2.3 It is anticipated that the new Local Transport Plan (LTP4) will be considered for adoption at the meeting of the County Council in February 2016 for a start of implementation in April 2016.
- 2.4 This paper sets out the proposed format and process for the production of LTP4.

3.0 Purpose of the LTP

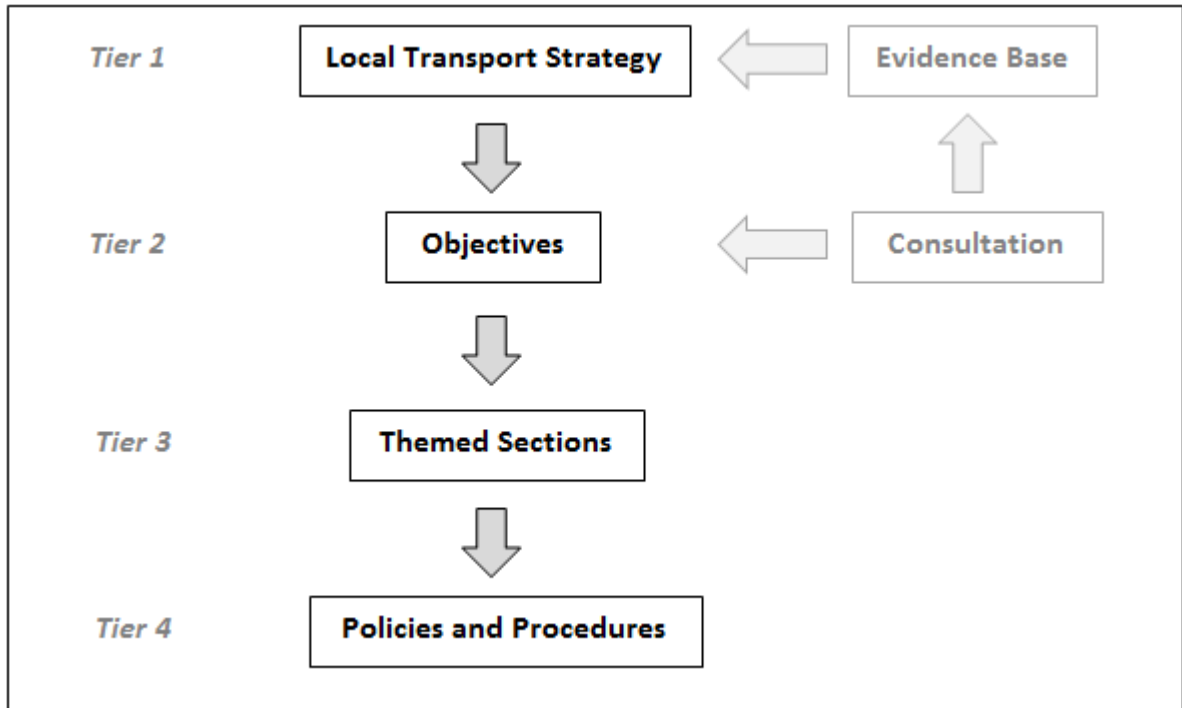
- 3.1 The purpose of the LTP is to set out the County Councils strategy and policies for the whole of the transport network and services (excluding social services and education transport). The philosophy behind this is that transport is an 'enabler', in that it enables people to work, learn, contribute to the economy, and generally go about their daily lives. It is not an activity in itself.
- 3.2 As stated, previous LTP's have been bound by Government guidance. It is intended to embrace the new freedom enabled by the lack of Government guidance to produce a new more user friendly LTP. In essence, the document will be more concise in order to identify the main transport priorities and actions, with a practical format that the end users (the public and transport practitioners) will find most useful.
- 3.3 In reviewing the LTP it has also been necessary to take account of the reduction in resources available, both for the preparation and implementation of the LTP. The approach outlined in Sections 3 and 4 represents both the proposed format of the

LTP, and the best use of the limited resources (staff time and financial) to prepare and maintain LTP4.

4.0 LTP4 Format

4.1 An indicative format for LTP4 is set out in figure 1.

Figure 1 – LTP tiered format



4.2 This sets LTP4 as a 4 tiered document. This suggested format fits much better with the growth of electronic media, with each tier effectively being a different web page that can be clicked through quickly to gain the information required. It also allows for hard copy printing of all or a specific section of the LTP, as the document is effectively built up in units.

4.3 The top 2 tiers are the ‘traditional’ Local Transport Strategy and Local Transport Objectives. However rather than being ‘all inclusive’ it is intended to be much more concise and identify the County Councils highest priorities. It is intended that the Local Transport Strategy covers a 30 year period (to 2046) as this is necessary to adequately reflect the timeframe for the development and implementation of major road and rail schemes and also long term planning for growth in North Yorkshire.

4.4 Tiers 3 and 4 are a departure from the current thinking on how Local Transport Plans should be set out. Previously most LTP’s have been set out on the basis of what they are trying to achieve (the Objectives) and have not been mode specific. However in most cases the public, practitioners, and special interest groups, remain mode specific (e.g. cycling action groups, rail user groups), and usually wish to search for a certain topic. It is therefore proposed that the next two tiers are thematic. Tier 3 will set the County Councils main priorities for each of the thematic sections. Tier 4 will link to the policies and protocols that relate to each of the themes, and in many cases these are already in place. Themed sections will include public transport, road safety, highway maintenance, walking and cycling, transport and development, and air quality.

4.5 One advantage of this tiered approach is that any section relating to an objective or theme can be updated as and when required without a wholesale review of the LTP. Equally, rather than a single big review of LTP every 5 years each of the objectives could be reviewed on a rolling programme.

5.0 Production of LTP4

5.1 It is proposed that the Objective sections will expand on the reasons for those objectives, following the findings of the phase I consultation.

5.2 The themed sections will highlight the main items we shall deliver and will be produced by the 'specialist' County Council officers staff responsible for delivering these themes for the County Council. Authors of each themed section will need to engage with other parties in order to complete their section, for example '95 Alive' and public health. The themed sections will link to current policies and procedures on line, which will enable those using the Plan to find and use these policies more efficiently.

5.3 The key tasks and dates for producing the LTP are as follows:

- May/June 2015 Consultation Phase 1
- Oct 2015 Draft version for consultation
- 14th Oct 2015 Transport, Economy and Environment Overview and Scrutiny Committee meeting
- Nov 2015 Consultation Phase 2
- Dec 2015 Final version for approval
- 2 Feb 2016 Executive approval
- 17 Feb 2016 County Council approval
- April 2016 LTP4 comes into effect

5.4 LTP will link with the "Council Plan 2020" to ensure that the two documents are harmonious in terms of the vision, values and objectives.

5.5 As well as the production of LTP4, it is a statutory requirement to produce an LTP Strategic Environmental Assessment once the final version of the document is available.

6.0 Phase 1 Consultation

6.1 Consultation will be undertaken in two stages: an initial consultation to establish people's views on priorities for LTP4, and a second phase consultation on the draft LTP4.

6.2 The first phase of consultation was undertaken in May and June 2015. This was primarily an electronic and postal survey, with direct engagement with stakeholder groups and the County Council's Citizens Panel and it was available on-line for the public.

6.3 The initial indications from the surveys show that the views of the stakeholders and of the public are broadly the same as those received during consultation for LTP3, with a high proportion of respondents rating repairs to road surfaces and pavements as the most important transport service that the Council provides followed by gritting and snow clearance. Over 90% of responses regard road maintenance as an important area where expenditure should be retained. Street lighting and reducing congestion are rated as having a high importance, along with the speed at which repairs and

road works are carried out. New facilities for pedestrians, cyclists and buses were also rated as being important, but to a much lesser extent with around 50% of responses stating this.

6.4 In general, this shows that the public and our stakeholders attach greater importance to services relating to maintenance than those relating to the provision of new facilities.

6.5 Phase 2 of the consultation process will begin in November 2015, and will consult on the draft version of the LTP.

7.0 Proposed Objectives

7.1 Initial findings from the consultation show that the views of the stakeholders and the public are broadly in line with those reported for LTP3. Therefore, it is proposed that the objectives for LTP4 will also be in line with those approved for LTP3.

7.2 The following are the suggested objectives for LTP4:

- Supporting local economies
- Environment and climate change
- Safety and Healthier Travel
- Access to services
- Ensure transport improves quality of life

8.0 Financial Implications

8.1 There are no significant financial implications associated with the recommendations of this report.

9.0 Equalities Implications

9.1 Consideration has been given to the potential for any adverse equalities impacts arising from the recommendations of this report. It is the view of officers that the recommendations included in this report do not have an adverse impact on any of the protected characteristics identified in the Equalities Act 2010.

9.2 Officers are actively considering the equality impacts of our transport policies as an integral part of the work to develop the LTP4, and an Equalities Impact Assessment document is being developed that members will be able to consider alongside the draft LTP4.

10.0 Legal Implications

10.1 Consideration has been given to the potential for any legal implications arising from the recommendations. It is the view of Officers that the recommendations do not have any legal implications.

11.0 Recommendation

11.1 It is recommended that Members of the Committee provide comments on the proposals for the development of LTP4 with particular focus on the proposed objectives contained in section 7 of the report.

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Background Documents: None