

STOCKTON-ON-TEES BOROUGH COUNCIL

CABINET RECOMMENDATIONS

PROFORMA

Cabinet Meeting1st October 2009

1. Title of Item/Report

Third Local Transport Plan (LTP3)

2. Record of the Decision

The Council's Second Local Transport Plan (LTP2) covers the period to 31st March 2011, after this date the Council's Third Local Transport Plan (LTP3) will come in to effect. Members considered a report explaining the Department for Transport's new approach to Local Transport Plans - as detailed in the latest guidance – and were advised of the proposed plan to develop the LTP3.

The guidance made it clear that LTP3 will be different from previous LTP's as the DfT has taken a fresh approach to this round, allowing Local Authorities a greater degree of flexibility to prepare a plan which best meets its own individual needs. The Local Transport Act 2008 requires that all LTP3 documents contain policies (the strategy element) accompanied by an "Implementation Plan" and that Authorities renew their plans as they see fit. The guidance suggests that joint working between neighbouring Authorities should be considered where cross-boundary travel is of particular importance.

With this in mind the Tees Valley Local Authorities have been considering the scope, content and format of LTP3 whilst also considering that the DfT is not intending to issue prescriptive guidance as it did previously, that LTP3 will no longer be a 'bidding' document – indicative block allocations up to 2019 have already been provided – and that there will no longer be any formal monitoring of LTPs.

A key theme within the development of LTP3 in the Tees Valley will be joint working between the five Local Authorities wherever possible. Whilst this worked well for LTP2, certain lessons have been learnt and through joint priorities, methodologies and combined use of funding it is hoped that closer joint working can be achieved developing LTP3. This will help to deliver efficiencies and provide a stronger co-ordinated voice for the City Region. To facilitate this, an LTP3 Joint Working Group has been established with representation from the Authorities and the Tees Valley Joint Strategy Unit (JSU).

Based on the work done to date at City Region and local level a preferred option of a joint City Region Strategy, which is aligned to the RFA process and the MAA, underpinned by five individual Implementation Plans have been agreed.

The new LTP3 guidance allows the time horizon of LTP3 to be at the discretion of the Local Authorities producing them. It has been agreed that the longer term strategy should be in line with the City Region Business Case and current Regional Spatial Strategy, as well as Local Development Frameworks. Therefore the new City Region Transport Strategy will cover the period from 2011-2021. The five LTPs will cover a shorter period from 2011-16 to reflect the funding commitments from the Government, the links to Community Strategies, and the shorter timescales associated with planning local improvement measures.

It has been agreed that the City Region Business Case, due to be updated by the end of 2009, will set the context for the new City Region Transport Strategy. The context for the individual LTPs will be set by the City Region Transport Strategy and the Authorities' individual Sustainable Community Strategies and Local Area Agreements. The Government's long-term Transport Strategy, Delivering a Sustainable Transport System (DaSTS), would be integral to the development of the LTPs within the City Region as they replaced the Shared Priorities of LTP2 (Delivering Accessibility, Tackling Congestion, Safer Roads, Better Air Quality and Quality of Life Issues) and formed part of a 'golden thread' from the City Region Transport Strategy down through the five LTPs and five Local Implementation Plans.

DaSTS set out five goals for transport to:

- Reduce transport's emissions of carbon dioxide and other greenhouse gases, with the desired outcome of tackling climate change;
- Support national economic competitiveness and growth, by delivering reliable and efficient transport networks;
- Promote greater equality of opportunity for all citizens, with the desired outcome of achieving a fairer society;
- Contribute to better safety, security and health and longer life expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health; and
- Improve quality of life for transport users and non-transport users, and to promote a healthy natural environment.

Underneath these five goals there were sixteen city and regional network challenges covering transport objectives at both the City Region and local transport level. Over the coming weeks one of the first tasks for developing LTP3 within the Tees Valley would be to establish whether each of the sixteen challenges were a City Regional priority, a local priority or both.

The implementation plan within the City Region Transport Strategy will be based upon the RFA investment programme, the Tees Valley Area Action Plan and any emerging local schemes that can be delivered at a sub-regional level (eg Urban Traffic Management Control). The implementation plans within the five LTPs will be based around the priorities for investment identified through the Authorities' Strategic Community Strategies and consultation processes.

During the development of their LTP2s, the Tees Valley Local Authorities consulted upon their strategies independently. In order to undertake this process more efficiently and produce results that are comparable and can be combined across the City Region, the LTP3 Working Group will attempt to produce a standard consultation format. It would be designed so that it could be used independently by each of the Local Authorities through their normal consultation channels. It would also allow joint consultation with consultees such as the Environment Agency, the Highways Agency, bus operators, rail operators, North Yorkshire County Council, Durham County Council, etc. The Authorities would still undertake initial consultation on local priorities independently. Details of the methods of consultation to be used in this borough, were noted. The outcomes of this process would be used to inform the five-year Implementation Plan.

Once the priorities and implementation plans have been finalised at both a strategic and local level, delivery mechanisms would be developed. Agreement of the governance would be based upon what can be delivered at a City Region level, by more than one LA in partnership, by a lead authority on behalf of other Authorities, or individually.

The working group would also determine what can be monitored at a City Regional level or in partnership. There would be no LTP specific reporting of progress as in previous years; however progress towards transport outcomes would be recorded through the Comprehensive Area Assessment (CAA) Indicators and the ATS Steering Groups would continue to have an involvement throughout. The Local Authorities would continue to monitor outcomes other than these indicators to ensure effective delivery.

The JSU in conjunction with the five Local Authorities would aim to complete the first draft of the City Region Strategy by the beginning of 2010. Authorities would aim to produce an early draft of the front sections of their LTP3s shortly after, subject to their initial consultation requirements. These initial drafts would then inform the development of governance, monitoring and consultation arrangements, which would in turn inform the final draft LTP3s by the beginning of 2011.

In terms of Stockton-on-Tees Borough Council, a draft document would be taken to Cabinet in October 2010 to allow consultation to take place with a view to talking the final report to Cabinet in March 2011.

RESOLVED that Cabinet

1. Note the project plan for the development of LTP3 and the methods of consultation as detailed.
2. Note the intention to carry out a Strategic Environmental Assessment and Equality Impact Assessment as part of the development of LTP3.
- 3.A Draft LTP3 be brought to Cabinet in October 2010 for comment and the final document be brought in March 2011.

3. Reasons for the Decision

To allow Officers to pursue the development of the Council's Third Local Transport Plan (LTP3).

4. Alternative Options Considered and Rejected

None

5. Declared (Cabinet Member) Conflicts of Interest

None

6. Details of any Dispensations

N/A

7. Date and Time by which Call In must be executed

By Midnight, Friday, 9th October 2009

Proper Officer
05 June 2009