

CABINET ITEM COVERING SHEET PROFORMA

AGENDA ITEM

REPORT TO CABINET

1 OCTOBER 2009

**REPORT OF CORPORATE
MANAGEMENT TEAM**

CABINET DECISION

Regeneration & Transport – Lead Cabinet Member – Councillor R Cook

THIRD LOCAL TRANSPORT PLAN (LTP3)

1. Summary (expanded report summary)

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. This report explains the Department for Transport's new approach to Local Transport Plans - as detailed in the latest guidance – and informs members of the proposed plan to develop the LTP3. The report also informs members of the consultation strategy proposed for the document.

2. Recommendations

1. Members note the project plan for the development of LTP3 and the methods of consultation as detailed in this report.
2. Members 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 Recommendations/Decision(s)

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

4. Members' Interests

Members (including co-opted Members with voting rights) should consider whether they have a personal interest in the item as defined in the Council's code of conduct (**paragraph 8**) and, if so, declare the existence and nature of that interest in accordance with paragraph 9 of the code.

Where a Member regards him/herself as having a personal interest in the item, he/she must then consider whether that interest is one which a member of the public, with knowledge of the relevant facts, would reasonably regard as so significant that it is likely to

prejudice the Member's judgement of the public interest (**paragraphs 10 and 11 of the code of conduct**).

A Member with a prejudicial interest in any matter must withdraw from the room where the meeting considering the business is being held -

- in a case where the Member is attending a meeting (including a meeting of a select committee) but only for the purpose of making representations, answering questions or giving evidence, provided the public are also allowed to attend the meeting for the same purpose whether under statutory right or otherwise, immediately after making representations, answering questions or giving evidence as the case may be;
- in any other case, whenever it becomes apparent that the business is being considered at the meeting;

and must not exercise executive functions in relation to the matter and not seek improperly to influence the decision about the matter (**paragraph 12 of the Code**).

Further to the above, it should be noted that any Member attending a meeting of Cabinet, Select Committee etc; whether or not they are a Member of the Cabinet or Select Committee concerned, must declare any personal interest which they have in the business being considered at the meeting (unless the interest arises solely from the Member's membership of, or position of control or management on any other body to which the Member was appointed or nominated by the Council, or on any other body exercising functions of a public nature, when the interest only needs to be declared if and when the Member speaks on the matter), and if their interest is prejudicial, they must also leave the meeting room, subject to and in accordance with the provisions referred to above.

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SUMMARY

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. This report explains the Department for Transport's new approach to Local Transport Plans - as detailed in the latest guidance – and informs members of the proposed plan to develop the LTP3. The report also informs members of the consultation strategy proposed for the document.

RECOMMENDATIONS

1. Members note the project plan for the development of LTP3 and the methods of consultation as detailed in this report.
2. Members 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.

DETAIL

1. 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.
2. Draft Guidance on the development of LTP3's was published by the Department for Transport (DfT) in December 2008 and consultation on this closed in April 2009. The final guidance was published in July 2009. 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.
3. 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.
4. 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.

5. 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).
6. 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 has been agreed.
7. The framework diagram below shows the agreed split of responsibilities with the JSU leading on the development of the City Region Transport Strategy and the five Authorities leading on the development of their individual LTP3s.

Tees Valley LTP3 Framework

City Region Transport Strategy 2011-2021
Context City Region Business Case, Tees Valley Climate Change Strategy, Regional Spatial Strategy, etc. Updated sub-regional demographics
DaSTS Table of challenges - summarising their sub-regional priority
Implementation Plan Sub-regional schemes - RFA table / Area Action Plan
Local Transport Plan 2011-2016 (x5)
Strategic Introduction Summary of City Region Transport Strategy
Context Community Strategies, Local Development Frameworks, etc.
DaSTS Table of challenges - summarising their local priority
Implementation Plan Summary of sub-regional schemes Local Schemes

8. The new LTP3 guidance will allow 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.
9. 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.

10. The Government's long-term Transport Strategy, Delivering a Sustainable Transport System (DaSTS), will be integral to the development of the LTPs within the City Region. They replace the Shared Priorities of LTP2 (Delivering Accessibility, Tackling Congestion, Safer Roads, Better Air Quality and Quality of Life Issues) and will form part of a 'golden thread' from the City Region Transport Strategy down through the five LTPs and five Local Implementation Plans.
11. DaSTS sets 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.
12. Underneath these five goals there are sixteen city and regional network challenges, which it has been agreed cover 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 will be to establish whether each of the sixteen challenges are a City Regional priority, a local priority or both.
13. 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.
14. 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.
15. 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 will still undertake initial consultation on local priorities independently.
16. In terms of Stockton-on-Tees Borough Council, we will be using several methods to undertake the initial consultation on local priorities including a web based questionnaire, Viewpoint Focus Groups, Area Transport Strategy (ATS) Steering Groups and Stockton

Renaissance and its' thematic sub-groups. The outcomes of this process will be used to inform the five-year Implementation Plan.

17. Once the priorities and implementation plans have been finalised at both a strategic and local level, delivery mechanisms will be developed. Agreement of the governance will 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.
18. Also at this stage, the working group will determine what can be monitored at a City Regional level or in partnership. There will be no LTP specific reporting of progress as in previous years; however progress towards transport outcomes will be recorded through the Comprehensive Area Assessment (CAA) Indicators and the ATS Steering Groups will continue to have an involvement throughout. The Local Authorities will continue to monitor outcomes other than these indicators to ensure effective delivery.
19. The JSU in conjunction with the five Local Authorities will aim to complete the first draft of the City Region Strategy by the beginning of 2010. The Authorities will aim to produce an early draft of the front sections of their LTP3s (as shown in the table above) shortly after, subject to their initial consultation requirements. These initial drafts will then inform the development of governance, monitoring and consultation arrangements, which will in turn inform the final draft LTP3s by the beginning of 2011.
20. In terms of Stockton-on-Tees Borough Council, a draft document will 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.
21. As part of the process a Strategic Environmental Assessment (SEA) will be undertaken. This will be commissioned by the Local Authorities and completed by an independent organisation. The outcomes of this Assessment will inform the production of the final document.

FINANCIAL IMPLICATIONS

22. No revenue or capital implications at this point.

RISK ASSESSMENT

23. A Risk Assessment will be undertaken as part of the development of LTP3.

SUSTAINABLE COMMUNITY STRATEGY IMPLICATIONS

24. The Sustainable Community Strategy will be a key document in terms of setting the context for LTP3 and the document will look to build on the "Ambitions" detailed in the Strategy. In particular, LTP3 will seek to deliver "Improved Transport Networks" and "Improved Access to Healthcare" as well as contributing to many of the other "Ambitions" of the Strategy.

EQUALITIES IMPACT ASSESSMENT

25. An Equality Impact Assessment will be undertaken as part of the development of LTP3.

CONSULTATION INCLUDING WARD/COUNCILLORS

26. The consultation for LTP3 will happen in stages with the initial consultation designed to discover local priorities. Several methods will be used to undertake the initial consultation including a web based questionnaire, Viewpoint Focus Groups, Area Transport Strategy (ATS) Steering Groups and Stockton Renaissance and its' thematic sub-groups.

27. A joint Tees Valley consultation with consultees such as the Environment Agency, the Highways Agency, bus operators, rail operators, North Yorkshire County Council, Durham County Council, etc will also be undertaken.
28. Consultation on the draft document will happen after the Cabinet meeting in October 2010.

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Background Papers

None.

Ward(s) and Ward Councillors:

All.

Property

N/A