

<b>MEETING / DECISION MAKER:</b>	<b>GENERAL OVERVIEW AND SCRUTINY COMMITTEE</b>
<b>DATE:</b>	<b>11 FEBRUARY 2013</b>
<b>TITLE OF REPORT:</b>	<b>LOCAL TRANSPORT PLAN 2013/14 TO 2014/15</b>
<b>REPORT BY:</b>	<b>HEAD OF TRANSPORTATION AND ACCESS</b>

## **1. Classification**

Open

## **2. Key Decision**

This is not a key decision.

## **3. Wards Affected**

County-wide

## **4. Purpose**

To consider the contents of the draft Local Transport Plan 2013/14 to 2014/15 and provide comments to assist with its finalisation by Cabinet and adoption by full Council.

## **5. Recommendation**

**THAT:**            **the Committee review the draft Local Transport Plan and make comments for consideration by Cabinet to assist in finalising the Plan for adoption at full Council, 8 March 2013.**

## **6. Key Points Summary**

- The Local Transport Plan (LTP) sets out transport strategy and delivery for the period 2013/14 to 2014/15. It also includes refreshed transport policies set out in a separate policy document.
- The plan has been developed in the light of extensive consultation and engagement with a wide range of stakeholders.
- A key element of the feedback was widespread desire for a more simplified plan (than that which was consulted on in autumn 2012) and to for greater clarity on actions and delivery.
- In light of this feedback, the LTP has been simplified and focuses on schemes and activities to address congestion in Hereford and maintain access for people in rural areas.

- Whilst the LTP is focused on 2013/14 to 2014/15 it identifies the need to review the longer term strategy and the ongoing linkage with the LDF Core Strategy and emerging strategies for the wider Marches area.

## **7. Alternative Options**

7.1 None as a result of this report.

## **8. Reasons for Recommendations**

8.1 So that Cabinet can take into account the views of Committee prior to finalising the LTP.

## **9. Introduction and Background**

9.1 The LTP is part of the Council's policy framework. It sets out the Council's transport strategy and proposals for improving the transport network including a programme for delivery.

9.2 Work on revising the LTP commenced in 2010 and included a formal round of consultation in autumn 2010. Having linked the LTP with the LDF, Council determined to extend the LTP2 beyond its original end point of March 2011 taking into account delays with the Core Strategy. A report was made to the Overview and Scrutiny Committee, 4 July 2012 to advise it of the revised timetable for reviewing the LTP, bringing it forward in advance of the LDF. This identified proposals to undertake public consultation autumn 2012 and to seek Council approval to adopt the LTP early spring 2013.

## **10. Key Considerations**

### **Consultation**

10.1 The LTP has been revised following public consultation undertaken between September and November 2012. The approach to consultation had regard to the recommendations made by Overview and Scrutiny Committee in 2011 in response to the Local Development Framework public consultation.

10.2 Consultation feedback has been positive and supported the strong emphasis on walking, cycling and public transport. There was widespread support for our proposals regarding the Core Bus Network, expanded 20mph programme and changes in the Council's approach to highway maintenance.

10.3 One of the recurrent issues raised through the consultation feedback and direct stakeholder engagement is the desire for much greater simplicity and clarity about what the LTP will actually deliver. We have taken on board that feedback and have simplified the language in the LTP and also significantly simplified its structure.

### **A Simplified Strategy**

10.4 The LTP has two main objectives:

- **Reducing congestion in Hereford City and increasing accessibility by less polluting and healthier forms of transport than the private car.** The aim is to:

- reduce short car based trips transferring as many as possible to less polluting and healthier modes such as walking and cycling,
- reduce the impact of car access in the historic core through traffic management and sign de-cluttering;
- support the regeneration of the central area by facilitating city centre expansion, ensuring integration with the existing shopping area; and
- support the successful investment in jobs at the Rotherwas Enterprise Zone by ensuring that its expansion can be accommodated within highway network constraints.
- **Maintaining access for rural residents and people without access to a car.** The aim is to:
  - Ensure that the County's extensive highway network remains fit for purpose and safe for the travelling public;
  - Review passenger transport services to ensure that we can continue to provide access for those most in need; and
  - Provide alternatives for longer distance commuters so that they can also reduce their car use and adopt healthier lifestyles.

10.6 Scheme delivery and planned activities are set out in Transport Plans for Hereford and for the Rural Areas and Market Towns, demonstrating how the Council will work towards achieving objectives. Scheme delivery and improvements are underpinned by the Destination Hereford project which is aiming to change travel behaviour and ensure more efficient use of the existing transport network.

10.7 The LTP also briefly outlines the context for the longer term transport strategy development which will be progressed over the next couple of years, coordinating closely with the LDF Core Strategy and other emerging strategies such as the Marches Strategy for Growth. Important development such as the devolution of major scheme funding from 2015 is also referenced, acknowledging the role which Herefordshire Council will need to play in establishing the Marches Local Transport Body with local authority and LEP partners.

10.8 The Transport Policy Document includes a range of policies covering such issues as our approach to asset management, road safety and promoting sustainable transport. Members may recall specific consultation around parking policy which was coordinated with a charging review in the autumn, running parallel with the full LTP consultation. The revised policy is included within the LTP Policy Document.

## **11. Community Impact**

11.1 None as a result of this report.

## **12. Equality and Human Rights**

12.1 An Equality Impact Assessment has been completed. The assessment identified a number of positive impacts on the local community including:

- That transport is inclusive and not a barrier to community involvement
- Proposals to increase the health of people by promoting the benefits of active travel
- Supports proposals for concessionary travel and access improvements

12.2 There were two recommendations stemming from the assessment and these have incorporated these into the LTP. They include the need to ensure that the LTP is easy to read and accessible and appropriate consideration for the most vulnerable in society in all decisions regarding transport delivery to avoid social exclusion. The latter is of particular

relevance to the review of passenger transport services.

### **13. Financial Implications**

- 13.1 The LTP sets out the Council's capital programme for investment in the transport network over the period 2013/14 to 2014/15. Revenue expenditure on transport is currently subject to on going review and public consultation. The Plan identifies the planned review of passenger transport which will aim to maintain the best possible services and access for local residents in the context of significant revenue pressures.

### **14. Legal Implications**

- 14.1 There are no direct legal implications arising from this report.

### **15. Risk Management**

- 15.1 Having extended the LTP2 in 2011 there has been an increasing risk that our transport strategy is becoming out of date. The adoption of an updated LTP will help reduce risks in respect of the Council's ability to bid for additional funds and also will assist it in the establishment of the Marches Local Transport Body which will have a role in allocating major scheme funds after 2015.

### **16. Consultees**

- 16.1 The LTP has been informed by a substantive consultation process with a range of stakeholders including the general public, statutory and other agencies such as the Environment Agency and Highways Agency, as well as Parish Councils. A description of the consultation and the outcomes is available in a background paper.

### **17. Appendices**

- 17.1 Appendix 1: Draft Local Transport Plan (2013/14 to 2014/15) – Strategy and Delivery  
Appendix 2: Draft Local Transport Plan (2013/14 to 2014/15) – Policy Document

### **18. Background Papers**

- 18.1 None