

MEETING	COUNCIL
DATE:	8 MARCH 2013
TITLE OF REPORT:	LOCAL TRANSPORT PLAN
REPORT BY:	HEAD OF TRANSPORT & ACCESS SERVICES

1 Classification

Open

2. Key Decision

This is not an executive decision

3. Wards Affected

County-wide

4. Purpose

To approve the Local Transport Plan (LTP) for 2013/14 to 2014/15.

5. Recommendation(s)

THAT:

- (a) **The Local Transport Plan (LTP) for 2013/14 to 2014/15 is approved.**

6. Key Points Summary

The Herefordshire LTP:

- 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 for greater clarity on actions and delivery.
- In light of this feedback, the LTP has been simplified and focuses on schemes and

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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 Having determined to extend the LTP2 (2006 to 2011) an alternative option would be to extend this plan once more but given changes in funding and strategy Cabinet determined (July 2012) to update the Plan in advance of the LDF being adopted.

8. Reasons for Recommendations

- 8.1 To ensure that the Council has an up to date transport strategy.

9. Introduction and Background

- 9.1 The LTP is part of the Council's budget and 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 at its meeting of 12 July 2012 Cabinet:

- Agreed that a Local Transport Plan (LTP) covering the period to 2014/15 be developed and adopted in advance of the adoption of the LDF Core Strategy;
- Noted the key on-going linkages between the LTP and LDF and proposals to prepare and adopt an LTP to cover the period to 2031 in association with the revised timetable for the Core Strategy; and

- 9.3 Cabinet considered the LTP 21st February 2013, and took into account the views of the General Overview and Scrutiny Committee and other consultees, and recommended the plan to Council.

10. Key Considerations

Consultation

- 10.1 The LTP has been revised following public consultation undertaken between September and November 2012. 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. The Strategy was also considered by the General Overview and Scrutiny Committee on 11 February 2013, which made recommendations in respect of highlighting the importance of pedestrian access and the increasing emphasis on 20mph zones. The Strategy and Policy documents have been amended to incorporate these recommendations.

10.2 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

10.3 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.

10.4 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.

10.5 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.

10.6 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 The LTP will have a significant impact on the communities of Herefordshire. Scheme specific impacts will be assessed within respect of individual schemes as they progress. The wider impacts of the LTP have been considered in terms of the effects on the community and have been developed to address specific concerns in respect of rural

access, reducing traffic congestion, improving road safety and the impacts of traffic and better targeting of highways maintenance.

12. Equality and Human Rights

12.1 The LTP has been subject to an Equality Impact Assessment. 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 ongoing 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 The Council has a statutory obligation to have an adopted LTP. This LTP will replace the LTP2 (2006-11) and will fulfil that statutory requirement.

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 report of consultation is available on the website.

16.2 The LTP has been considered by the General Overview and Scrutiny Committee at its meeting of 11 February 2013 and recommendations in respect of pedestrian access and 20mph speed limits have been taken into account in the final documents.

17. Appendices

17.1 Appendix 1: Local Transport Plan (2013/14 to 2014/15) – Strategy and Delivery

17.2 Appendix 2: Local Transport Plan (2013/14 to 2014/15) – Policy Document

18. Background Papers

18.1 None