

DECISION MAKER:	CABINET
DECISION DATE:	11 September 2014
TITLE OF REPORT:	Local Transport Plan 4
REPORT BY:	Team Leader - Transport Strategy

Classification

Open

Key Decision

This is a key decision because it is likely to be significant in terms of its effect on communities living or working in an area comprising one or more wards in the county.

NOTICE has been served in accordance with Part 3, Section 9 (Publicity in connection with key decisions) of The Local Authorities (Executive Arrangements) (Meetings and Access to Information) (England) Regulations 2012

Wards Affected

County-wide

Purpose

To consider the approach to developing Local Transport Plan 4 (LTP4) and a proposed recommendation to Council on 26 September 2014 that the current Local Transport Plan 3 (LTP3) be extended until after the council's Core Strategy is adopted, or to 31 March 2016, whichever is the earlier.

Recommendation

THAT:

- (a) It be recommended to Council that the current Local Transport Plan 3 (LTP3) (2013/14 – 2014/15) time period be extended until after the Core Strategy is adopted, or to 31 March 2016, whichever is the earlier, to enable Local Transport Plan 4 (LTP4) to reflect the adopted Core Strategy; and that**
- (b) The process to enable adoption of the LTP4, including consultation, as set out in this report, is approved.**

Alternative Options

- 1 To not extend the current LTP3 beyond March 2015. This alternative is not recommended because it is a requirement of the relevant provisions of the Transport Act 2000 (as amended) that the council maintains a current LTP.
- 2 To adopt a revised LTP in advance of adoption of the Core Strategy. This alternative is not recommended because it would pre-empt the outcome of the Core Strategy adoption process and could result in the transport policy being inconsistent with the land use policy.

Reasons for Recommendations

- 3 To ensure the council complies with the statutory requirement to adopt and maintain an LTP and to avoid the premature adoption of LTP4 ahead of adoption of the Core Strategy.
- 4 The LTP forms part of the council's budget and policy framework and therefore extending the existing LTP3, pending replacement with a new LTP4, is a decision reserved to Council.

Key Considerations

Background

- 5 The current LTP3 (see appendices 1 and 2), which is a statutory requirement and sets out how the council will deliver transport improvements and maintain its transport assets, ends on the 31 March 2015. The LTP3 needs updating to ensure it is consistent with our land use policies which are contained in the Core Strategy. As the Core Strategy is not due to be adopted until late 2015 we need to extend the current LTP until such a time that the Local Development Framework is adopted. We also need to prepare the next LTP ready for adoption after the Core Strategy is adopted.
- 6 The advantages of this approach are that the council will conform to its legal requirements, it allows the LTP4 to take account of any changes in the Core Strategy and it allows the LTP4 to reflect the outcomes of the Highways Agency route study process.

Developing the next Local Transport Plan

- 7 Whilst it is proposed to recommend to Council to extend the time period for the present LTP3, the program of work will continue to thoroughly review the current LTP3 and publish an on-line draft version of LTP4 to help inform the final document.
- 8 The programme for LTP4 consultation, development and adoption (post adoption of the Core Strategy) is set out below (Figure 1) showing key milestones.
- 9 The process of developing our next LTP has been progressed alongside the development of the Core Strategy for several years. The two strategies are coordinated and a strategic linkage between them has been maintained such that the next LTP will closely support the growth proposals included within the Core Strategy. This linkage has been further strengthened through the joint review and development

of evidence. Key supporting evidence for the Core Strategy, including various studies into the relief road and the recently completed phasing study (Strategic Prioritisation and Hereford Transport Strategy Review) will directly inform the LTP4's long term strategy.

- 10 The evidence base for the transport strategy has been developed from a number of studies and consultations. These have also helped shape the development of the Core Strategy including the delivery of the Hereford Enterprise Zone. The studies have addressed a wide range of transport issues including buses, rail, cycling and car parking.
- 11 Work is now underway to develop LTP4 which can be swiftly adopted after the Core Strategy is adopted. In order to inform the final LTP4 and avoid delay in adopting a new LTP, after the Core Strategy is adopted, this work will continue and it is proposed to carry out consultation on transport proposals likely to be included in LTP4 later this year.

Figure 1 Timetable for LTP and LDF adoption.

Task	2014						2015						2016									
	J	A	S	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D	J	F	M	
Funding announcements	●																					
Preparation of draft LTP	■																					
LTP consultation including EIA and workshops			■																			
LTP consultation report and LTP review						■																
LTP Cabinet decision and adoption														■			■	■	■	■	■	■
LDF Submission		●																				
LDF Examination						■	■	■														
Inspector's LDF Report								■	■													
LDF Adoption										■	■	■										

12 Conclusion

Extending the time period of the current LTP3 until March 2016 will ensure:

- Statutory duties are met by maintaining an LTP; and also that
- A LTP4 is adopted which supports and does not pre-empt the Core Strategy.

Community Impact

- 13 The LTP4 will set out how we propose to enable economic development, reduce carbon dioxide emissions and improve health through supporting and facilitating the Core Strategy.
- 14 A Strategic Environmental Impact Assessment will be carried out on LTP4 and will help understand the impacts of the policies and plans so they can be refined if

necessary.

Equality and Human Rights

- 15 An Equality Impact Assessment will be carried out during the consultation process to enable us to understand the impacts of the policies and plans so they can be refined if necessary.

Financial Implications

- 16 There are no financial implications from extending the current LTP.
- 17 The costs associated with LTP4 development, consultation and adoption can be met from within existing budgets.

Legal Implications

- 18 Extending the time period of adoption of the present LTP3, until March 2016, will fulfil the statutory requirements of the council, as local transport authority, to produce and maintain an LTP under the relevant provisions of the Transport Act 2000 (as amended by the Local Transport Act 2008).

Risk Management

- 19 By extending the lifetime of LTP3 we avoid:
- Adopting LTP4 before the Core Strategy is adopted
 - Breaching the statutory duties to maintain an LTP

Consultees

- 20 None at this stage. It is proposed to undertake consultation on LTP4 later this year.

Appendices

Appendix 1 LTP3 Strategy and Delivery 2013-2015

Appendix 2 LTP3 Policy 2013-2015

Background Papers

- None