

ENVIRONMENT AND ACCESS PERFORMANCE IMPROVEMENT COMMITTEE

16 March 2005

LOCAL TRANSPORT PLAN 2006 - 2011

REPORT OF THE DIRECTOR OF DEVELOPMENT SERVICES

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RECENT REFERENCES:

None

EXECUTIVE SUMMARY:

Hampshire County Council is in the process of collating their second Local Transport Plan (LTP). The second LTP will cover the period 2006 to 2011 and will state the authority's transport strategy for the five year period.

The provisional plan will be published in July 2005, with the full plan set for publication in March 2006. There will be a significant consultation exercise in autumn 2005 and along with other District Councils and interested organisations, Winchester City Council will be given the chance to contribute to the development of the LTP.

Central Government guidance has required that all LTPs adopt the four shared priority areas of accessibility, congestion, safety and air quality.

RECOMMENDATIONS:

- 1 That the report be noted.
- 2 That Cabinet be recommended to agree that the City Council responds to the County Council as follows:
 - (i) offering the support of the City Council in the development and implementation of the second Local Transport Plan,
 - (ii) expressing concern that the loss of the WMAP could loose focus on the unique problems that exist in Winchester,
 - (iii) requesting that particular emphasis is placed on addressing the Air Quality Issues in the centre of Winchester, particularly through provision of a Park and Ride facilities in the Bushfield area.

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DETAIL:

1 Introduction

- 1.1 Highway authorities (county councils and unitary authorities) are required to produce a Local Transport Plan (LTP) every five years. Hampshire County Council is the Highway Authority covering the Winchester District. The first Hampshire LTP was published in 2000 and covered the five years from 2001-02 to 2005-06. The second LTP will cover the period from 2006-07 to 2010-11.
- 1.2 The LTP states the authority's transport strategy for the five year period. The Government uses the LTP process to determine the allocation of resources to individual authorities and also to assess local authority performance as part of the CPA regime.
- 1.3 The format and content of LTPs is governed by Government guidance. The Government gave local authorities considerable leeway in the production of the first LTPs in 2000. However, the latest guidance for the second LTPs is much more prescriptive.
- 1.4 Hampshire County Council is currently drafting the second LTP and this presents an opportunity for the District Authorities within the County to comment on the content and direction of the plan.

2 Timetable

- 2.1 A provisional LTP has to be submitted to Government on 29 July 2005, with a full LTP required by end March 2006. In order to meet the July deadline, the draft LTP will be produced in April following a series of seminars with the Transport Strategy Panels and key stakeholders during March. Approval of the provisional LTP will then be sought by the appropriate Executive Member, Cabinet and Council meetings in order to meet the required July submission date. An extensive consultation exercise will be carried out on the provisional Plan in the autumn; it will then be redrafted and approved prior to final submission in March 2006. A detailed timetable is included in the attached appendix.
- 2.2 The later stages of the process will depend on the timing of further guidance from Government and on the outcome of a number of research projects that will run throughout 2005, including key research on accessibility, congestion and the continuing evolution of the South East Plan.

3 Overall Themes of the LTP

- 3.1 The County Council are proposing that their approach to the development of the second LTP should be evolutionary rather than revolutionary. Large parts of the Council's existing policy framework are consistent with Government policy and the emerging LTP guidance. This includes road and bridge maintenance, safety, travel planning, school travel, travel information and marketing.
- 3.2 The Government guidance requires LTPs to be written in a tightly prescribed format. All strategies and issues should be presented in terms of how they would help to achieve the Government's four shared priority areas of **accessibility, congestion, safety and air quality**. There should not be separate sections on individual modes, such as buses, cycling and walking, or on wider policy objectives, such as quality of life. Instead, these issues should be covered within discussions of the four shared priority areas. This is a distinct change from the previous plan and guidance.
- 3.3 In order to comply with this rigid structure, the County Council are proposing the following overarching vision for the LTP:

	LTP vision	Shared priority
We want to achieve...	... a transport strategy that enhances quality of life and economic prosperity by connecting people, communities, employment, goods, services and amenities.	accessibility
We will do this...	... by the effective provision, coordination and management of transport networks for all modes of transport and for all transport users, minimising delays and disruption.	congestion
We want to minimise...	... the number of casualties and fatalities caused by the operation of the transport networks, with a particular emphasis on the safety of vulnerable groups.	safety
We want to protect...	...the people, communities and environments that are adversely affected by poor air quality, where transport can be a significant causal factor.	air quality

- 3.4 This framework seeks to incorporate each of the concepts of the HCC's corporate strategy whilst still retaining strong links to the Government's shared priority areas. It sets the provision of services to the public (i.e. accessibility) as its key aim. Within the LTP, each of the four main elements (accessibility, congestion, safety and air quality) would then be sub-divided into different issues, geographical areas and modes. This overall framework is similar to the policy aims and objectives of the first LTP.

4 Funding

- 4.1 The Government has changed the way that LTPs are funded. The Government has decided to remove the bidding process that featured in the first LTPs. Instead, authorities will be told **in advance** how much they will receive in each year of the LTP period. LTPs will be derived for this level of funding, rather than an assessment of needs by the authority.
- 4.2 The disadvantage of this system is that it requires the Government to calculate the appropriate level of funding for each authority before Government sees the LTPs. The Government's stated intention is that allocations will be calculated by a formula that uses easily available data (such as population, road length, road casualties, etc) to take account of the need for authorities to spend on integrated transport. A similar formula has been used for several years to allocate maintenance resources.
- 4.3 The publication of the formula was originally intended for summer 2004, but has now been deferred to "before December 2005". In the meantime, each authority has been asked to construct its provisional LTP around a set of indicative allocations that have been derived from the first LTP settlements. The following table gives the indicative allocations for the County Council over the five years of the LTP period:

Year	Maintenance £m	Integrated transport £m
2006-07	14.601 (confirmed)	13.093
2007-08	14.893	13.093
2008-09	15.638	13.749
2009-10	16.420	14.438
2010-11	17.241	15.162

- 4.4 The 2006-07 maintenance allocation is the only figure in the table which has been confirmed. In particular, the integrated transport figures could change significantly. If the Government introduces its formula in 2005, it is possible that it could produce substantially different allocations for the County Council. There remains the possibility of bidding for reward funding as a bonus for producing a good LTP.
- 4.5 The County Council are proposing that the provisional LTP in July 2005 should seek to retain as much flexibility as possible over the deployment of resources. In particular, the County Council wish to avoid raising unrealistic expectations about individual schemes that are dependent on the overall level of funding provided. The County Council intends that the provisional LTP should discuss types of programmes rather than individual schemes, so far as this is possible within the Government's guidance.

5 Structure of the LTP

- 5.1 Unlike the first LTP, the structure of LTP2 will be strongly influenced by the requirements of the guidance. This will produce a much shorter LTP than before, with a stronger emphasis on outcomes in terms of the four shared priorities. The guidance discourages separate LTP sections on individual modes or transport interventions, such as buses, rail, ITS, etc. The guidance also does not allow for geographic sections, such as the strategies for each of the four Transport Strategy Areas in Hampshire.
- 5.2 As so much work has been done on each of the four Transport Strategy Areas in Hampshire the County Council it intends to retain these strategies and include them as appendices to the main LTP document. Most of Winchester District is contained within the Central Hampshire Transport Strategy area, though parts of the District and many of the local journeys are located within the Solent Transport Strategy area.
- 5.3 The new Central Hampshire Transport Strategy will replace both the original Central Hampshire Area Transport Strategy and the Winchester Movement and Access Plan (WMAP). Therefore it is of some concern that some focus could be lost in dealing with the unique problems in Winchester.
- 5.4 If, as suggested by HCC, WMAP is absorbed into the new Central Hampshire Transport Strategy it will be important to ensure that due emphasis is placed on Winchester as one of the County's Air Quality Management Areas (AQMAs). As Air Quality is one of the four key priorities identified in the Government guidance issued on the preparation of the LTP the Council should seek to ensure that sufficient funds are available to help implement Winchester's Air Quality Action Plan.

6 Policies and Schemes within the Winchester District

- 6.1 During March 2005 the County Council is organising a series of Transportation Panel meetings covering each of the four Transport Strategy Areas. Officers and Members of Winchester City Council will be attending the meetings covering the Central Hampshire Transport Strategy and the Solent Transport Strategy.
- 6.2 The County Council is using these initial meetings to re-evaluate take a fresh look at what problems and issues are within the Strategy Areas, with a view to re-appraising the schemes currently within the Capital Programme.

OTHER CONSIDERATIONS:

7 CORPORATE STRATEGY (RELEVANCE TO):

Green Agenda: To minimise pollution and waste and to make efficient use of resources, over the period of this Strategy we will:

- promote more sustainable transport in order to reduce congestion and improve air quality, including implementation of the Air Quality Action Plan in partnership with Hampshire County Council;
- increase the number of routes into Winchester where Park & Ride is available and press Hampshire County Council to develop a second Park & Ride site urgently;

- work with Hampshire County Council to improve the condition and safety of roads and pavements

8 RESOURCE IMPLICATIONS:

- 8.1 The funding for most Local Transport Plan schemes is direct from Central Government, though some schemes are part-funded by District councils and from developer funding.
- 8.2 One of the schemes currently in the 2005/6 Capital Programme is the provision of Variable Message Signing for Winchester City Centre car parks. For this scheme there is a proposal that the City Council should part fund (£100k) this from the Car Parks Capital Programme.

BACKGROUND DOCUMENTS:

Hampshire County Council Report to Executive Member - Environment 15 February 2005 - Local Transport Plan 2006 - 2011

APPENDICES:

Appendix 1: Proposed Local Transport Plan Structure

Appendix 2: Timetable for the production of the Local Transport Plan

Source: Hampshire County Council Report to Executive Member - Environment 15 February 2005 - Local Transport Plan 2006 - 2011

APPENDIX 1PROPOSED LOCAL TRANSPORT PLAN STRUCTURE**Main Document**

Foreword(s)

Executive Summary

Wider Policy Context

Integration of transport with other policy objectives and issues, such as Education, Health, Social Care, Museums and Heritage, etc. The impact of the National Park status would also be relevant.

Long Term Strategy

How the LTP fits into a longer term strategy, including its relationship to regional spatial strategy and regional transport strategy. Separate sections for each of the area transport strategies. The Solent element of this section would be common to the Solent Transport authorities.

Problems and opportunities

An analysis of the current transport situation and likely developments. Probably best to divide this section into accessibility, congestion, safety and air quality.

5 Year Strategy

- Overall strategy
- Accessibility
- Congestion
- Safety
- Air Quality

The overall approach to be taken in the LTP period, sub-divided by the shared priority areas. This is likely to be the longest section of the LTP.

Targets and Monitoring

The Government guidance sets a limit of 40 targets per LTP - many of which are compulsory. This section would describe the targets, explain what would be done to achieve them and describe trajectories towards the achievement of the targets.

5 year investment programme

The schemes and measures which would form the core of the LTP. Would need to be constrained to the funding levels specified by the Government.

Major schemes

This section should contain details of major schemes being bid for or likely to be the subject of a formal bid during the LTP period.

Appendices

Area transport strategies

Policy documents, e.g.

Passenger Transport

Rights of Way Improvement Plan

Transport Asset Management Plan

Process documents, e.g.

Consultation report

Joint working and partnership

Learning from best practice

Analytical assessment of targets and outcomes

Audit documents, e.g.

Strategic Environmental Assessment

Equalities Audit

APPENDIX 2TIMETABLE FOR THE PRODUCTION OF THE LOCAL TRANSPORT PLAN

January/February 2005 Broad themes discussed at Transport Strategy Panels

Decisions on overall LTP strategy and key decisions

First draft produced of key LTP sections

March Report to Cabinet

March/April 2005 Series of consultation seminars with key partners

Seminar on accessibility (see below)

March/April 2005 Transport Strategy Panels discuss draft LTP

April/May 2005 Officer drafting

June/July 2005 Council consideration of draft

July 2005 Provisional LTP produced

September 2005 Full consultation on provisional LTP

December 2005 Local Transport Settlement

Early 2006 Council considers draft final LTP

March 2006 Full LTP published

Source: Hampshire County Council Report to Executive Member - Environment 15 February 2005 - Local Transport Plan 2006 - 2011