



Welcome to our Local Transport Plan guidance bulletin.

We hope you have had an enjoyable and restorative holiday season and wish you all the best for 2023.

If you would like to get in touch, please email us at:

lt.plans@dft.gov.uk

Public consultation

We had previously hoped to consult on revised draft Local Transport Plan (LTP) and Quantifiable Carbon Reductions (QCR) guidance before the end of 2022. However, in light of changes to the Ministerial team and in order to reflect the outcome of the autumn statement, we now expect to consult in early 2023. We are considering what this revised timeline means for implementation of LTPs, and how they will inform policy development ahead of the next spending review.

Early feedback

As a result of this extended timetable, we have been able to seek further feedback from stakeholders to improve the consultation drafts. We have also explored options for piloting the proposed QCR guidance which we hope will make for a better, more user-friendly product overall. We shared a working draft of the LTP guidance with a representative sample of LTAs, receiving largely positive feedback and using this to address some omissions.

A common theme of the feedback was the need for long-term funding certainty, fewer funding competitions, and clear expectations on the level of local ambition for LTPs. While it is not possible to provide certainty on future funding, we have strengthened the draft guidance with a view to supporting LTAs to navigate the current and future funding landscapes. In addition, we are considering tools

such as funding scenarios to help LTAs develop future proofed LTPs with prioritised scheme options which can adapt to different funding landscapes.

A new generation of LTPs present an opportunity for LTAs to influence the government's vision for Local Transport, including by improving the Department's evidence base for decision making. We would like to thank those LTAs who set time aside to provide detailed feedback.

Local Case Studies

We are keen that as part of sharing and promoting best practice, the LTP guidance captures a range of case studies from local transport planning, particularly where innovative approaches have been used. If there is an approach you would like to share with other LTAs, please get in touch. We are particularly interested in case studies of:

- Wide-ranging, inclusive and innovative stakeholder engagement being used effectively to shape an LTP.
- Non-transport and/or digital solutions being used to positively impact travel patterns/behaviours and lead to positive outcomes.
- How the Local Plan and other spatial/modal plans have been successfully aligned with delivery of an LTP leading to positive outcomes.

Quantifiable Carbon Reduction

In August, the Department shared the proposed blueprint for the QCR process to be carried out as part of developing an LTP. We recognise that carbon quantification is a relatively new area which many LTAs may find challenging, and we expect the approach to evolve over time as datasets and methods continue to develop. Ultimately, however, our approach is designed to bring about a step-change in terms of the role of

data in decision-making.

To support this new approach, we are considering what further support the Department can provide to complement the QCR guidance and how we could pilot the guidance. We are also funding several transport decarbonisation workstreams led and delivered by the Sub National Transport Bodies (STBs). These include support for baselining local transport user emissions at local authority level and further guidance on the selection of local interventions according to their carbon impacts. If LTAs want any support, or have any queries, you should contact your STB in the first instance.

Integrated Transport Planning

The last bulletin described the importance of a 'vision-led' approach to transport planning. We know that LTAs recognise that integration of transport planning and delivery across modes, networks and land-use is key to improving local outcomes and delivering on long-term strategic objectives. Our aim is for the LTP guidance to provide clarity on the Government's expectations in this area, and helpful pointers on partnership working to develop a shared vision for a place and translate this into transport objectives.

For example, integrating (as a minimum) Bus Service Improvement Plans, Local Cycling and Walking Investment Plans and Local EV Charging strategies under the umbrella of the LTP will help identify options for combining interventions where this offers delivery and/or cost benefits. Road space allocation is one area where integration at an early planning stage is likely to be particularly beneficial. We expect the draft guidance to re-iterate the importance of aligning Local Plans and LTPs, both in terms of strategic approach and the evidence base used, to provide a mutually supportive framework for change.