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## Decision Session Executive Member for City Strategy

1 February 2011

Report of the Director of City Strategy

### City of York Local Transport Plan 3 – ‘Summarised Draft’ LTP3

#### Summary

1. The purpose of this report is, to present a Summarised Draft Full ‘City of York Local Transport Plan, 2011 Onwards’ (LTP3), to the Executive Member, as part of the procedure leading up to the publication of the LTP3, by 31 March 2011. This provides an opportunity steer and shape the detailed content of the LTP3
2. The Summarised Draft Full LTP3 (see Annex A) comprises:
  - An Introduction outlining:
    - The main transport challenges and issues facing York into the future
    - Views obtained from consultation
    - Key policy and guidance.
  - The transport ‘Vision’ for York
  - Five ‘Strategic Themes’ to focus the strategy
  - The aims and objectives
  - The priority measures as part of the implementation programme (*not yet costed*)
3. A Draft ‘Full’ LTP3 will be presented to Executive on 15 March 2011, before the Full LTP3 is presented to Council on 07 April 2011, with the Executive’s recommendation for its adoption

#### Recommendations

4. The Executive Member for City Strategy is recommended to:
  - i) Note the contents of the report.  
either
  - ii) Approve the Summarised Draft Full LTP3 for subsequent development into the Draft Full LTP3.
  - or
  - iii) Direct officers to incorporate the Executive Member’s comments in developing the Summarised Draft Full LTP3 into the Draft Full LTP3.

Reason: To either approve or ascertain the required changes to the strategy and action plan to be incorporated within the full LTP3 for publication by the end of March 2011.

## **Background**

5. The council has a duty to produce a new Local Transport Plan (LTP3) by April 2011 to replace the existing Local Transport Plan (LTP2), which was published in March 2006 and is due to expire in March 2011.
6. Updates on Government Guidance, the LTP3 preparation process and progress, and previous consultations have been presented to the Executive Member at previous City Strategy Decision Session meetings, as listed in the Background Papers section of this report.
7. The preparation of LTP3 has been based on and drawn on on:
  - National policy and guidance
  - Local policies, plans and strategies in York and within York's surrounding area
  - An extensive evidence base
  - Three phases of consultation (one of which was an informal 'dialogue' to complete the evidence base)

## **Guidance, policy and other influences for preparing LTP3**

8. Much of the guidance and policy influences for LTP3 were contained in the Report to Decisions Session, Executive Member City Strategy (DSEMCS) on 01 September 2009.

## **Consultation**

9. The outcome of the first phase of consultation (on issues and options) was reported to DSEMCS on 02 March 2010. The outcome of the consultation on the subsequent Draft 'Framework' LTP3 was reported to DSEMCS on 04 January 2011. Although the first consultation gave a reasonably clear steer on the importance of various issues and actions, the second consultation highlighted a wide range of views of what the priorities for the various measures should be. However, some key issues and common themes did appear to be present within the responses, as listed below:
  - Congestion is the most important transport challenge facing York.
  - Improving public transport (buses and bus information) is the most important action for tackling congestion.
  - Reducing vehicle speed and promoting road safety
  - Encouraging more economic activity in the city centre (by having a larger car-free area)
  - Encouraging and improving facilities for walking and cycling.

## **Evidence Gathering**

10. An extensive data trawling exercise has been undertaken for compiling the evidence base for LTP3. This has consisted of:

- LTP2 indicator monitoring data (including National Performance Indicator data and LAA indicators).
- Other Council-collected data (e.g. other Performance Indicators).
- Data and other evidence collected through studies commissioned by the Council (e.g. work of the Traffic and Congestion Ad-Hoc Scrutiny Committee) and jointly commissioned with partner agencies (e.g. Leeds City Region Transport Strategy).
- Expert advice from officers within the Council and other agencies.
- Other studies, including Government-commissioned studies and reports.
- Information available on the internet (e.g. 2001 Census, Office of National Statistics data and other research groups).
- Evaluation of consultation responses.

## **Summarised Draft Full LTP3 Content**

### **The 'Vision' for transport in York**

11. The draft 'Vision' for LTP3 was presented in the first consultation. It has through subsequent consultation been amended slightly to the vision as shown in Annex A.

### **Strategy and Implementation Plan**

12. The Draft Framework LTP3 proposed five strategic aims. These aims (listed below) have been carried forward as strategic themes in the Summarised Draft LTP3:
  - Provide quality alternatives (to the car)
  - Provide strategic links
  - Support and implement behavioural change
  - Tackle transport emissions
  - Improve the public realm
13. These strategic themes have been further refined into a series of aims and objectives for deriving the implementation programme, which contains the priority measures to be put in place and the timescale for their delivery over the next four years (to 2015) and into the medium-to-long-term (up to 2031).
14. The short-term period in the implementation plan (2011-2014) shows the intended progress for each of the four years, reflecting the level of funding likely to be available over that time. In the medium-to-longer-term the programme is less definite, as future funding availability and other influences are less certain. The programme, does, however, have a degree of flexibility built into it to bring measures forward (should suitable funding opportunities arise), or otherwise adapt to changing circumstances.
15. In addition, the implementation programme predominantly contains capital funded measures. Although revenue funded measures are needed to support capital schemes to maximise their benefits, there are fewer in the programme. This is due to previous specific revenue grants for transport now being subsumed within the Council's overall revenue budget, the allocation of which the Council determines to best deliver its services for York. Therefore, it is not

clear at the present time, how much revenue support will be given to transport, although there are some relatively 'fixed' revenue expenditure for transport, such as concessionary fares reimbursement the Council will have to commit to.

### **Supporting information**

16. Further information will be made available on the Council's website, enable the publication of a concise LTP3 main document.

### **Next steps**

17. Following this Decision Session, more detailed (but concise) chapters of the LTP3 main document, including the addition of an expenditure profile to the implementation programme, and targets will be completed.
18. The following assessments will also need to be completed on the draft Full LTP3
  - Sustainability Appraisal (update and expansion of Draft Framework LTP3 Sustainability Appraisal)
  - Habitats Regulation Assessment
  - Equalities Impact Assessment
  - Health Impact assessment
19. The supporting information (see paragraph 21) also needs editing before being placed on the web-site.
20. It is anticipated that these items will be completed before LTP3 is presented to Executive in March 2011.
21. It is also anticipated that Executive Member comments, if any, will be incorporated before LTP3 is presented to Executive in March 2011.
22. Subject to Executive on 15 March 2011, recommending to Council on 07 April 2011 to adopt LTP3, it is intended to publish LTP3 on or before 31 March 2011, in compliance with the statutory deadline for doing so.

### **Corporate Objectives**

23. LTP3 is a cross-cutting document that encompasses and contributes to all of the council's outward facing corporate priorities.

### **Implications**

- **Financial** – The Draft LTP3 contains a proposed implementation plan with associated short-term (2011-2015) capital expenditure programme. Although many of the policies and measures require revenue support, a revenue expenditure programme is not contained in the draft LTP3. This is due to previous specific revenue grants for transport now being subsumed within the Council's overall revenue budget, the allocation of which the Council determines to best deliver its services for York.

- **Human Resources (HR)** – None identified at present
- **Equalities** – A full Equalities Impact Assessment will be completed prior to presenting the Full LTP3 to Executive.
- **Legal** – Adoption of the LTP is a function of Council that can not be delegated. It is, however, intended to publish the Draft Full LTP by 31 March 2011 with Executive's recommendation for its adoption in advance of its adoption by Council (on 07 April 2011)
- **Crime and Disorder** – There are no crime and disorder implications
- **Information Technology (IT)** – There are no IT implications
- **Property** – There are no property implications
- **Sustainability** – A full Sustainability Appraisal will be completed prior to presenting the Full LTP3 to Executive.
- **Other** – There are no other implications

### **Risk Management**

24. In compliance with the Council's Risk Management Strategy, the main risk associated with preparing LTP3 is a 'reputation' risk due to the council not fulfilling its statutory duty to have a new Local Transport Plan in place by 01 April 2011. Failure to have this strategic transport plan in place by the due time undermine the validity of any future transport programmes and jeopardise the success of any bids for funding necessary transport improvements the Council may make.

### **Ward Member comments**

25. Not appropriate at this stage.

### **Non Ruling Group Spokespersons' comments**

26. Non-ruling group spokespersons *have been* contacted.
27. Initial comments have been raised by Cllr. Merrett including:
  - Lack of ambition in the vision – in particular there should be a clear aim to increase the number of people cycling, walking and using public transport. The air quality vision should be to end the breach of air quality standards.
  - The strategy should include more positive encouragement to use the quality alternatives to the car.
  - Location of the expansion of York's Strategic Network should be selective to ensure additional road capacity is not simply taken up by suppressed demand, and released space is used for public transport, cycling and walking priorities.

- Suggests that there should be a separate additional aim in the Tackling Transport Emissions theme to meet EU air quality targets to improve the health of residents
- Suggests that there should be an additional aim in the Improving Streets and Spaces theme that reduces vehicle dominance and improves the environment generally and specifically for walking and cycling in residential streets, including the introduction of the 20's plenty approach to keeping speeds to 20mph in residential streets across the city.
- Concern that a number of measures should be brought forward in the delivery programme eg. Upgrading of Principal City Centre Bus Stops, Investigation of Low Emission Zone for City Centre etc.

28. No responses have been received to date from other spokespersons.

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**Report Approved**

**Date** 19/01/2011

**Specialist Implications Officer(s)** *List information for all*

**Wards Affected:**

All

**For further information please contact the author of the report**

**Annexes**

Annex A: Summarised Draft Full LTP3

**Background Papers**

- Guidance for the publication of LTP3, DfT, July 2009
- Decisions Session, Executive Member City Strategy 1 September 2009, Item 11
- Decisions Session, Executive Member City Strategy 20 October 2009, Item 12
- Decisions Session, Executive Member City Strategy 2 March 2010, Item 5
- Scrutiny Management Committee (Calling In) 8 March, 2010, Item 4
- Executive (Calling In) 9 March, 2010
- Decision Session, Executive Member City Strategy 11 May 2010, Item 10
- Decision Session, Executive Member City Strategy 04 January 2011, Item 5