



meeting **ENVIRONMENT SELECT COMMITTEE**

date **4 APRIL 2005**

agenda item number **14**

## **PROGRESS REPORT ON DEVELOPMENT OF LTP2**

### **Purpose of Report**

1. To provide an update on the proposals and timescale for developing the second Local Transport Plans (LTP2) for the County Council.

### **Background**

2. In July 2005 the County Council, along with other Transport Authorities, is required to submit to Government a Provisional Local Transport Plan for the period 2006-2011. This Provisional "LTP2" will be followed by the full and final submission in March 2006, and will replace the current LTPs which run until March 2006. LTPs are 5 year plans which set out the County Council's objectives, strategies and proposed measures for investing in transport infrastructure, and the targets the Authority is intending to meet.
3. LTPs form a bidding document for financial support from Government. Capital funding is made available based on the LTP submission for the following:
  - Major schemes (i.e. those over £5m)
  - Maintenance of County roads and bridges
  - Integrated transport schemes (ie those below £5m)

Funding for national rail, motorways and trunk roads is not included in the LTP settlement. Also excluded is revenue funding – for example for local bus support. The level of funding available through the LTP is dependent on the quality of the plan and the delivery of the targets set out within it. The quality of the LTP is also a significant factor in CPA assessment.

4. Nottinghamshire County Council has been involved in developing 2 LTPs. One covers North Nottinghamshire (Bassetlaw, Newark and Sherwood, Mansfield and Ashfield excluding Hucknall), and is prepared by the Authority alone. The other covers Greater Nottingham (Hucknall, Broxtowe, Gedling, Rushcliffe and the City) and is prepared as a joint submission with Nottingham City Council.

## **Achievements in LTP1**

- 5 The County Council has been very successful over the last 5 years in securing funding through its LTP1 submissions, and both LTPs have scored highly. Appendix 1 sets out a summary of some of these successes. Furthermore the success of the LTPs has contributed to the County Council's achievement of Excellent status. The challenge is to maintain this success in the second round of Local Transport Plans.

## **National and regional policy guidance**

- 6 Government has provided new guidance to Transport Authorities on both the format and content of the new Local Transport Plans. Appendix 2 contains a summary of this guidance. Of particular significance are the 4 "shared priorities", which have been developed and agreed with the LGA. These are:

- Tackling congestion
- Improving road safety
- Improving air quality
- Increasing accessibility (in particular through better public transport)

Transport Authorities are at liberty to include local priorities, but must demonstrate (and adopt targets) for tackling these national priorities.

- 7 In addition LTP2 will be expected to show conformity with the Regional Transport Strategy, and to demonstrate how it is contributing to other policy objectives such as economic regeneration, tackling social exclusion, education, social services and health.

## **Proposed timetable for preparing LTP2**

- 8 The proposed timetable for developing LTP2 is set out in Appendix 3. A key feature of this timetable will be the production of an LTP2 "Framework Document" in March 2005. This will set out:

- **Context** - including summary of national LTP guidance
- **Analysis** of data and trends
- **Objectives** of the Greater Nottingham and North Nottinghamshire LTPs
- **Overall strategy**, and a demonstration of how this strategy meets LTP objectives and national guidance.
- **Value for money/performance management** - identification of main areas where targets are likely to be required (but not the targets themselves)
- **Building the programme** - identification of main measures proposed (but not individual schemes)
- **Future consultation** – setting out the future consultations that are proposed

- **For Greater Nottingham**, the **organisation arrangements** for producing a Joint LTP with the City Council

The intention is to submit this Framework Document for approval to County Council on 24 March 2005. The Framework Document would then be used as a basis for consultation with stakeholders before the Provisional Plan was submitted for final approval to the new administration after the County Council elections. It is also proposed to undertake a more widespread public consultation during the same period using *Your Environment*.

#### **Elected Member involvement**

- 9 An LTP2 Member Panel has been established to guide the development of LTP2 over the next few months. The membership of this Panel is Cllrs Terry Butler, Brian Smith, Glynn Gilfoyle, Vincent Dobson and Martin Suthers OBE.
- 10 In addition, a Members' seminar to discuss the emerging issues within LTP2 has been organised for 16 March 2005. Invitations to this seminar and an agenda will be issued in the near future.

#### **Future reports to Environment Standing Select Committee**

- 11 It is suggested that a further report on progress with both LTP2s should be brought in early June 2005 in advance of the completion of the draft Provisional LTPs for consideration by County Council in late June/early July 2005.

Peter Webster  
Director of Environment

## APPENDIX 1 - LTP1 Achievements

The first LTP has been in place since 2000/01 with the plan period due to finish in 2005/06.

So far, funding brought in through the LTP for transport infrastructure has totalled over £120m, (£30m on Major schemes – MARR and Coventry Lane, £34m on small scale integrated transport schemes and £56m on road and bridge maintenance).

Of the performance targets we have set ourselves, we are on track to meet 17 of 20 identified.

### What has been achieved?

- **Mansfield Ashfield Regeneration Route (MARR)** - opens up employment land, removes traffic from residential streets and allows more road space to be allocated to public transport to improve access to Mansfield town centre. MARR was opened in December 2004, ahead of schedule.
- **NET Line One** - a new tram route running from Midland station to Hucknall.
- Our **road safety schemes** have reduced the number of people killed or seriously injured on the roads by 17% (this is nearly half way towards the nationally-set target of a 40% reduction by 2010).
- **The number of children killed or seriously injured has fallen by 50%**, meaning that we have already achieved the national target we were asked to meet by 2010.
- Only 20% of our main roads now need **structural maintenance**, compared to 36% at the start of the Plan period.
- Our work with the bus operators to improve public transport has lead to an **increase in bus patronage of 3%** across the whole county (6% in North Notts). Outside of London, only one other area has seen bus patronage rise during this period.
- We originally set ourselves a target of upgrading **all of our pedestrian crossings to achieve Disability Discrimination Act (DDA) compliance** by March 2006. As a result of additional funding, the number of DDA-compliant crossings was increased to 94% at the end of 2003/04. We expect to achieve our target in 05/06.
- **Traffic flows** are at the same level as 2000 in Gtr Nottingham, and have only increased by 5% since 1999 in North Notts.
- We have introduced a **programme of area-wide transport studies**. These studies involve significant stakeholder and public consultation to devise a package of transport measures to take account of public concern and meet LTP objectives. Schemes developed through the 10 MMAAs include Cartergate in Newark, Broadgate in Beeston, and Retford bus station.

## APPENDIX 2 - LTP2 (2006/7–10/11) Guidance

Guidance published in December 2004

Main Points.

- The DfT require the submission of the LTP2 in two stages
  - A Provisional LTP2 by 29<sup>th</sup> July 2005
  - A Final LTP2 by 31<sup>st</sup> March 2006
- Funding - There will be three elements of LTP2 funding (as LTP1)
  - Capital maintenance allocations - Funding allocations in LTP2 for maintenance will continue using a formula approach (as LTP1).
  - Integrated transport block - Funding of the integrated transport block will now also be based on a formula approach (planning guideline), with a performance element based on quality of planning and delivery worth + or - 25%
  - Major schemes - Funding for major schemes will, as before, be based on a cost benefit analysis appraisal and national selection criteria by DfT. Any majors intended for construction during the plan period must be identified and prioritised in LTP2.
- The main thrust of the guidance is focused on delivering '*sustainable improvements in economic performance, an inclusive society, a better quality of life*'. LTP2 to include,
  - Setting transport in a wider context
  - Identifying locally relevant targets (consulting widely)
  - Identifying the best value for money solutions
  - Providing indicators and trajectories

The Plan should focus on the agreed shared priorities of **congestion, safety, air quality, and the quality of public transport**.

- Assessment of LTP2
  - The Provisional LTP2 (July 05) will be assessed on its 'quality of planning'. The assessment will also include an element of 'delivery' based on the APR for the 04/05 period.
  - The Final LTP2 (March 06) will be assessed on 'impact of LTP targets'
  - 'Delivery' will be assessed on the basis of a final report in July 2006 on the impact of LTP1.
- The assessment of LTP2 will contribute to the CPA score for the County Council.
- A CPA Excellent status for the County Council means that an LTP2 submission is not required (only a brief statement of targets against mandatory indicators for the plan period). This would mean however that funding would be restricted to the 'formula' base, with no opportunity for +25% performance increase.

### APPENDIX 3 – PROPOSED LTP2 TIMETABLE

STEP	TIMESCALE
LTP Member Panel meeting to discuss Framework Document	28 February 2005
Elected Members Seminar	16 March 2005
County Council consideration of Framework Document	24 March 2005
Consultation over Framework Strategy	April-May 2005
Provisional LTP considered by LTP Member Panel and Environment Standing Select Committee	June 2003
<b>Provisional LTP considered by County Council, and submitted to government</b>	<b>by July 31 2005</b>
Public consultation over Provisional LTP alongside Environmental Report (a legal requirement of the Strategic Environmental Assessment regulations)	September-October 2005
<b>Revised Full LTP considered by Full Council and submitted to government</b>	<b>By 31 March 2006</b>

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