



Cabinet Report
17 th January 2018.

<u>Item</u>
Public

Approval to commission Local Transport Plan (4) LTP4 for Shropshire Council

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1. Summary

- 1.1. This report seeks approval from Cabinet to commission WSP (Cabinet should note that the current contract with WSP encompasses this work via schedule of the contract) to prepare and consult with appropriate internal and external stakeholders to source evidence and prepare a draft Local Transport Plan (version 4).
- 1.2. A Local Transport Plan (LTP) is a key strategic document which contains Shropshire Council's policies for the promotion and encouragement of safe, integrated, efficient and economic transport facilities and services. As such, the proposed LTP would cover all aspects of transport and highways in Shropshire, included walking, cycling, public transport, and car based travel, freight and the management and maintenance of highways.
- 1.3. The draft LTP, will be presented to Cabinet for consideration in approximately a year from the date of this report. Further approval will be sought from Cabinet to consult upon the "approved" final draft with the subsequent implementation plans. The results of that consultation together with the final LTP will be presented to Cabinet and then Council for adoption as a key strategic document of this Council
- 1.4. Shropshire Council has a statutory duty to have a Local Transport Plan (LTP) via the Local Transport Act (LTA) 2008. The existing LTP document now needs to be replaced, predominantly to reflect the forecasted pressure on the county's transport system, housing growth, and the need to harness economic growth as part of the Council's wider strategic direction.
- 1.5. It is proposed that LTP4 spans the period 2018 to 2028. Thus, the LTP will assist in focussing thinking on the infrastructure for transport, how this is facilitated, delivered and located. The document will also demonstrate strong linkages with other Council agendas such as Economic Growth and Planning, air quality and health. The document acts as an evidence base and facilitation document across these individual and collective disciplines.

- 1.6. This report seeks approval to commission and undertake extensive engagement across all sectors to support and evidence the Council's policies and strategic approach to transport in the years to come. It is then proposed, subject to Cabinet approval, to consult on the final draft LTP4 document with the associated implementation plans and then following the outcome of that consultation to seek subsequent approval from Cabinet and Council to adopt the final LTP as a key strategic document of the Council.

2. Recommendations

- 2.1. Cabinet approve that LTP (4) is commissioned and that a draft strategy is prepared.**
- 2.2. Cabinet approve an extensive internal and external engagement exercise is undertaken as appropriate, over the forthcoming year with agencies, partners, neighbouring authorities, statutory bodies and organisations as appropriate to ensure the thoroughness of the final draft.**
- 2.3. A final draft LTP (4) to be presented to Cabinet in approximately one years' time for consideration with a view to seeking approval from Cabinet to fully consult upon the final draft and the implementation plans for the different modes of travel and transport that the consultation will have developed.**
- 2.4. Cabinet should note that subject to the outcome of the consultation(s) exercise that the final LTP 4 and implementation plans, will be required to be presented to Council for formal adoption as a key strategic document of the Council.**

3. Risks and Opportunities.

- 3.1. There is a statutory requirement to have an LTP in place, and review / replace as an authority sees fit. The LTP is a critical tool in attracting investment directly into the Council and contributing directly towards economic growth either directly (for example how do we manage traffic congestion, or plan for the growth in transport demand due to forecasted increases in housing etc.). Shropshire Council adopted its first transport plan in July 2000 and second in March 2006. The LTP 3 is currently available for reference on the council's web site. Approval of this report will renew the LTP and its evidence base to meet the current context and aspirations of Shropshire Council.
- 3.2. An evidence based and widely consulted document that has the confidence and support of the wider Shropshire and neighbouring communities will be key in supporting future bids by this Council for supporting infrastructure and other strategic studies and without such an approved document the Council's ability to attract inward investment could be limited. Furthermore, our local partners will also benefit from access to information in support of their growth proposals.

4. Financial implications

- 4.1. The ability to commission the work is contained within service schedules 6.3, 6.4 and 6.5 of the WSP contract, which provides the ability to develop Strategic documents, consultation exercises and transport plans. Further, there are no incurred procurement costs with utilising this route.
- 4.2. The cost of the commission is £173,000, with funds identified from new homes bonus (£160K) and LTP budget service budgets, based upon the itemised activities and work schedules that WSP will be providing to Shropshire Council. It should be remembered that the finalised work as well as achieving a statutory requirement, will also support funding applications over the ten-year cycle of the plan and facilitate growth aspirations within Shropshire.

5. Equality and Social Inclusion Impact Assessment (ESIIA).

- 5.1. The Council is aware of its duties under the relevant Equalities legislation and to that end a stage one Equality and Social Inclusion Impact Assessment (ESIIA) has been completed. Given that this report seeks approval to commission and consult on a draft strategy, once the draft strategy is formed, consideration will be given as to whether a full ESIIA is required. Thus a stage 1 ESIIA, is completed and signed by appropriate officers for the purposes of this report and attached at Appendix 1.

6. Background

- 6.1. The Local Transport Act 2008, provides a statutory requirement for Local Transport Authorities (LTAs) to have a local Transport Plan (LTP). The Act allows LTAs the freedom to replace LTPs as and when they see fit rather than requiring a five year planning cycle as in previous legislation (Transport Act 2000).
- 6.2. The LTP is a critical tool to facilitate appropriate economic growth and assist Shropshire Council (SC) to attract investment from Government or other public funding sources, because it is an evidence based, widely consulted and strategically agreed document for its priority transport growth schemes. It is thus vital that SC has a robust LTP in place. This will provide an opportunity for SC to produce a longer-term plan, enabling the Council to take a strategic view of transport along the same timescales as those that have been used to set out the county's growth ambitions. It is therefore proposed that the new LTP4 spans the period 2018 to 2028.
- 6.3. The Local Transport Planning process has, by common consent, brought about a step change in the way that local authorities plan strategically for transport in their areas. Good transport is a vital factor in building sustainable local communities. It contributes to the achievement of stronger and safer communities, healthier children and young people, equality and social inclusion, environmental objectives and better local economies. Where transport fails, these aspirations are put at risk, or severely curtailed.

- 6.4. The proposed LTP covers all aspects of transport and highways in Shropshire, including walking, cycling, public transport, and car based travel, freight, and management and maintenance of highways and interfaces with other corporate strategies and initiatives.
- 6.5. Local Transport Plans enable Local Authorities to set out their policies and corresponding implementation plans, which best meet and area's needs for all aspects of transport and highways. The Plan and its required implementation plans will form the entire basis of LTP4 documentation.
- 6.6. The LTA 2008 provides local authorities with the power to review and propose their own arrangements for local transport governance to support more coherent planning and delivery of local transport. The Act retains the statutory requirements to produce and review local transport plans and policies. Authorities are expected to review their LTP to make sure it remains relevant. Each local authority can determine the time span for review.
- 6.7. Shropshire Council adopted its first transport plan in July 2000 and second in March 2006. The LTP 3 is currently available for reference on the council's web site. Approval of this report will renew the LTP and its evidence base to meet the current context and aspirations of Shropshire Council. Therefore this report and the intended draft plan, which will be presented to Cabinet and Council for approval is to ensure a formally adopted plan is in place. Not having a formally adopted plan may have the implication that Shropshire Council will not have an agreed evidence base for its plans for highway and transport investment and how it wishes to encourage and influence future activity thus making any defence of such decisions problematic. Also, future external funding opportunities that may be competitive are more likely to be successful if they are referenced and evidenced within an agreed and adopted LTP.

7. Setting the context

- 7.1. A range of data is to be identified, collated and presented to provide an overview of evidence, context and challenge against which the draft LTP 4 strategy will be developed:
 - Travel patterns and trends / car availability
 - Demographics
 - Development pressures
 - Public satisfaction
 - Road network
 - National Travel Survey
 - Census 2011
 - National Highways and Transport Surveys
 - Door to Door Action Plan etc.

Shropshire Council can also supply information on community led road safety concerns and highways complaints.

- 7.2. Shropshire Council holds Mosaic data that enables an in depth understanding of the lifestyles and behaviours of the public. Part of this commission will be to establish how this data can be used to inform the LTP and to design appropriate consultation.
- 7.3. Consultation undertaken as part of developing LTP3 in 2011 is to be reviewed and key emerging themes identified in terms of priorities. The context setting exercise should also consider any progress made since LTP3 in terms of successful funding bids, delivering schemes or the development of new policies or strategies, such as the new car parking strategy and Economic Growth Strategy. Throughout the development of this commission, innovative ways of presenting data are to be considered and must be suitable for interpretation by a non-technical audience. As a basis, all spatial information is to be developed using Geographical Information Systems (GIS).

8. Governance / Project Management Team

- 8.1. Revenue funding is identified in the current budget to meet the commission for WSP to undertake this work in partnership with the Council. Cabinet should note that the current agreed contract with WSP allows for this activity to be undertaken. Shropshire Council will implement a Project Management Team (Highways and Transport, Planning, Economic Growth etc.) and establish clear governance arrangements. It is anticipated that WSP would play a key role in the Project Team.

9. Develop project plan and key milestones

- 9.1. A project plan that identifies key milestones and timelines is to be developed and agreed with the Project Management Team.

10. Development of targets, goals and performance indicators

- 10.1. A set of performance indicators is to be developed. This is to be shared and agreed with the Project Management Team. The indicators must be SMART (Specific, Measurable, Assignable, Realistic and Time-bound). Particular consideration must be given to data already collected by Shropshire Council and the need to limit any additional resource burden.

11. Consultation plan and stakeholders

- 11.1. A list of relevant stakeholders and contact details is in preparation, coupled with publicity and various channels of engagement (meetings, social media, media releases etc.). This is to be shared and confirmed with the Project Management Team.
- 11.2. The Transport Act 2000 as amended, places a duty on local transport authorities, when formulating policies and plans, to consult:
 - economic growth stakeholders in order to ensure that economic growth is embedded into the draft transport plan and facilitates this and the allied planning agenda(s),

- bus operators,
- rail operators,
- public transport user groups,
- in the case of county councils, district councils
- the Secretary of State, in respect of Highways Agency roads (in practice, this would be via local HA contacts),
- Public Health,
- any other people they consider appropriate (e.g. environmental organisations, disability groups).

This will ensure local representatives are given genuine opportunities to input into the draft LTP 4 document and be consulted in the final draft LTP prior to adoption.

- 11.3. A consultation plan is to be developed to outline key consultation milestones and how key user groups will be accessed and their views surveyed. It is anticipated that much of the consultation can be web based, supported by appropriate media coverage. It is anticipated that WSP will produce the material to be used.
- 11.4. A further duty to involve, introduced in the Local Government and Public Involvement in Health Act 2007, requires local authorities and passenger transport authorities to involve citizens in local decision making and service provision.
- 11.5. Cabinet will be cognisant of the need for Shropshire to facilitate, through evidence based consultation, with all appropriate stakeholders over the forthcoming year.
- 11.6. A briefing for senior managers, key officers and Members is to be organised, the purpose of the briefing will be to provide an overview of the draft LTP document and the forthcoming consultation with the general public.
- 11.7. All of the above will contribute towards the final draft strategy and implementation plans being presented for final consultation and subsequent approval by Council during 2019

12. Joint working

- 12.1. Consideration to facilitating discussions with Shropshire`s neighbouring authorities, will be necessary to reflect the cross border and interrelationship aspects of transport It is suggested that initially, this mirrors Shropshire Council`s partners within the Marches LEP, Telford and Wrekin and Herefordshire. The authorities to be contacted will be agreed by the Project Management Team.

13. Strategic framework

13.1. The strategic framework within which the LTP being produced is to be clarified. Relevant current and emerging strategic documents at a national, LEP and local area level will be identified and reviewed. Consideration should be given to the following documents / bodies:

- Shropshire Council Corporate Plan
- Shropshire Council Local Plan review
- Key economic development documents for Shropshire
- Current Department for Transport (DfT) guidance / priorities
- Marches LEP Strategic Economic Plan
- Marches LEP Devolution Deal
- Marches LEP corridors report (Atkins)
- Highways England Route Improvement Strategies (RiS) and corridor studies
- Midlands Connect “Picking up the Pace”
- Midlands Connect Transport Strategy
- HS2
- Marches LEP Freight Strategy
- Marches Strategic Rail Strategy
- Network Rail Route Strategies
- West Midlands Combined Authority Transport Strategy
- West Midlands Rail
- Midlands Engine for Growth
- The Northern Gateway Partnership.

13.2. These documents are to be used to support and inform the development of the LTP4 mission and objectives. This list is not exhaustive and should be added to where appropriate.

13.3. A list is to be produced of the more detailed transport policies and strategies that currently exist within Shropshire Council. Any gaps will be identified and communicated to enable forward planning. It is envisaged that these will form a suite of documents that will support the overall LTP strategy document.

14. Development of area plans

14.1. A key outcome of the Strategic Review was that LTP4 should contain area based plans. It was suggested that LTP4 should apply the 18 Shropshire Place Plan areas to align with Shropshire Council Planning Policy documents. A key aim of the Place Plans is to ensure that Shropshire Council and its partners understand the local priorities within each community and that resources can be targeted appropriately.

14.2. The LTP brief in responding to this is to recommend an approach for developing area based plans in terms of highways and transport. The development of area based plans is to be supported by consideration of whether there are wider initiatives that would cross more than one place plan area.

15. Cross cutting themes

15.1. Through the work undertaken from the context setting, consultation and the strategic framework, countywide initiatives and commitments will be identified. It is envisaged that consideration will need to be given to the following themes, as outlined as a result of the Strategic Review:

- Supporting the economy, productivity and growth (including regional corridors),
- Transport (including sustainable transport),
- Carbon and the environment,
- Accessibility and health (considering how transport impacts upon people with disabilities and impact upon public health that travel modes can positively contribute to).
- Safety, security and equality.

15.2. A key element of the LTP will be the maintenance of Shropshire's highway network. As part of the current DfT incentivised funding initiative, Shropshire Council is working towards embedding a strong asset management culture. This will need to be reflected in the LTP.

16. Bus Strategies and Changes to Bus Powers

16.1. The Local Transport Act 2008 removes the requirement to produce a separate bus strategy. Buses will continue to be a key element of LTPs and this legislative change allows bus measures to be integrated more effectively into the core LTP strategy and implementation plan.

16.2. The Act contains a number of important changes that give local authorities improved powers to influence the provision of bus services in their area, as well as bringing greater flexibility for the community transport sector.

16.3. Punctuality is a key issue for bus users. The work of local authorities on traffic management issues can have an important effect on the ability of bus services to run to time.

17. Having Regard to Environmental Policies.

17.1. The Transport Act 2000 as amended, requires local transport authorities to have regard to Government guidance and policies on the environment when formulating Local Transport Plans and policies. The Act makes particular reference to climate change mitigation and adaptation as well as air quality, noise, landscape and biodiversity.

18. Final draft document and implementation plans.

18.1. Once the consultation process and data gathering exercise has been completed, a final draft document with associated implementation plans will be developed. These final draft documents will be presented to Cabinet for approval to consult, and subject to acceptance presented to Cabinet and then Council for formal adoption.

19. Conclusion

19.1. A high quality, well researched strategic transport plan that has been widely consulted upon, will support the council's agenda in developing its strategic approach to transport, policy and economic growth.

List of Background Papers (This MUST be completed for all reports, but does not include items containing exempt or confidential information).

- Local Transport Plan 2011 – 2026
- Provisional LTP Strategy 2011 – 2026
- Cabinet Report (16th March 2011) Provisional LTP Plan
- Enterprise and Growth Scrutiny Committee 21st October 2010.

Councillor Steve Davenport: Portfolio Holder for Highways and Transport.

Local Members - all members affected.

Appendices

Appendix 1 - Equality and Social Inclusion Impact Assessment (ESIIA)