

Transport lead
Government Office

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Dear

Monitoring of local transport plans – what should be expected from local transport authorities

I am writing to you about the process to develop local transport plans and the role of the Government Office in liaising with local transport authorities on their development.

Campaign for Better Transport has welcomed the emphasis by the Department for Transport on LTP3s setting out how they meet the five goals in Developing a Sustainable Transport System, and the move to longer-term LTPs which set out both strategy and implementation plans for their area. The new round of LTPs should represent a step-change in local transport planning and provision.

As such, we are strongly supportive of local transport authorities having the capability and responsibility for improving transport in their area. We have, however, expressed concern that the move away from formally assessing LTPs could mean that overarching priorities, particularly on reducing CO2 emissions from transport, may not be given sufficient weight in LTPs. The role of Government Offices in working closely with local authorities as they develop their plans and in annual meetings to discuss progress will therefore be key.

Drawing on our work on good practice with local authorities (including events with the LGA and Local Government Information Unit) and discussions with DfT and other organisations, we have set out what we expect to see from local transport authorities as they develop their next round of LTPs. We have also set out what a model LTP3 should include (see attached briefing).

I hope that setting out our views on good practice in LTP3 development and content is useful to you as you liaise with local transport authorities on their LTP. If you would like to discuss any of the elements we have identified or would like examples of good practice, please do contact me.

Yours sincerely



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Campaigns Director

What Government Offices should look for in the development and content of the third round of local transport plans

This note is grouped around three areas:

- Good practice in the process to develop LTP3
- Good practice for the strategy set out in the local transport plan
- Good practice in LTP3 implementation and delivery plans

Good practice in the process to develop LTP3

Questions that Government Offices should ask of local transport authorities as they develop LTP3:

1. Does the LTP represent a step change in local transport planning in order to tackle the urgency of significant annual reductions in carbon emissions from transport?
2. Has the local transport authority engaged proactively with their local community, including local third sector organisations such as transport and environmental groups, in developing the LTP?
3. Has there been consideration of whether to establish an integrated transport authority, a joint LTP and/or Multi Area Agreements with other authorities (if outside an existing PTA area) using powers in the Local Transport Act 2008 or Local Democracy, Economic Development and Construction Act 2009?
4. Has there been a rigorous process to consider a wide range of options to achieve the goals in the LTP, rather than an automatic carry-over of schemes such as road building and park & ride that they have already featured in previous LTPs?
5. Has the strategic environmental assessment been rigorous and followed best practice? – for instance has the local authority through the SEA:
 - Considered the possible scenario that it has to deviate from national policy if it is to have an influential role?
 - Demonstrated a more sophisticated method than the “goldilocks approach” of identifying first your preferred option and then sandwiching it around two extremes?
 - Been able to go beyond ‘business as usual’ when considering options?
6. Has consideration been given to ways in which proposals can be funded outside the regional funding advice process, local transport capital settlement or as part of the local government settlement? eg
 - What evidence is there of evaluating funding from
 - Community infrastructure levy, business rate supplements and/or developer contributions
 - Joining up other transport funding streams, eg decriminalised parking enforcement, parking charges and workplace parking levies?
 - Has the local transport authority sought to build wider partnerships and sought cross-agency funding and implementation?

Good practice for the strategy set out in the local transport plan (including setting objectives, targets and key performance indicators)

As local transport authorities publish their LTP strategies and objectives, questions that Government Offices should ask include:

1. Does the LTP set out a positive vision for how transport can help achieve the DaSTS goals and local or other wider objectives chosen by the authority rather than merely responding to the problems of forecast growth in housing and car usage? As part of this, does the LTP join up to other local authority targets and spending to enable the greatest impact?
2. Does the LTP include quantified annual reductions in CO2 from transport as a result of the measures it contains?
3. How will the LTP enable and encourage significant increases in rates of active travel (walking and cycling)? (For example, is there a specific goal to reduce public perceptions of the danger of walking and cycling)
4. Does the LTP set out a strategy to give comparative advantages to sustainable transport modes compared to cars, for example by making journeys by public transport, cycling and walking safer, quicker, cheaper and more convenient, in order to reduce the proportion of journeys made by car?¹
5. Does accessibility planning in the LTP identify and make good gaps in the provision of local services, amenities, shops and employment opportunities and link to other policies to reduce the need to travel? (For example, spatial planning and strategies and wider local authority policies on accessibility to shops and services)
6. Is there recognition that tighter public spending (at least in the initial years of the LTP) means that smarter and smaller projects should have priority?

Good practice in LTP3 implementation and delivery plans

Implementation plans will involve a mix of policies and packages and should include measures on the areas set out below.

As well as the individual modes, implementation and delivery plans should clearly bring together different modes in packages of proposals, drawing on existing good practice like the sustainable travel towns or other partnerships between local authorities and transport providers which can bring together good practice for particular localities.

In terms of individual modes, effective implementation and delivery plans can include:

Walking

- Encouraging walking to school
- Walkability audits of routes to schools (including car parking clear zones around schools)
- Roll-out of 20mph for residential and mixed use streets

¹ And therefore consistent with the Committee on Climate Change's progress report which set out a path to reduce overall motor traffic levels year on year from 2010 if emissions targets are to be met (*Meeting Carbon Budgets - the need for a step change*, Committee on Climate Change, October 2009, p 199)

- Evaluation of streets with assessment of reallocating road space to pedestrians
- Public realm improvements
- Links with Rights of Way Improvement Plans

Cycling

- Wider roll out of 20mph for residential and mixed use streets and 40mph for appropriate rural roads
- Reallocating space on roads with high speeds and flows of motor vehicles
- Filtered permeability, for example:
 - Making one-way streets two-way for cyclists
 - Installing mode filters that prevent rat-running but allow cycling
 - Removal of gyratories

Bus, rail and trams/light rail

- Proposals for ticketing, such as:
 - Joint ticketing and zonal fares, as well as inter-modal
 - Discount and concessionary fare schemes
- Provision of good information, such as:
 - Good practice in bus stop information
 - Consideration of funding from other sources for improvements such as voluntary levies on transport providers or lower-tier councils, or linking to road maintenance or town centre/public realm improvements
 - Online and other sources of information
 - Real time information
- Bus priority measures
- Access to stations, such as
 - Pedestrian access, cycle parking and bus integration through station travel plans
 - Opportunities for improvements through Network Rail funding (£3bn is allocated for station improvements to 2014) or development gain
- Role of quality contracts or partnerships
- Improving security
- Innovative approaches to rural transport, including demand responsive transport
- Agreement and marketing of regular interval bus services on routes with more than one operator
- Use of powers in the Local Transport Act 2008 to improve bus services and work with operators

Smarter choices

- Role of travel plans for schools, employers, new housing, hospitals, leisure and retail facilities
- Personalised travel marketing
- Car sharing
- Promoting car clubs, for example providing dedicated car parking spaces for car club cars; promotion of car clubs; partnership with car club providers

Better traffic and parking management

- Controlled parking
- Parking charges
- Controls on parking in new housing developments and more efficient provision (for example, unallocated spaces)
- Pedestrianisation and other management of vehicle access