

Subject:	Local Transport Plan		
Date of Meeting:	17 March 2011		
Report of:	Strategic Director, Place		
Contact Officer:	Name:	Andrew Renaut	Tel: 29-2477
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Key Decision:	Yes	Forward Plan No: CAB20205	
Wards Affected:	All		

FOR GENERAL RELEASE**1. SUMMARY AND POLICY CONTEXT:**

1.1 Local highway authorities have a statutory requirement to produce a Local Transport Plan [LTP] as part of the process to secure government grant funding. The current LTP expires at the end of March 2011 and a third LTP [LTP3] for Brighton & Hove will need to be in place by the beginning of April 2011. The LTP provides a policy framework for a capital investment programme in schemes and measures to maintain, manage and improve the city's transport network. This report outlines the results of public consultation and seeks endorsement of the draft plan, prior to approval at Full Council.

2. RECOMMENDATIONS:

2.1 That Cabinet notes the results of the public consultation;

2.2 That Cabinet endorses, for approval at Full Council, the draft of the Local Transport Plan attached in Appendix 3.

3. RELEVANT BACKGROUND INFORMATION/CHRONOLOGY OF KEY EVENTS:

3.1 Consistent with government guidance to "prepare a Plan which best meets the area's needs", the LTP3 sets out a 15-year strategy to 2026 and a Delivery Plan for investment covering the period from 2011-14.

National policy context

3.2 The requirement to produce Local Transport Plans is set out in the Transport Acts 2000 and 2008, and guidance is provided for local authorities. The Coalition government has recently set out its policy direction in the new Transport White Paper called 'Creating growth, cutting carbon' (January 2011), emphasising the importance of delivering local transport solutions. The government highlights the importance of transport investment for:

- Supporting economic growth
- Reducing carbon emissions
- Promoting equality of opportunity
- Contributing to better safety, security and health
- Improving quality of life.

Local policy context

- 3.3 In developing the draft Local Transport Plan, a significant number of local strategies and plans have been taken into account such as the Sustainable Community Strategy (May 2010), the Local Development Framework Core Strategy – proposed submission (February 2010), and the Air Quality Action Plan and Rights of Way Improvement Plan.
- 3.4 The draft LTP3 is structured around a number of key themes and principles, which include :-
- Maintain – repairing roads, pavements and street lights;
 - Manage – increasing transport choices for everybody and making the transport network more efficient through information and innovation and technology;
 - Improve –providing additional infrastructure to assist travel and improve environments e.g better air quality levels and residents’ health.

15-year Strategy (to 2026)

- 3.5 The proposed policy framework for delivering transport improvements in the city is summarised in Appendix 1 of this report and includes:
- a Vision Statement;
 - strategic transport objectives;
 - delivery approaches; and
 - examples of measures.
- 3.6 It is proposed that periodic reviews of the 15-year strategy will take place at 5-year intervals to ensure that sufficient progress is being made and that the strategy remains fit for purpose and in line with council priorities.

Delivery Plan (2011-14)

- 3.7 The proposed 2011-14 Delivery Plan in the LTP3 sets out proposed and potential investment priorities as well as delivery and monitoring arrangements. The first year of the Delivery Plan (2011/12) will primarily prioritise commitments for investment in schemes that are already approved, brought forward from 2008-11, or ongoing programmes of work.
- 3.8 Later this year proposals will be brought forward for approval for Delivery Plan programmes for 2012/13 and 2013/14. These will be assessed in relation to the council’s overall capital programme, consistent with the council’s intelligent commissioning approach, and will be submitted to the Environment Cabinet Member Meeting for formal approval.
- 3.9 The proposed 2012-14 Delivery Plan allows for flexibility in prioritising which schemes should be progressed, in order to respond to future levels of funding and emerging local priorities. Consistent with intelligent commissioning, it will focus on achieving value for money and efficient working by delivering co-ordinated packages of maintenance works and transport improvements. In terms of scheme implementation, it will minimise disruption to local residents and businesses by combining and co-ordinating different work programmes, and maximise measurable benefits when completed. Combining LTP budgets with funding from other investment programmes will help to maximise the impact of the programme.

- 3.10 A review of the 2011-14 Delivery Plan, will be scheduled in 2013 to enable proposals to be drawn up and consultation to be timetabled for the following 3-year investment period.

4. CONSULTATION

- 4.1 Preparation of the LTP3 has drawn on a considerable amount of consultation and evidence provided in current and recently approved strategies and plans. Consultation on the draft plan itself has included:
- Obtaining residents views through the council's website consultation portal, City News, other local media and household surveys;
 - Two workshops have been undertaken with the council's Environment & Community Safety Overview and Scrutiny Committee [ECSOSC]
 - Presentations to and workshops with the Local Strategic Partnership's Transport Partnership.
 - Attendance at the Community and Voluntary Sector's Transport Viewpoint event in July 2010.
- 4.2 In particular, the ECSOSC workshops have helped to refine the Vision Statement and strategic objectives and consider the relative merits of particular transport measures that can be used to achieve them.
- 4.3 The results of the public consultation are set out in Appendix 2 of this report. Further public consultation will be undertaken throughout the duration of the LTP3 as detailed proposals are brought forward for determination. This process will be informed by the council's intelligent commissioning framework.

5. FINANCIAL & OTHER IMPLICATIONS:

Financial Implications:

- 5.1 The LTP3 will provide future levels of capital funding to deliver transport improvements in the city, split between programmes of work for Maintenance and Integrated Transport schemes. On 3 March 2011, the council approved its budget for 2011/12 which included an allocation of £3.35 million for the first year of the LTP3 Delivery Plan investment programme. The detail of this programme will be considered and agreed by the Environment Cabinet Member.
- 5.2 Although revenue budgets are also available to fund transport improvements and the city's transport infrastructure, there are no significant financial implications in approving the draft LTP3.

Finance Officer consulted:

Karen Brookshaw

Date: 04/03/11

Legal Implications:

- 5.3 The Transport Act 2000, as subsequently amended by the Local Transport Act 2008, introduced a statutory requirement for local transport authorities to produce a Local Transport Plan [LTP], to keep the LTP under review and to alter the LTP if considered appropriate. The LTP may be replaced as the local transport authority thinks fit. The Transport Act sets out the statutory framework for LTPs, including policies to be developed and consultation requirements. In addition, the Secretary of State has issued statutory guidance to support local transport authorities in

producing LTPs and to which local transport authorities must have regard when producing their LTPs.

- 5.4 The preparation of and recommendations set out in this report have had due regard to the legislative requirements referred to above. It is not considered that any adverse human rights implications arise from the report.

Lawyer Consulted:

Hilary Woodward

Date: 14/02/11

Equalities Implications:

- 5.5 The development of the LTP3 has taken the city's Single Equality Scheme and equality policies into account, and an Equalities Impact Assessment will be completed as a supporting document.

Sustainability Implications:

- 5.6 The development of the LTP3 has taken the city's council's Climate Change Action Plan into account and a Strategic Environmental Assessment will be completed as a supporting document.

Crime & Disorder Implications:

- 5.7 The development of the LTP3 has taken the city's Community Safety Strategy into account, with a focus on improving road safety and personal security.

Risk and Opportunity Management Implications:

- 5.8 There are no significant risks associated with endorsing the LTP3, if it is done by April 2011. By ensuring that the LTP3 Strategy is reviewed regularly; the Delivery Plan is sufficiently flexible; and that monitoring informs how much progress is being made to achieve priorities, the need for risk management should be minimised.

Corporate / Citywide Implications:

- 5.9 The LTP3 reflects the current and emerging priorities and policies of the council and city, as established in key strategies and policy documents.

6. EVALUATION OF ANY ALTERNATIVE OPTION(S):

- 6.1 Local highway authorities have a statutory requirement to produce a Local Transport Plan [LTP] by April 2011. The draft LTP3 is consistent with, and will help to deliver, other citywide strategies, and takes account of approaches to delivering transport improvements which have been successful in achieving positive changes in the city.

7. REASONS FOR REPORT RECOMMENDATIONS

- 7.1 To enable Cabinet to consider and approve the draft LTP3, following public consultation, and seek its final approval by Full Council.

SUPPORTING DOCUMENTATION

Appendices:

1. LTP3 Vision, Strategic Objectives and Delivery Plan principles
2. Summary of public consultation responses
3. Draft Local Transport Plan (Part A-Strategy & Part B-Delivery Plan)

Documents in Members' Rooms

None

Background Documents

1. Department for Transport : Local Transport Plan Guidance
2. Various citywide strategies and plans

