

**Nottinghamshire
County Council
Environment**

LTP 2

Guidance, Links to Development Control and Timetable

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Aims

- Overview of LTP 2 guidance
- New requirements for LTP 2
- Process towards delivering LTP 2
- Links to Development Control
- Timetable to enable delivery



Government Transport Strategy

Alongside existing Governments strategies in 'The Future of Transport' for aviation, railways and strategic roads, the key strategies to help local Government deliver these outcomes are:

- Freer flowing local roads
- More reliable buses – enjoying more road space
- Demand responsive bus services
- Making services more accessible
- Promoting school travel plans, workplace travel plans and personalised journey planning
- Improved quality of local environment so that cycling and walking are seen as an attractive alternative



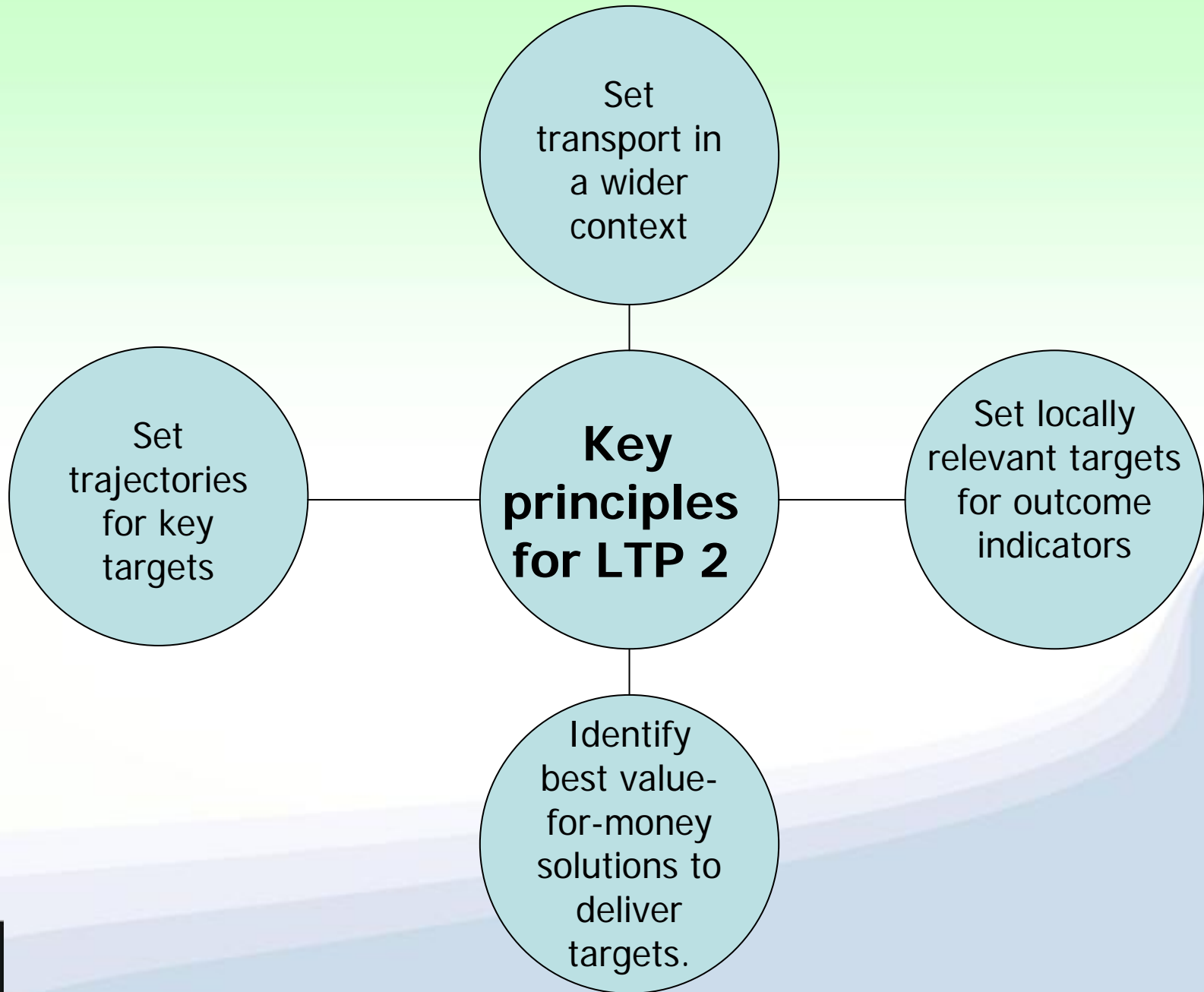
Overview of new guidance

- Links to agreed 'Shared Priorities'
- Publication of 'Planning Guidelines' – indicating the approximate level of Integrated Transport Block Funding
- New arrangements and guidance on joining up LTPs with Regional Transport and cross boundary joint working
- Inclusion of the following in the new LTP:
 - Accessibility strategy
 - Air Quality Action Plans



- Rights of Way Improvement Plans
- Transport Asset Management Plan report
- Publication of an Environmental Report on the impacts of the proposed LTP as part of Strategic Environmental Assessment.





Developing a high quality LTP (1)

Transport in its wider context:

- Set in context of regional economic and spatial strategies, and the local vision for the area
- Contain evidence of a long term strategy within which the 5 year implementation plan is set.
- Take a realistic view of transport investment.
- Demonstrate effective working across local authority boundaries.
- Have been developed in partnership with stakeholders.



Developing a high quality LTP (2)

Locally relevant targets:

- Support targets for housing, jobs and social inclusion
- Prioritise target relating to outcomes, not outputs and inputs
- Contains targets focused on the shared priorities
- Contains targets that are challenging but realistic



Developing a high quality LTP (3)

Demonstrate value for money:

- Proposed solutions are value based
- Aim to make the best use of existing infrastructure
- Include innovative solutions, not just capital investment
- Be underpinned by analysis of problems and opportunities



Developing a high quality LTP (4)

Indicators and trajectories for performance reporting:

- Contain targets and trajectories for key outcome indicators
- Contain a range of other targets and trajectories reflecting the delivery of the transport solutions identified by the plan.



The Shared Priority for transport

The shared priority for transport includes:

- Improving accessibility and public transport
- Reducing the problems of congestion, pollution and safety.
- Other quality of life issues related to transport and covered under the sustainable communities shared priority.



Congestion

- The largest unitaries will be required to set congestion targets, based on improved data made available by DfT. Other authorities to address congestion if it is a problem.
- Policies to be based on analysis of current and future travel patterns, reflecting employment and land use patterns
- Full consideration given to the range of demand and supply measures, tailored to local circumstances, and drawing on growing evidence base.
- Strategies for managing the road network, to reflect forthcoming guidance in association with the Traffic Management Act.
- Bus strategy contributes to tackling congestion.



Accessibility

LTPs required to contain accessibility analysis and an accessibility strategy.

The strategy should:

- Identify local accessibility priorities and propose solutions to accessibility problems.
- Consider changes to the provision of services, not just transport solutions.
- Be developed with partners and stakeholders.
- Include locally determined targets



Safer Roads

A good LTP will:

- include a road safety strategy reflecting needs of all road users, and set in the context of strategies for safer communities, regeneration and accessibility.
- Reflect national targets for casualty reduction, but tailored to local circumstances.
- Identify the most important local road safety issues, and solutions that may make use of revenue as well as capital expenditure.
- Consider particular issues of disadvantaged and child casualties.
- Contain evidence of successful working with other agencies e.g. police, Highways Agency



Air quality

- Where air quality issues are primary transport issues, local Air Quality Action Plans should be integrated into the LTP.
- Where local authorities do not have air quality management areas, they should still consider whether they should address air quality in their LTP
- LTPs should report on the range of options considered, and what the quantified impacts of proposed measures are.
- LTPs should report on how risks to achievement of targets will be addressed.



Other quality of life issues

LTPs should demonstrably address wider quality of life issues including:

- Neighbourhood renewal
- Quality of public spaces
- Community safety
- Health
- Noise
- Climate change



A good LTP will demonstrate value for money

LTPs should:

- Aim to achieve the best value for money from the funds available
- Assume no new major schemes beyond current Fully Approved and Provisionally Approved schemes.
- Set the context for possible new major schemes, and these should be clearly prioritised.
- LTP policies and targets should assume LTP capital funding levels described by funding guide line



- How buses will provide good value for money solutions.
- Better decision making across modes
- The scope for greater efficiencies in maintenance e.g. through Asset Management Plans and pooling of purchasing
- Transport benefits from wider local authority revenue programmes
- LTPs should recognise the need to undertake timely maintenance expenditure.

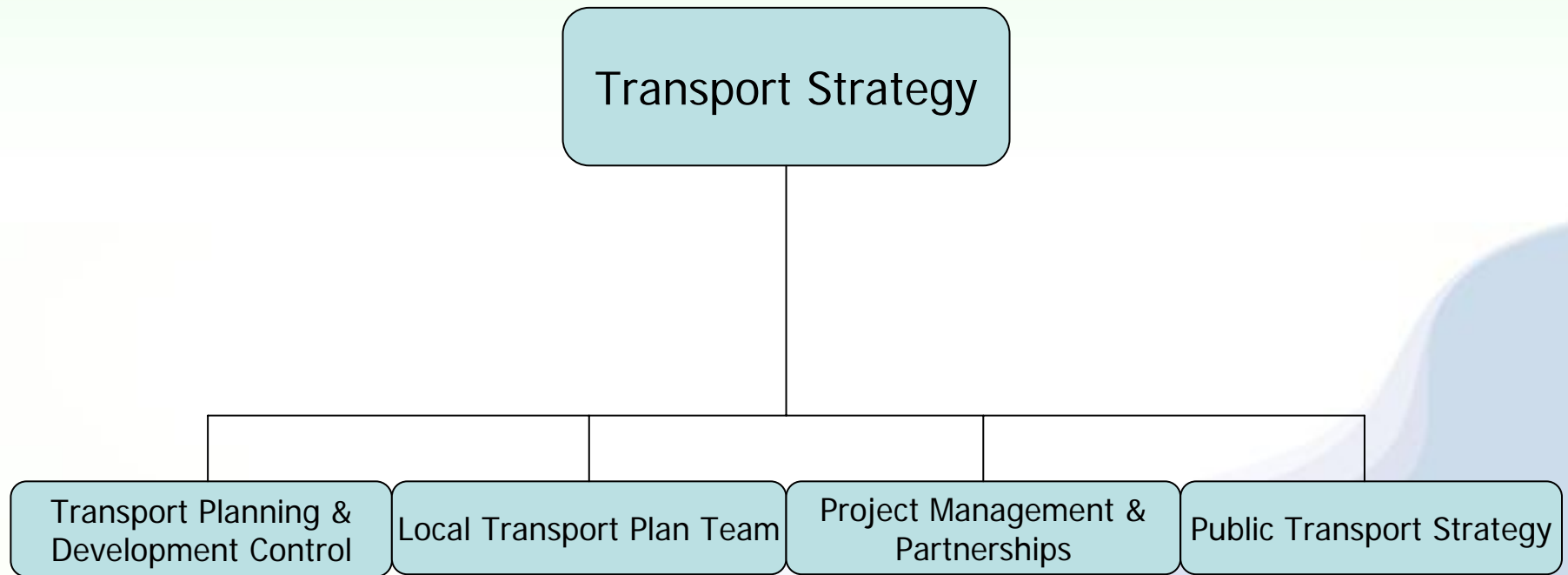


Funding Sources

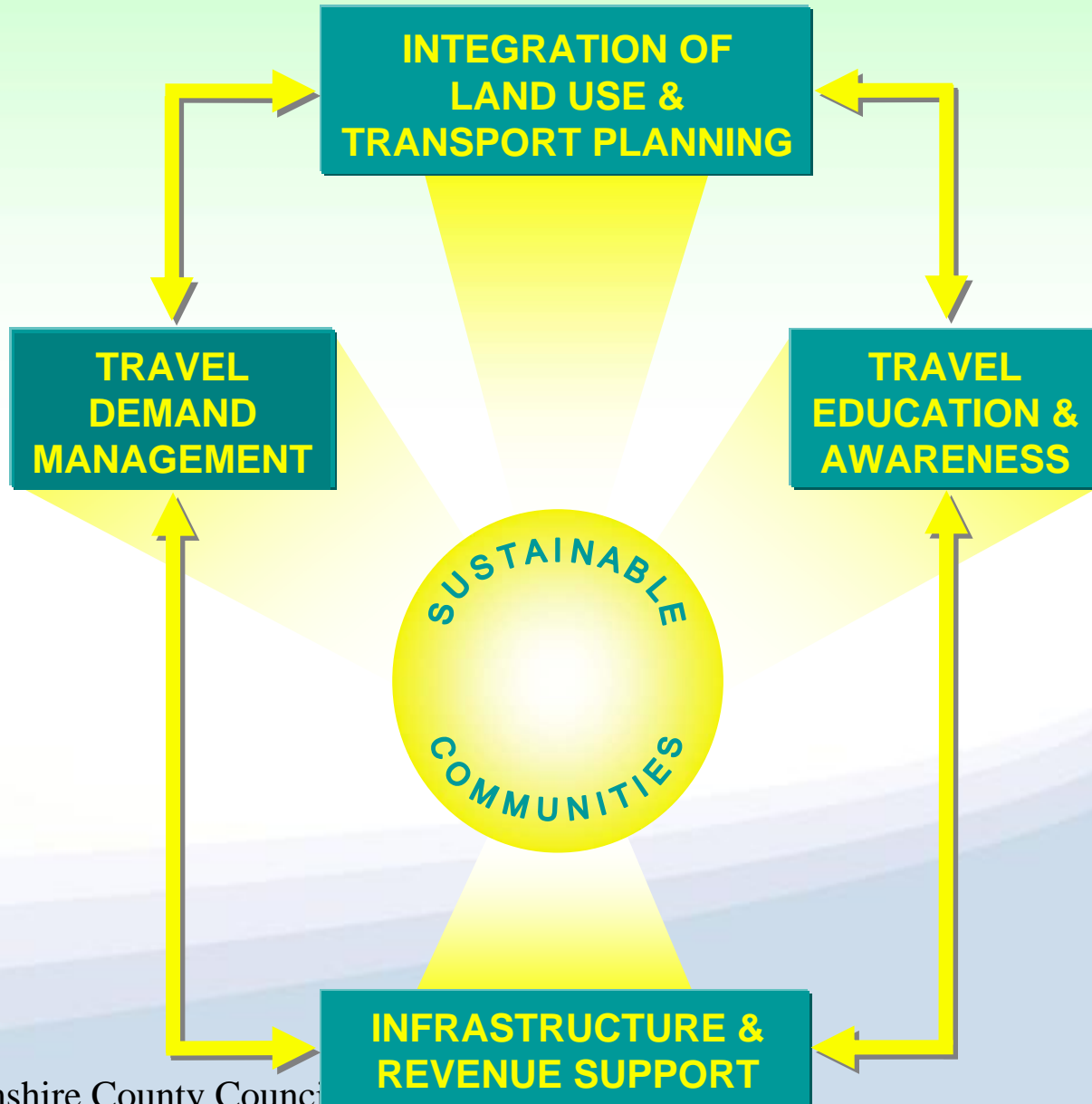
- Local Transport Plan
- Section 106 agreements
- SSP/ EMDA
- Specific grants
- European funding
- County



Structure Chart



Local Transport Strategy



Developer contributions

- ITPS – adopted May 2002
- Formulae based on:
 - Location
 - LU category
- Included in Local Plans
- Starting point for negotiation



Examples

- M&S
- Tesco
- B&Q
- Asda
- Sherwood Energy Village
- Balderton Hospital
- Housing development >£ 0.5m towards MARR



What do we do with the money?

- We allocate with LTP funds to enhance overall programme within relevant corridors



Draft LTP structure

- Wider vision
- Problems & Opportunities
- 5 year strategy
- 5 year programme
- Targets & Trajectories



Consultation issues

- What is an LTP?
- Plan Area
- The Vision
- Building on progress
- National and local transport priorities
- New developments for LTP 2
- Key issues
- Funding
- Influence the structure and strategy



LTP 2 timetable

- Received draft guidance Aug 2004
- Response to guidance Oct 2004
- Consultation document Mid Nov
- Receive planning guidelines End Nov
- Objective review End Dec
- Receive final guidance End of Dec
- 2nd consultation Spring
- Draft document End May 2005
- Submission July 2005

