

REPORT TO: Executive Board

DATE: 14th October 2010

REPORTING OFFICER: Strategic Director – Environment and Economy

SUBJECT: Halton's Local Transport Plan (LTP3)
Strategy and Implementation

Approval for a Period of Consultation

WARDS: Borough Wide

1.0 PURPOSE OF THE REPORT

- 1.1 This report seeks to gain the approval of the Executive Board for the content of the Halton Local Transport Plan (LTP3), Strategy and Implementation document for the purposes of a seven week period of consultation. This forms part of the LTP3 that will be submitted to the Board in due course for approval.

2.0 RECOMMENDATION: That

- 1) The LTP3 Strategy and Implementation document be approved for the purposes of a seven week period of consultation.**
- 2) Further editorial and technical amendments that do not materially affect the LTP3 Strategy and Implementation document be agreed by the Operational Director – Highways, Transportation and Logistics in consultation with the Executive Board Member for Transportation as necessary, before the document is published for consultation.**

3.0 SUPPORTING INFORMATION

Local Transport Plan

- 3.1 Local Transport Plans (LTPs) were initially introduced by the transport Act 2000, which set a statutory requirement for local transport authorities to produce a LTP every five years and keep it under review. Since then the Local Transport Act 2008 has been introduced, which retained the statutory requirement to produce and review LTPs and supporting policies, but changed aspects of the statutory framework including giving local authorities the flexibility to review and update the LTP as they consider to be appropriate.
- 3.2 Halton Borough Council as a Unitary Authority, is the transport authority for the area of Halton and as such is required to produce a LTP. The current LTP (LTP2) runs until March 2011, with the third LTP (LTP3) due to commence in April 2011.
- 3.3 As required by the 2008 Act, LTP3 will be in two parts; the first will set out a long term strategy to 2026 and the second will consist of a short

term (3 year) Implementation Plan, setting out in detail how the strategy will be delivered. Separating strategy and implementation allows the two parts of the LTP to be renewed (when necessary) on different timescales. For instance there may be less need to renew the overarching long term strategy, yet the short term Implementation Plan, may require more regular renewal.

- 3.4 Although Halton will be producing an individual LTP3, it has been recognised that working in partnership with the Merseyside Integrated Transport Authority (Merseytravel) or ITA, which is statutorily obliged to produce the LTP on behalf of itself and the Merseyside Districts, would be beneficial for the sub-region. As a result Halton and Merseyside have synchronised the preparation of their evidence bases and there is impetus to produce a similar long term vision and strategy across the sub-region. However, it should be acknowledged that the production of Halton's rolling implementation plan will be separate from Merseyside's and will be based on Halton specific characteristics.
- 3.5 Although the LTP will be submitted to the Government by the end of March 2011, the Department for Transport (DfT) will no longer formally assess the plan, impose mandatory targets or require submission of formal monitoring reports. However, the Department will continue to take account of the overall quality of a LTP especially where this is relevant to its decisions, for example in relation to funding.

The Policy Framework

- 3.6 It is important to consider the wider policy framework within which the LTP sits. This includes national, regional and local level policy.
- 3.7 At the national level, the DfT expects transport authorities to consider their goals as listed below. These goals are set out in the Delivering a Sustainable Transport System (DaSTS) document (2008). The five goals are:
- **Addressing climate change, by reducing carbon emissions from transport.**
 - **Supporting economic regeneration by helping competitiveness and productivity**
 - **Ensuring equality of opportunity**
 - **Protecting health, safety and security**
 - **Promoting quality of life and the natural environment.**
- 3.8 In terms of regional policy, LTPs were to be prepared in the context of the broader policies and objectives contained in the relevant Regional Strategies, for Halton this was the Northwest of England Plan – Regional Spatial Strategy to 2021 (RSS). The RSS has been revoked and is no longer a statutory document forming part of the development plan. In its place we now have a statement of priorities and framework for activity in the North West in the document 'Future North West, Our Shared Priorities' which is currently out to consultation. Halton will give due consideration to the content of this document whilst preparing its

LTP. LTPs should also have regard to local strategic objectives as identified in the Sustainable Community Strategy (SCS) and reflect and support policies within the Local Development Framework (LDF). Both Halton's SCS and the Core Strategy, which will set the key principles for the LDF are currently being prepared / replaced.

Preparation of LTP3

3.9 Although the preparation of Halton's LTP3 will follow from work undertaken for the LTP1 & 2, a new process has been advocated by the DfT. This involves the following five steps:

- Clarifying Goals
- Specifying Opportunities/Challenges
- Generating Options
- Appraising Options
- Selecting the preferred Options

The first phase of consultation, which was approved by Executive Board on 8th April 2010, took place for a six week period between 19th April and 28th May 2010. This was based upon the first two steps of development of LTP3 and covered goals, challenges and opportunities. It used a wide range of measures to engage with stakeholders and the public and successfully generated 176 responses. Details of this first stage of consultation are given in the Strategy and Implementation document now being brought to this meeting for approval. From the consultation it was recognised that there would be less funding available, at least in the near future, and the following issues were viewed as emerging priorities:

- Address/manage congestion, in particular through the construction of Mersey Gateway and addressing the 'school run'
- Improve access to work, education, training, services (including health) and social activities, targeting disadvantaged communities
- Reduce road casualties
- Cleaner low carbon transport
- Enhance economic success through the Mersey Gateway and through better freight distribution
- Continue to maintain the transport infrastructure to avoid further deterioration and ensure there is the ability to respond to emergency situations e.g. adverse winter weather
- Reduce delays due to maintenance works – with more particular reference here to the Silver Jubilee bridge
- Promote public transport, walking and cycling and improve access thereto; the use of these modes of transport will also have a substantial positive effect upon peoples' health
- Reduce perceptions of crime on public transport and improve safety and security of users
- Reduce traffic impact on communities in terms of pollution and noise; the improvement in air quality will have a significant effect upon peoples' health.

Subsequent to this first phase of consultation the development of LTP3 has since passed through step three, whereby a draft strategy and outline options for implementation have been considered. Currently, therefore, the development of LTP3 is at step four where strategy and options for implementation are being appraised. The proposed second phase of consultation forms part of this appraisal process.

In developing LTP3 the following statutory assessments will also need to be undertaken over the course of work:

- Strategic Environmental Assessment (SEA)
- Health Impact Assessment (HIA)
- Equality Impact Assessment (EqIA)
- Habitats Regulation Assessment (HRA) and
- Community Impact Assessment (CIA)

3.10 As with our goals, challenges and opportunities, it is important to ensure that the views of a wide range of stakeholders, the public and other interested parties are reflected in the development of our strategies and options. It is therefore proposed that the Strategy and Implementation document attached to this report be published for a seven-week period of consultation commencing on 18th October and ending on 6th December 2010.

3.11 A consultation plan has been prepared, and a number of methods will be employed with the aim of ensuring that the Strategy and Implementation document reaches as many interested parties as possible. Methods of consultation and information sharing will include a non-technical summary document, press releases, letters and emails sent to statutory and other LTP consultees, news articles and a dedicated webpage on Halton borough Council's website. A stakeholder consultation event has also been planned for 5th November 2010.

Subsequent to this period of consultation and the collation and consideration of representations made, the team will move on to step 5 of the LTP3 preparation. This step is where preferred options will be selected for the three year implementation plan. The outcome of this exercise will be included in the final draft of the LTP3 document that will be brought back to this Board for approval.

4.0 POLICY IMPLICATIONS

4.1 The LTP is the central transport strategy and policy document for Halton Borough Council. The overarching strategy, which will form the first part of Halton's LTP3, will have important links and implications for the development of other Council policy documents including the LDF and the SCS. The Implementation Plan, forming the second part of the LTP3, will also have important implications for a variety of Council Functions, most notably Highways and Planning.

5.0 OTHER IMPLICATIONS

The financial implications of the consultation exercise for the Local Transport Plan will be met from existing budgets.

6.0 IMPLICATIONS FOR THE COUNCIL'S PRIORITIES

6.1 Children and Young People in Halton

The preparation of LTP3 will offer an opportunity to contribute to improving access for children and young people to a range of community facilities, including sport and leisure facilities, encouraging them to live active and healthy lifestyles. Additionally, LTP3 can contribute to raising the aspirations of younger people by ensuring they can access higher education and employment opportunities.

6.2 Employment, Learning and Skills in Halton

An important component of LTP3 will be supporting the maintenance and enhancement of the Borough's economy through an effective and responsive transport system and network. This will allow Halton's communities to connect sustainability to employment opportunities across the Borough and the wider sub-region. Access to lifelong learning and skill development, especially through the Borough's educational establishments and workplaces, will also be an essential consideration for LTP3.

6.3 A Healthy Halton

LTP 3 will offer a significant opportunity to promote and enable improved health and well-being across the Borough. This has been identified as a key goal in the preparation of LTP3 supporting the priority of healthy lifestyles and healthy environments and ensuring that good quality health care facilities are easily accessible to all of the borough's communities.

6.4 A Safer Halton

LTP 3 will contribute to a safer Halton through promoting and delivering a safe transport network thus reducing the number of transport related accidents in the Borough. In addition, LTP3 will help to ensure that all of Halton's communities enjoy access to safe and sustainable environments across the Borough and the wider sub-region.

6.5 Halton's Urban Renewal

LTP3 will be fundamental in creating a highly accessible and well connected Borough, matching opportunity to need. This will be vital in order to support sustainable and vibrant places and spaces where people are proud to live and see a promising future.

7.0 RISK ANALYSIS

At this current stage of LTP3 preparation it is important that a successful period of consultation is undertaken to ensure that stakeholders, the public and others with an interest in the plan are able to positively engage with the preparation of the document. This will help to inform the generation of options for addressing the challenges and opportunities for Halton and the appraisal of the preferred options.

8.0 EQUALITY AND DIVERSITY ISSUES

Efforts will be made to ensure that all members of Halton's communities can engage with the preparation of LTP3. An Equality Impact Assessment (EqIA) will also be undertaken to ensure that any significant implications for Halton's communities are mitigated and positive effects are enhanced.

9.0 REASON(S) FOR DECISION

This report seeks to gain the approval of the Executive Board for the content of the Halton Local Transport Plan (LTP3), Strategy and Implementation document for the purposes of a seven week period of consultation. This forms part of the LTP3 that will be submitted to the Board in due course for approval.

10.0 ALTERNATIVE OPTIONS CONSIDERED AND REJECTED

The LTP3 Strategy and Implementation document contains a comprehensive range of transport policies that are in line with general good practice and are appropriate to Halton's needs and geography. These policies will be reassessed following the proposed Phase 2 of consultation. The document also contains a wide range of options that could potentially be implemented during 15 year period of the LTP3 strategy. At this stage no possible options have been prioritised nor rejected. Assessment of options for implementation will take place after the proposed Phase 2 of consultation and a three year implementation plan will be compiled which will form part of the LTP3 that will be submitted to the Board in due course for approval.

11.0 IMPLEMENTATION DATE

LTP3 will come into effect on 1st April 2011 for a 15 year period for the strategy and a three year period for implementation. The plan can however be renewed at any time the Council sees fit to suit any changes in circumstances that may prevail in the future.

12.0 LIST OF BACKGROUND PAPERS UNDER SECTION 100D OF THE LOCAL GOVERNMENT ACT 1972

Document	Place of Inspection	Contact Officer
HBC Local Transport Plan 2001/2002 – 2005/2006	Planning, Economy and Transport Team 3rd Floor Rutland House	Steve Eccles
HBC Final Local Transport Plan 2006/2007 to 2010/2011	Planning, Economy and Transport Team 3rd Floor Rutland House	Steve Eccles
HBC Final Local Transport Plan 2006/2007 to 2010/2011 Appendix 1	Planning, Economy and Transport Team 3 rd Floor Rutland House	Steve Eccles
HBC LTP1 Delivery Report April 2001 to March 2006	Planning, Economy and Transport Team 3rd Floor Rutland House	Steve Eccles
HBC Local Transport Plan 2006/07 to 2010/11 – Mid Term Review September 2008	Planning, Economy and Transport Team 3rd Floor Rutland House	Steve Eccles
Implementing DaSTS and the North West Regional Strategy	Planning, Economy and Transport Team 3 rd Floor Rutland House	Steve Eccles
Delivering a Sustainable Transport System Nov 2008	Planning, Economy and Transport Team 3rd Floor Rutland House	Steve Eccles
Guidance on Local Transport Plans, July 2009	Planning, Economy and Transport Team 3 rd Floor Rutland House	Steve Eccles
The Future of Urban Transport November 2009	Planning, Economy and Transport Team 3 rd Floor Rutland House	Steve Eccles
RS2010 – Regional Strategy for England's Northwest Part : The High Level strategic framework Consultation Document – January 2010	Planning, Economy and Transport Team 3 rd Floor Rutland House	Steve Eccles