

**CABINET**  
**2 NOVEMBER 2017****LOCAL TRANSPORT PLAN 4**

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**Relevant Cabinet Member**

Dr K A Pollock

**Relevant Officer**

Director of Economy and Infrastructure

**Recommendation**

- 1. The Cabinet Member with Responsibility for Economy and Infrastructure recommends that Cabinet:**
  - (a) recommends that Council adopts the Local Transport Plan 4 (LTP4) 2018-2031 for Worcestershire as part of the Council's Policy Framework; and**
  - (b) endorses and adopts the School Crossing Control Policy for Worcestershire.**

**Background (Recommendation a)**

2. The County Council is required to produce a Local Transport Plan (LTP) under the Transport Act 2000. Originally, Local Transport Authorities were required to produce a valid LTP every five years, involving close liaison with the Department for Transport.
3. This requirement was revised under the Local Transport Act 2008, which both enabled local authorities to set the length of their LTP periods, and reduced the involvement of the Department for Transport in the development and delivery process.
4. The LTP sets the strategic vision and direction of highways and transportation services. The availability of reliable and efficient transport networks plays a major role in the effectiveness of the Worcestershire economy. Evidence has shown that a good transport network is important in sustaining economic success in modern economies. Where investment in transport infrastructure and services has been inadequate, this has been shown to adversely impact on future growth and competitiveness
5. Worcestershire has had three previous LTPs: LTP1 (2001 to 2006), LTP2 (2006 – 2011) and LTP3 (2011 to date). Since the LTP3 was put together, funding mechanisms, socio-economic aspirations, development growth and the level of evidence available to support investment in schemes have changed. Specifically, the creation of the LEP and the introduction of the County's Strategic Economic Plan (2014) along with the new County Council Corporate Plan (2017-2022) have further emphasised the need for LTP alignment. Additionally, many schemes included in the LTP3 have now been delivered or developed since their conception. Hence the LTP3 has now been revised into the proposed LTP4, to take account of these major changes.

## **Consultation (Recommendation a)**

6. Cabinet agreed to undertake a consultation on the draft LTP4 documents in December 2016. The consultation ran for 12 weeks from 19 December 2016 to 21 March 2017. In total, 358 questionnaires were completed and 130 written responses were received from a wide range of stakeholders. The results of those respondents who chose to participate can be seen in Appendix A.

7. The outcomes of the consultation were duly considered resulting in a comprehensive review and revision of the LTP4 suite of documents. The LTP4 documents now proposed for adoption are:

- The main LTP4 strategy document (see Appendix B) This proposes new and emergent schemes, reflecting the Infrastructure Delivery Plans (IDPs) within the county as well amendments resulting from the consultation or technical work carried out in 2017. The main document sets out an outline delivery programme, which is split into three area-based transport strategies:
  - The North East Worcestershire Transport Strategy (Bromsgrove and Redditch);
  - The Wyre Forest Transport Strategy;
  - The South Worcestershire Transport Strategy (Malvern Hills, Wychavon and Worcester)
- The Policies Document (see Appendix C). This document. has been extensively amended, leading to the production of a broader policy compendium
- The Network Management Plan (see Appendix D). This document has been amended leading to the production of a broader plan
- The Strategic Environmental Assessment (see Appendix E) and a Habitats Regulation Assessment (see Appendix F) have also been revised in light of the consultation. These are statutory documents that are necessary to support the LTP4.

8. The LTP4 documents will also support the newly adopted (October 2017) Rail Investment Strategy for Worcestershire.

## **Legal, Financial and HR Implications (Recommendation a)**

9. There is a legal requirement to consult on an LTP prior to final adoption by full Council. The LTP is a high level strategy with no direct financial implications although by implication there is an aspiration to deliver as many schemes as possible.

10. As the Local Transport Plan is part of the Council's Policy Framework, it will be considered by the Overview and Scrutiny Performance Board at its meeting on 7 November so that comments can be reported to Council when it considers the recommendation from Cabinet.

## **Privacy and Public Health Impact Assessments (Recommendation a)**

11. The draft LTP4 documents have been subjected to a Health Impact Assessment (HIA), in consultation with health colleagues. The HIA can be seen in Appendix G.

## **Equality and Diversity Implications (Recommendation a)**

12. An Equality Impact Assessment (EIA) has been carried out on the LTP4 proposals. This assessment has identified potential negative impacts in respect of some Protected Characteristics - Disability, Age and Gender – linked to potential reduction of bus services. The strategy has been amended to include potential mitigation action. LTP4 will also contribute to potentially positive impact where residents' Protected Characteristics result in increased transport reliance.

13. The EIA (Appendix H) has been undertaken in consultation with the Corporate Equality and Diversity Manager and a working session with the Economy & Infrastructure Directorate's Equality and Diversity Group.

14. All LTP4 schemes will be subject to their own bespoke EIA screening (and, where necessary, more detailed analysis) as they are brought forward for delivery.

## **New School Crossing Control Policy (Recommendation b)**

15. Whilst not directly part of the LTP4 Compendium, a complementary policy is proposed for Worcestershire's School Crossing Patrol Service (see Appendix I). This covers requirements, operation and assessment protocols.

16. This has been prepared to take account of legislative requirements including the most recent code of good practice and Road Safety GB agreed guidance notes.

17. The aim of the policy is to provide a high quality School Crossing Service as efficiently, economically and sustainably as possible to ensure that pupils get to and from school in safety.

## **Supporting Information LTP4**

- Appendix A: LTP4 Consultation Report
- Appendix B: LTP4 Main Document
- Appendix C: LTP4 Policies Document
- Appendix D: LTP4 Network Management Plan
- Appendix E: LTP4 Strategic Environmental Assessment
- Appendix F: LTP Habitats Regulation Assessment
- Appendix G: LTP4 Health Impact Assessment (copy to follow)
- Appendix H: LTP4 Equality Impact Assessment

All the above appendices are available electronically with the agenda for the meeting at [www.worcestershire.gov.uk](http://www.worcestershire.gov.uk)

## **Supporting Information WCC School Crossing Patrol Policy**

- Appendix I: WCC School Crossing Patrol Policy

This appendix is available electronically at [www.worcestershire.gov.uk](http://www.worcestershire.gov.uk)

### **Contact Points**

#### County Council Contact Points

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### **Background Papers**

In the opinion of the proper officer (in this case the Director of Economy and Infrastructure) there are no background papers relating to the subject matter of this report.