

## **Report of the Meeting**

### **Rapid Scrutiny Exercise – Local Transport Plan Review**

Tuesday 25<sup>th</sup> January, 2011

#### Attendees

Cllr Peter Doyle (lead member)  
Cllr Trevor Carbin  
Cllr Peter Colmer  
Cllr Chris Humphries

Ceri Williams (Scrutiny Officer)  
Craig Sinclair (Scrutiny Support Officer)

Cllr Richard Gamble – Portfolio holder with responsibility for the Local Transport Plan  
Ian White – Head of Passenger Transport Unit  
Allan Creedy – Head of Sustainable Transport  
Rob Murphy – Head of Transport Policy Team

#### **Purpose and Background**

1. The Environment Select Committee at its January 11<sup>th</sup> 2011 meeting resolved to conduct a Rapid Scrutiny Exercise of the draft Local Transport Plan before consideration by Cabinet (Feb 15) and Council (Feb 22).
2. The findings and recommendations will be forwarded to the Cabinet Member for approval and be retrospectively ratified by the Select Committee at its next meeting, March 2<sup>nd</sup>, 2011.

#### **Issues to emerge**

3. The Portfolio Holder provided the members with an overview of the general document and the three theme strategies, following which some of the following issues emerged:

#### **General Document**

4. The LTP was viewed as a fluid document with the Implementation Plan to be reviewed regularly. The Local Development Framework (LDF), which would outline future housing development in Wiltshire, had a different statutory timetable, presenting a challenge towards preparing a long term plan for transport.
5. The members also explored the process for incorporating community plan ambitions in to the strategic document and the translation of public consultation feedback into the final policy.

6. It was felt that the document would benefit from the inclusion of a diagram/road-map to show how the strategies interlinked with timescales.

### **Public Transport Strategy**

7. The new bus network would be based on a hierarchy of services, with the council looking to promote commercial bus operation particularly between our main urban areas, to allow the council to support areas where commercial services are not viable.
8. It was confirmed that the council does not have control over the commercial routes, which is why in some parts of Wiltshire operators have been running services in direct competition with each other along the same route at similar times.
9. Operators have informed the council that if there was a reduction in the contribution they received from concessionary fares there would be an acute effect on the number of services they could run.
10. Members explored the role Area Boards could have in helping influence the bus services that served their respective community. It was felt that the commissioning of services should still be retained corporately, with the Boards allowed to input as a consultee towards route scheduling etc.
11. The group supported the principle that the LTP should outline a commitment to the reopening of rail stations across the county, with Wootton Bassett used as an example.

### **Road Safety Strategy**

12. The Board noted that the new strategy was underpinned by the principle of the 3 E's - education, enforcement and engineering. In respect of education members reflecting on their experience of partnership working felt that some of the work being undertaken by our partners complemented this area and should be included. For example members had seen a powerful film produced by the Fire Authority about the risk associated with dangerous driving.
13. It was highlighted that the document would benefit from reference to the work of the Community Area Boards, many of which have their own Road Safety Groups.
14. When referring to para 4.4 (p13) the group felt that it should include road surface improvements for the benefit of cycling.
15. When reviewing the 20mph speed limit trial (3.16) members requested that the paragraph outlined that the work was still ongoing and had not been completed during 2010/11.

## **Freight Strategy**

16. Members noted that the strategy was seeking to introduce another layer – ‘Access Routes’ to assist the movement of freight and that a more pragmatic approach had been taken towards rail freight.
17. Referring to satellite navigation the members welcomed the work being undertaken to support the introduction of freight specific satellite navigation units and the work being done internally to provide internet maps of the suggested routes.
18. Members discussed the tools available to ensure that routes, weight restrictions and planning were linked as a preventative measure.
19. The input received from the trade was also explored, with members informed that the Freight Quality Partnership met at least 3 times annually.

## **Recommendations**

20. The following recommendations are referred to the Cabinet Member for approval:

### **General**

- a) To request the inclusion of a ‘road-map’ which outlines how the strategies interlink along with timescales;
- b) That, where realistic, ‘Community Area Plan’ ambitions are incorporated into the Local Transport Plan;

### **Public Transport**

- c) To request that the reopening of Wootton Bassett Station is included as an ambition of the council and that this goal is included in the Rail section p14 - Public Transport Strategy;
- d) To welcome the proposal that Area Boards will be consulted on the provision of supported bus services within their community but to retain the commissioning of services centrally;

### **Road Safety**

- e) To request that the document reflects the work being undertaken at Area Board level to promote road safety;
- f) That para 4.4 has reference to improved road surfaces for the benefit of cycling;

- g) That reference to the work of our partners is highlighted, especially in respect of educational material that is available to promote road safety;
- h) That para 3.16 wording is changed to reflect that the Wiltshire 20 mph speed limit trial is ongoing and began in 2010/11 rather than was completed;

### **Freight Strategy**

- i) To request that a paragraph is included within the Freight Strategy outlining the hierarchy of intervention tools that are available to ensure that routes, weight restrictions and planning are linked as a preventative measure.

Paul Kelly – Scrutiny Manager/Designated Scrutiny Officer

Report Author

Ceri Williams – Scrutiny Team