

Wiltshire Council

Cabinet

21 January 2014

Subject: Wiltshire Local Transport Plan 2011-2026: Other Strategies

Cabinet Member: Councillor John Thomson – Deputy Leader and Cabinet Member for Highways and Streetscene and Broadband

Key Decision: Yes

Executive Summary

The Local Transport Plan (LTP) is a statutory document. Wiltshire's third LTP (LTP3) was published in March 2011. A number of sub-documents were not published in 2011 in light of planning and funding uncertainties.

Public consultation on the draft LTP3 sub-documents took place during February and March 2013.

The LTP3 is currently made up of the following elements:

- Strategy
- Implementation Plan
- Freight Strategy
- Public Transport Strategy
- Road Safety Strategy
- Car Parking Strategy

The sub-documents presented here are:

- Accessibility Strategy
- Cycling Strategy
- Powered Two-Wheeler Strategy
- Smarter Choices Strategy

Remaining outstanding sub-documents include other theme strategies and area strategies.

Proposals

That Cabinet:

- (i) approves the Wiltshire Local Transport Plan (LTP3) 2011 – 2026: Accessibility, Cycling, Powered Two Wheeler and Smarter Choices strategies and recommends adoption by the Council at its meeting on 4 February 2014;**
- (ii) notes that further LTP3 theme strategies and area strategies, and implementation plans are planned to be developed and**
- (iii) delegates authority to the Associate Director for Highways and Transport to finalise the document for publication by 31 March 2014.**

Reason for Proposal

To ensure the timely publication of a statutory document.

Parvis Khansari
Associate Director, Highways and Transport

Wiltshire Council

Cabinet
21 January 2014
County Council
4 February 2014

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Cabinet Member: Councillor John Thomson – Deputy Leader and Cabinet Member for Highways and Streetscene and Broadband

Key Decision: Yes

Purpose of Report

1. For Cabinet to approve four sub-documents of the Wiltshire Local Transport Plan (LTP3) 2011-2026: Accessibility Strategy, Cycling Strategy, Powered Two-Wheeler Strategy and Smarter Choices Strategy.
2. For Cabinet to note the forthcoming development of the outstanding sub-documents of LTP3.

Relevance to the Council's Business Plan

3. These four strategies will help achieve the Business Plan goals. In particular:
 - The Accessibility Strategy helps to ensure that services are working together to identify and reduce inequalities between Wiltshire's towns and rural areas, and across community areas;
 - The Smarter Choices, Powered Two Wheeler and Cycling Strategies help to ensure that people have healthy active and high-quality lives by encouraging walking and cycling, reducing road casualties and reducing air pollution. They also help ensure that everyone in Wiltshire lives in a high quality environment by lowering our carbon footprint and promoting sustainable transport.

Background

4. The Transport Act 2000 made it a statutory requirement for local transport authorities to produce LTPs. The current Wiltshire LTP runs from 2011 – 2026 (LTP3) and can be found at <http://www.wiltshire.gov.uk/localtransportplan3.htm>
5. In response to the uncertainties created by the general election and subsequent planning and funding changes, the LTP3 Project Board took the pragmatic decision to reduce the scale and scope of the LTP3 in 2010 by:
 - (i) only producing a one-year implementation plan;

- (ii) not including the area transport strategies for Chippenham, Devizes, Salisbury and Trowbridge; and
 - (iii) reducing the number of theme strategies to four: car parking (approved by Cabinet at its meeting on 14 December 2010), freight, public transport and road safety.
6. Consultation on the Accessibility, Cycling, Powered Two Wheeler and Smarter Choices Strategies took place in February - March 2013.
 7. The remaining theme strategies are network management, transport asset management plan and walking. A Wayfinding Strategy (e.g. directional signposting) has been prepared by Atkins for the Council and may also be included as an LTP3 sub-document.
 8. Officers have been preparing the final LTP3 Accessibility, Cycling, Powered Two Wheeler and Smarter Choices Strategies in light of the consultation responses and other evidence to ensure that it meets the requirements of the DfT's guidance and helps support local objectives. The main changes made to each section of the consultation draft are detailed in **Appendix 1**. The comments and responses are shown in **Appendices 2-5**.
 9. A draft of the final Wiltshire LTP 2011 – 2026: Accessibility, Cycling, Powered Two-Wheeler and Smarter Choices Strategies is attached as **Appendix 6**.
<http://www.wiltshire.gov.uk/localtransportplan3.htm>

Main Considerations for the Council

10. The following sections provide a brief summary of the LTP3 Accessibility, Cycling, Powered Two-Wheeler and Smarter Choices Strategies.

Accessibility Strategy

11. The Strategy adopts a vision for accessibility which is "to help reduce social exclusion and provide good sustainable access to employment, health care, education, leisure and social activities, as well as other vital goods and services, so that wherever possible people can satisfy their needs locally and without the need to travel by car".
12. Government guidance requires that authorities identify accessibility priorities within their LTP areas.
13. This Strategy has made a relatively broad strategic assessment of accessibility in Wiltshire with a number of priorities being identified for assessment. The first priorities are young people, health and local area assessments.
14. Some of the issues considered in this LTP had already been identified for action in LTP2 and where possible these have been addressed through either the funding levels available at the time or by statute. The Accessibility Strategy, together with the other related strategies of public transport, cycling, walking, smarter choices and rights of way, will seek to address the identified accessibility priorities during the lifespan of LTP3. However, priorities can and do change and therefore this process is very much an iterative one and one where more in-depth local assessments will seek to re-evaluate and re-address the priorities to help ensure that funding and resources are being directed in the most appropriate way possible.

15. Over the next 12 -18 months transport planning officers will seek to identify with more accuracy and assurance where the specific accessibility issues occur. Data from the 2011 Census is beginning to be published now and it is envisaged that some of this data will help build a clearer picture of accessibility issues throughout Wiltshire.

Cycling Strategy

16. As part of the strategic options and appraisal process (see chapter 5 of the main LTP3 strategy document) the Council's preferred strategic options with regards to cycling measures were established as follows:

Cycle network

Approach	Balanced
Broad description	Provide a sympathetically designed, high quality and well maintained network of cycle routes in the principal settlements and market towns, and where appropriate, provide links between the market towns and to national cycle routes.

Cycle parking

Approach	Balanced
Broad description	Provide high quality cycle parking at key destinations and transport interchanges. Require adequate levels of high quality cycle parking in all new developments with higher levels of provision in the principal settlements and market towns.

17. The cycling strategy expands on these key policies to provide more detail including identifying key routes for improvement, cycle parking standards and identifying the processes to prioritise funding.
18. The Town Cycle Networks identify a key network of key cycle routes in each town. These networks are dynamic and periodic updates will be produced.
19. Key issues raised by the consultation were:

Theme	Officers notes
More use of 20 mph zones in urban areas and 40 mph limits on rural routes	This is dealt with by the Road Safety Strategy and upcoming policy notes
The strategy should be more visionary and include more improvements on rural and tourist cycle routes	There is insufficient funding for this and the radical option for cycle infrastructure was not chosen in the main LTP3 strategy. Rural cycle improvements are largely dealt with through the Countryside Access Improvement Plan, CATG and other Area Board projects and Road Safety improvements.

Powered Two-Wheeler Strategy

- 20. This strategy sets out how safety issues are addressed through the Road Safety Strategy with additional policies on infrastructure and parking, including motorcycle parking standards.
- 21. There were very few comments on this strategy and stakeholders seem broadly satisfied.

Smarter Choices Strategy

- 22. This strategy sets out key policies on Travel Plans, car share, electric charging points, transport marketing and information.
- 23. As part of the strategic options and appraisal process (see chapter 5 of the main LTP3 strategy document) the Council’s preferred strategic options with regards to smarter choices measures were set out as follows:

Smarter choices

Approach	Balanced
Broad description	Promote limited smarter choices measures in appropriate new developments and the market towns and undertake a range of targeted smarter choices promotions.

Travel plans

Approach	Balanced
Broad description	Use the planning system to develop, monitor and enforce mandatory residential and business travel plans, and promote the use of voluntary travel plans by organisations generally. Require appropriate contributions to support sustainable transport measures.

- 24. Stakeholders seemed broadly satisfied with this strategy.

Safeguarding Implications

- 25. There are no safeguarding implications as a direct result of this proposal.

Public Health Implications

- 26. The Cycling Strategy should increase the opportunities for safe cycling and encourage cycling, reducing inactivity-related illness.
- 27. The Smarter Choices Strategy promotes cycling and walking.
- 28. The Accessibility Strategy helps to identify inequalities of provision in active travel.
- 29. The Powered Two Wheeler Strategy seeks to reduce motorcycle casualties while at the same time increasing accessibility and reducing pollution.

Environmental and Climate Change Considerations

30. The Smarter Choices, Cycling and Powered Two Wheeler Strategies all encourage less carbon emissions, less pollution and better use of existing transport infrastructure, which helps to reduce CO2 emissions and preserve the countryside.

Equalities Impact of the Proposal

31. The four strategies should increase opportunities for people without access to a car to travel to work or education, or access key services.
32. The Accessibility Strategy helps to identify and tackle inequalities in transport provision.

Risk Assessment

Risks that may arise if the proposed decision and related work is not taken

1.	Inability to make decisions due to lack of an agreed policy.
2.	Reduced ability to apply for external funding for sustainable transport schemes.
3.	Negative reputational impact.
4.	Inability to secure adequate cycling and motorcycle parking provision through developments.

Risks that may arise if the proposed decision is taken and actions that will be taken to manage these risks

Risk	Mitigation action
Inability to tackle inequalities in accessibility once identified due to lack of funding.	Working with partners and applications for external funding.
Inability to implement strategies due to lack of funding, infrastructure design feasibility issues or lack of community support.	Applications for external funding, continued dialogue with communities and identifying alternate options where proposed design is infeasible.

33. 'Failure to deliver the LTP3 on time and at the required quality' has been added to the Council's corporate risk register.

Financial Implications

34. These strategies set out policies rather than spending and investment proposals.
35. It is expected that delivery of the strategies will be through existing funding sources, i.e. LTP Integrated Transport Fund and the Communities Infrastructure Levy (CIL), alongside external funding such as the Local Sustainable Transport Fund.
36. Where appropriate external funding sources are identified, a financial appraisal will be completed as part of the grant bidding process.

Legal Implications

37. The publication of the new (third) LTP in March 2011 was a statutory requirement under the Transport Act 2000 (as amended by the Local Transport Act 2008). The strategies contained in this report clarify the policies outlined therein. The necessity for Full Council approval is contained in Part 3 of the Council's Constitution.

Options Considered

38. Alternative options are to:
- (i) Not approve the four strategies leaving a policy gap.
 - (ii) Alter the strategies by adopting options that were rejected as part of the main LTP3 consultation.
39. These options are not recommended.

Conclusions

40. The LTP3 is a key policy document that should influence many areas of the Council's business.
41. The development of these four strategies has been the result of a lengthy exercise, involving wide ranging consultation, and a careful reflection on the economic, environmental and social factors that are distinctive to the county.
42. In summary, whilst road safety, social exclusion and health will remain areas where we will look for continued improvement, enabling economic recovery and reducing carbon emissions emerge as the headline priorities.

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The following unpublished documents have been relied on in the preparation of this Report:

None

Appendices

Appendix 1 – Main changes made to draft documents
Appendix 2 – Comments on Accessibility Strategy
Appendix 3 – Comments on Cycling Strategy
Appendix 4 – Comments on Powered Two Wheeler Strategy
Appendix 5 – Comments on Smarter Choices Strategy
Appendix 6 - Wiltshire Local Transport Plan 2011- 2026 – Other Strategies
<http://www.wiltshire.gov.uk/localtransportplan3.htm>