



FOR PUBLICATION

DERBYSHIRE COUNTY COUNCIL

CABINET

13 October 2022

Report of the Executive Director - Place

Overview of Preparation for Developing a New Integrated Local Transport Plan

(Cabinet Member for Infrastructure and Environment)

1. Divisions Affected

1.1 County-wide.

2. Key Decision

2.1 This is a key decision because it is likely to be significant in terms of its effect on communities living or working in an area comprising two or more electoral areas in the County.

3. Purpose

3.1 To update Cabinet on work being undertaken to develop a new Local Transport Plan for the County and seek approval to carry out public consultation on the problems and opportunities to inform Plan development.

3.2 To set out the grant funding available from Government and the broad work areas proposed to be undertaken to support Plan preparation.

4. Information and Analysis

4.1 The Transport Act 2000 (as amended by the Local Transport Act 2008) places a duty on the Council to have a Local Transport Plan (LTP) in

place. The LTP is a key place shaping document for the Council and its partners and sets out the strategies, policies and investment priorities for planning, maintaining and improving all aspects of Derbyshire's local transport and travel systems and services. It acknowledges the growth priorities of the district and borough authorities set out in the local plans and enables 'good growth' by influencing how people, goods and services move around and between communities in the county. It also sets out how travel and transport policies support other Council priorities such as decarbonisation, improving health and well-being.

4.2 The current Derbyshire LTP was adopted by the Council in 2012 and is the third iteration of the Plan adopted since the turn of the 21st Century. Based around the delivery of five Transport Goals, it has provided the Council's Strategic Transport Policy and investment framework for the last decade. The five goals are:

- Supporting a resilient local economy.
- Tackling climate change.
- Contributing to better safety, security and health.
- Promoting equality of opportunity.
- Improving quality of life and promoting a healthy natural environment.

4.3 The Department for Transport (DfT) is currently revising its LTP guidance and has indicated this will lead to a new era of LTPs. The focus will be on developing a framework for priority transport outcomes around the themes of:

- growing and levelling up the economy;
- improving transport for the user; and
- reducing environmental impacts.

4.4 The DfT is requiring all authorities to have, at least, a provisional LTP in place by March 2024 to enable Government to consider future funding for the next Parliamentary period. Although new guidance is not expected until the New Year, the DfT has begun to set out some early advice for authorities to follow when preparing LTPs. This is stressing the need to:

- Adopt approaches within the Government's Green Book to provide a robust strategic case for new and improved transport investment.
- Appraise of current carbon emissions from transport in the County and set out clear actions that will need to be taken to achieve a quantifiable path towards decarbonisation.
- Collaborate with different partners and sectors.

- Align with local planning documents and strategic plans developed by the Strategic Transport Body (Midlands Connect for Derbyshire).
- Be based around transport evidence and analysis of transport issues at community level.

4.5 This guidance aligns well to the Council's recent work to sharpen up ambitions for sustainable growth and fully supports the Council's commitment to decarbonisation, clean growth and place-making. The guidance will help ensure local strategies are aligned under the Council's proposal to now create an 'Integrated Local Transport Plan' (ILTP), including: the Climate Change Strategy, Bus Service Improvement Plan (BSIP), Low Emission Vehicle Infrastructure (LEVI) Strategy, emerging Energy Strategy and Local Cycling and Walking Infrastructure Plan (LCWIP).

Preparation of the New Plan

4.6 Preparation of LTPs is a complex process and can take up to 18 months to complete. It is a statutory document and the process needs to embed periods of public and stakeholder engagement, alongside completion of legal plan-making requirements, including Strategic Environmental Assessment, Habitats Regulations Assessment and Equality Impact Assessment.

4.7 Given the Council's strong commitment to de-carbonisation and increasing need to ensure visitors, residents and business are able to be make good choices about whether, when and how to travel, there is an increasing drive to integrated proposals for all forms of transport and travel into a consolidated place shaping document. Initial work has been undertaken therefore, to scope out the likely policy areas of a new 'integrated transport plan'. Low carbon principles will be at the heart of future transport and travel policies to help facilitate 'decarbonisation' and 'good growth' and the ambitions set out in existing core documents outlined in Paragraph 4.5 above.

4.8 An initial review of relevant policies, plans and programmes has identified sustainability as an overarching aspiration, supported by three broad local themes. These themes will be used as a focus for assembling transport evidence and undertaking early public consultation to understand Derbyshire's local transport issues and opportunities. These themes will be reviewed following publication of Government's LTP guidance and early consultation responses to develop objectives for the new LTP:

1) Sustainable Environment

A County that is resilient to climate change, enhances the natural and historic environment, improves biodiversity and supports a pathway to a zero-carbon transport network.

- Decarbonisation and adaptation to climate change.
- Environment – tackle negative effects of transport and enhance the natural environment and cultural heritage.

2) Integrated Connectivity

Improving connectivity and mobility for communities, businesses and visitors which enables greater choice and interchange between sustainable travel modes and grows the economy:

- Connecting places – there is a need to improve connectivity by all transport modes to provide more choice for travel.
- Embracing future opportunities for other forms of connectivity, including digital, and adopting technological approaches to support travel.
- Management of all local transport networks and assets efficiently and effectively.

3) Prosperous Place

Linking people, businesses and services together within our market towns and local communities to support them to become more prosperous, vibrant and green places. Innovation and supporting opportunities for safer travel which reduces inequality, increases mobility, enables more active and healthy lifestyles, and encourages more inward investment to grow employment opportunities and skills

4.9 The proposal to build on the recently agreed East Midlands Devolution Deal and create a Mayoral County Combined Authority (EM MCCA) will likely have implications on the County's ILTP preparation. Within the Deal it is proposed the MCCA becomes the local transport authority, with the Mayor having responsibility for strategic transport planning and preparation of a local transport plan for the MCCA area. The preparation proposals the County Council's Integrated Local Transport Plan (set out in this report) are considered to be fully compatible with any future work likely to emerge in the development of the area-wide LTP.

4.10 Although ILTP preparation cannot commence in earnest until the new guidance is published by Government, there is an opportunity to use the interim period to assemble relevant evidence in readiness for more detailed work going forward. This approach will ensure the Council can

meet its statutory duties and have at least a provisional ILTP in place by 2024, should there be any delay to the Government's legislative programme. Preparatory work will also ensure the Council is well placed and ready to articulate the County's transport needs as and when the area-wide LTP work commences.

4.11 Work packages proposed ahead of Government guidance include:

- Assembling the Derbyshire transport evidence baseline and future projections.
- Completing a review of plans, policies and programmes that are of relevance to transport in Derbyshire.
- Carrying out a public consultation to develop an up to date, place-based, understanding of transport needs and opportunities associated with movement of people, goods and services across the County.

4.12 In recognising the level of resource typically required to prepare new transport plans, the Government has made an offer of grant funding to all local authorities; the Council's capacity funding allocation is a £178,571.43. The Devolution Deal also sets out a proposal for additional funding for preparation of the area-wide Plan to accelerate collaboration between the four upper-tier authorities; this will be the subject of a future report to Cabinet. Appendix 1 sets out broad areas for use of the grant funding being made available to the Council.

5. Consultation

5.1 It is proposed that a period of public consultation be undertaken during January to March 2023 to enable Derbyshire's residents, visitors and businesses to fully contribute to the identification of transport needs and opportunities to inform future policy options. For the avoidance of doubt, this consultation is not the statutory process that is required to be undertaken on the draft Plan. It is proposed the Council uses part of the Government's grant funding (see Appendix 1) to undertake a wide range of public and stakeholder engagement, including local and topic-based forums.

5.2 Legal requirements for consultation on the subsequent draft LTP, Strategic Environmental Assessment and Habitats Regulations Assessment have separate but complementary processes to be completed. These consultation requirements will be incorporated into the future programme for plan development.

6. Alternative Options Considered

- 6.1 Option One: The Council could agree to retain its current Local Transport Plan until its 2026 horizon date or indeed, extend this for a further period. Whilst the broad policy context set out in the current LTP remains valid, it is becoming less effective in providing a good strategic fit with the aims of the Council Plan and with the emerging emphasis of Government funding streams. Also, there would be no emphasis on 'integration' of transport modes to help enable better place shaping and place making decisions. Consequently, if the current Plan is retained indefinitely, there will be an increasing risk that Council priorities such as de-carbonisation are not delivered effectively and the ability of the Council to secure external grant funding to deliver improvements to the local transport system would be weakened.
- 6.2 Option Two: The Council could undertake a light-touch or 'refresh' of its current Local Transport Plan to better align with national, regional and local policy and provide a short extension to the lifetime of the Plan. Whilst this approach would allow some focus on 'integration' objectives and would require less resources in the short term, it would not negate the need for a new Plan which provides a long term evidenced approach to tackling the grand challenges for Derbyshire, such as achieving net-zero carbon emissions.
- 6.3 The opportunity to prepare an area-wide LTP is set out in the East Midlands Devolution Deal. One further option would be to not prepare an ILTP for Derbyshire but to just collaborate on a plan for the East Midlands Deal area. However, at the moment it is not clear what preparation timescales Government expects for this work and the risk would be that Derbyshire doesn't have an up to date evidence base or adequate preparation in place to influence the area-wide Plan.

7. Implications

- 7.1 Appendix 1 sets out the relevant implications considered in the preparation of the report.

8. Background Papers

- 8.1 None.

9. Appendices

- 9.1 Appendix 1 – Implications.

9.2 Appendix 2 – Summary of emerging LTP principles and core policy areas.

10. Recommendations

That Cabinet:

- a) Notes that the Department for Transport will be issuing revised guidance in early 2023 to support the development of replacement Local Transport Plans.
- b) Notes a commitment to assemble the Derbyshire transport evidence baseline and future projections and complete a review of the plans, policies and programmes that are of relevance to transport in Derbyshire.
- c) Approves to undertake a stakeholder and public consultation between January and March 2023 to gather information and evidence about Derbyshire's transport needs and opportunities.
- d) Approves the acceptance of a £178,571.43 grant from Government to support additional capacity in the preparation of a new Local Transport Plan and notes the broad work areas proposed to be undertaken to support Plan preparation set out in Appendix 1.
- e) Notes that additional capacity funding will be provided to assist the parallel work on an LTP covering the D2N2 geography.
- f) Delegates final approval of financial allocations to the broad work areas to the Executive Director – Place in consultation with the Cabinet Member for Infrastructure and Environment.

11. Reasons for Recommendations

- 11.1 Completing a stakeholder and public consultation exercise will enable local transport needs and opportunities to inform local transport development from the outset.
- 11.2 Acceptance of the Government's grant will support the future preparation of a new LTP and ensure best use of available resources.

12. Is it necessary to waive the call in period?

- 12.1 No.

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Implications

Financial

- 1.1 Preparation and development of a Local Transport Plan (LTP) does not currently have a dedicated budget and has been developed, to date, within existing revenue budgets.
- 1.2 The Department for Transport (DfT) has made a £178,571.43 grant offer to the Council to provide capacity funding to support preparation of new local transport plans, in line with the proposed new guidance expected early 2023.
- 1.3 The areas of work appropriate for use of grant funding is set out below, however, it is noted that final approval of these activities and the allocation of funding is to be delegated to the Executive Director – Place, in consultation with the Cabinet Member for Infrastructure and Environment:
 - One Full Time Equivalent Temporary Post for two years to provide a dedicated Transport Strategy Officer to plan development, and to ensure that sufficient resource is in place to allow the parallel work on a D2N2-level plan.
 - Specialist support to carry out public and stakeholder consultation to support plan development.
 - Specialist technical support, including quantification of carbon reduction, air quality, habitats and species, climate change, health and well-being associated with emerging policy and interventions.
 - Specialist technical support to develop Local Delivery Plans.

Legal

- 2.1 As the statutory local Transport Authority, the Council is required to maintain an up-to-date LTP that provides a strategic framework for planning and delivering improvements in local transport provision. It must develop and implement policies for the promotion and encouragement of safe, integrated, efficient and economic transport to, from and within Derbyshire. Local Transport Delivery Plans will form part of the LTP framework and, in part, discharge this legal duty.
- 2.2 In developing and implementing LTPs, the Council must have regard to the transport needs of disabled persons and of persons who are elderly or have mobility problems. Development of plans will need to be in

accordance with statutory and legal requirements under the Public Sector Equality Duty and Equality Impact Analysis.

- 2.3 The Council must also have regard to environmental protection. The plan will need to be in accordance with statutory and legal requirements under the Environmental Assessment of Plans and Regulations 2004 including Strategic Environmental Assessment, and the Conservation of Habitats and Species Regulations 2017 including Habitats Regulations Assessment.

Human Resources

- 3.1 The preparation and development of a LTP will have human resource implications for the Transport Strategy Team and across the Council. Paragraph 1.3 of this Appendix sets out a recommendation to utilise a grant from the DfT to provide additional financial support to secure human resource to support plan preparation. New posts will be graded using the Council's job evaluation scheme and an appointment to the temporary Transport Strategy Officer will be in accordance with the council's open resourcing approach. As the expected length of the temporary contract is two years then the appointee may be eligible for a redundancy payment at the end of this period.

Information Technology

- 4.1 Preparation and development of a LTP may have Information Technology implications. These will be considered on a project-by-project basis.

Equalities Impact

- 5.1 Preparation and development of a LTP will require the preparation of an Equality Impact Analysis (EIA) in accordance with the Public Sector Equality Duty. An EIA working group has been established to consider equality impacts during plan preparation.

Corporate objectives and priorities for change

- 6.1 The LTP supports the delivery of outcomes set out in the Council Plan under the Infrastructure and Environment, Highways Assets and Transport, and Clean Growth and Regeneration portfolios, as well as supporting many, if not all of the other Council portfolios. The LTP also provides the strategic case for delivery of the Council's regeneration pipeline, as alignment with transport policies contained within partners' Local Plans.

Other (for example, Health and Safety, Environmental Sustainability, Property and Asset Management, Risk Management and Safeguarding)

Environmental Sustainability

7.1 The preparation and development of LTPs requires a Strategic Environmental Assessment and Habitats Regulation Assessment to help the Council to predict what impacts the strategies and schemes included within the emerging LTP may have on the environment.

Property and Asset Management

7.2 The scope of the LTP includes a consideration of value for money when developing strategies and interventions for inclusion within the emerging Plan. The Council's Transport Asset Management Plan is required to be embedded within the Local Transport Plan.