

## CITY OF PLYMOUTH

**Subject:** Plymouth's Local Transport Plan – Extension to LTP2  
**Committee:** City Council  
**Date:** 31 January 2011  
**Cabinet Member:** Councillor Wigens  
**CMT Member:** Director for Development and Regeneration  
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**Ref:** SAM/LTP2X  
**Key Decision:** No  
**Part:** I

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### **Executive Summary:**

The Council has a statutory duty to have in place a Local Transport Plan (LTP) under the Transport Act 2000, as amended by the Local Transport Act 2008.

The Local Transport Plan is the framework for management and improvement of the transport networks within Plymouth.

Under the provisions of the act, Plymouth has produced two Local Transport Plans previously, in 2001 and 2006. The second local transport plan covers the period from 2006 to 2011 and is due to expire in April 2011. A new plan needs to be in place by this date.

A report to Cabinet on 19 October 2010 introduced the consultation draft of Plymouth's Third Local Transport Plan (LTP3). Following approval of the draft for consultation purposes, a 12 week consultation and engagement exercise began on 25 October.

Following completion of the consultation and engagement exercise, the feedback will be analysed and appropriate changes made to the strategy and implementation plan before it is brought back to Cabinet and then to the City Council for final approval and adoption.

It is therefore expected that the City Council will be asked to approve the final version of the Third Local Transport Plan for adoption at its meeting on 11 April 2011. As the City Council meeting will take place after the 1 April 2011, this report therefore seeks approval for Plymouth's Second Local Transport Plan to be retained as the transport strategy for the City until a new LTP is adopted.

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### **Corporate Plan 2010-2013 as amended by the four new priorities for the City and Council:**

The Local Transport Plan (LTP) is one of the Council's key strategies for delivering its Corporate Aims, as identified in the Corporate Plan. In particular the LTP is a companion strategy to both the Local Development Framework and Local Economic Strategy. It will help

to build Plymouth's future by articulating a transport strategy which directly supports the Sustainable Community Strategy.

It is a cross-cutting strategy, supporting several of the Council's priorities through delivery of transport interventions which enable growth, support aspirations and increase equality as well as providing a contribution to reducing the carbon footprint of the city.

In particular, this report provides the transport framework for delivering the current Corporate Improvement Priority, improving access across the city, (CIP11).

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**Implications for Medium Term Financial Plan and Resource Implications:  
Including finance, human, IT and land**

None

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**Other Implications: e.g. Section 17 Community Safety, Health and Safety, Risk Management, Equalities Impact Assessment, etc.**

None

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**Recommendations & Reasons for recommended action:**

It is recommended that the Council-

- 1. Approve the retention of Plymouth's Second Local Transport Plan as the transport strategy for the city until the Third Local Transport Plan is adopted.**

**Reason** – To meet the statutory requirement for the city, as a local transport authority, to have in place a Local Transport Plan.

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**Alternative options considered and reasons for recommended action:**

Not to retain the Second Local Transport Plan would result in the city being without a transport strategy until the Third Local Transport Plan is adopted.

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**Background papers:**

The report to this committee on 19 October 2010, "Plymouth's Third Local Transport Plan – Consultation Draft".

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**Sign off:** comment must be sought from those whose area of responsibility may be affected by the decision, as follows (insert initials of Finance and Legal reps, and of HR, Corporate Property, IT and Strat. Proc. as appropriate):

Fin	DevF10 10036	Leg	ML 10.12.10	HR		Corp Prop		IT		Strat Proc	
Originating SMT Member: Clive Perkin, Assistant Director of Development and Regeneration											

## **1. INTRODUCTION**

- 1.1. The Local Transport Plan is the framework for management and improvement of the transport networks within Plymouth.
- 1.2. The statutory requirement for local transport authorities to produce a Local Transport Plan was enacted via the Transport Act 2000. Under the provisions of the act, Plymouth has produced two Local Transport Plans previously, in 2001 and 2006. The second local transport plan covers the period from 2006 to 2011 and is due to expire in April 2011. A new plan needs to be in place by this date.
- 1.3 A report to Cabinet on 19 October 2010 introduced the consultation draft of Plymouth's Third Local Transport Plan (LTP3). Following approval of the draft for consultation purposes, a 12 week consultation and engagement exercise began on 25 October. This is involving events across the city, including exhibitions, workshops and meetings, asking for comments and views on the contents of the Plan. In addition to these events, feedback may be provided electronically using the internet. The draft LTP3 is available online and will be accompanied by a series of set questions on a range of issues identified by the plan. A summary document has been produced, accompanied by a similar set of questions; this is available in hard copy as well as electronically.
- 1.4 Following completion of the consultation and engagement exercise, the feedback will be analysed and appropriate changes made to the strategy and implementation plan before it is brought back to Cabinet and then to the City Council for final approval and adoption. It is therefore expected that the City Council will be asked to approve the final version of the Third Local Transport Plan for adoption at its meeting on 11 April 2011.
- 1.5 As the City Council meeting will take place after the 1 April 2011 Council is asked to approve the retention of Plymouth's Second Local Transport Plan as the transport strategy for the City until the new LTP is adopted.

## **2. CHANGES TO THE LOCAL TRANSPORT PLAN PROCESS SINCE LTP2**

- 2.1 As outlined in the previous report to Cabinet on 19 October 2010, the Local Transport Act 2008 introduced a number of changes to the LTP process:
  - The Plan is no longer restricted to 5 years as with the previous two LTPs. The strategy has therefore been developed to cover a 15 year period to closely link with the Local Development Framework and enable long term planning of major transport schemes. The strategy will not stand still over 15 years, it will be reviewed every 5 years to ensure it still fits the needs of the city.
  - There is now a formal requirement to include an Implementation Plan as part of the LTP or as a separate document. The implementation plan does not have to cover the same timeframe as the strategy but it must demonstrate how the strategy will be delivered. Included within the draft LTP is a one year implementation plan which covers the period 2011 – 2012. A three year implementation plan will be included within the final Local Transport Plan when there is a clearer understanding of the emerging funding processes.
  - The LTP will no longer be formally assessed by the Department for Transport.
  - There is no longer a requirement to produce a bus strategy to accompany the LTP.

### **3. AN OUTLINE OF PLYMOUTH'S SECOND LOCAL TRANSPORT PLAN**

- 3.1 Plymouth's second Local Transport Plan (LTP2) sets out the current transport strategy and implementation programme for the city, covering the period from 2006 to 2011.
- 3.2 The proposals for the LTP2 period were set in the context of wider and longer-term aspirations and other plans for the city.
- 3.3 In Chapter 3 of LTP2 we set out what we intended to achieve and stated our overriding objectives for LTP2 within the context of our longer-term vision for transport in Plymouth. The seven objectives of LTP2 are reproduced below:

#### **The Objectives of LTP2**

Objective 1: To improve accessibility and social inclusion

Objective 2: To reduce the rate of growth of traffic congestion

Objective 3: To improve road safety

Objective 4: To improve air quality and the environment

Objective 5: To support Plymouth's urban renaissance and sustainable growth

Objective 6: To improve quality of life

Objective 7: To make maintenance more efficient and effective

#### **The Key Strategy of LTP2**

##### **Key Strategy**

The LTP2 strategy has the following key strands:

- Providing viable alternative transport choices and developing sustainable transport provision, including areas of growth and new development.
- A combination of new transport interventions and persuasive measures designed to alter travel behaviour.
- Introduction of corridor-based initiatives designed to contribute to air quality aspirations, particularly in Air Quality Management Areas.
- Encouragement of modal shift and consideration of demand management initiatives (particularly during the peak periods) where these are clearly linked to broadened travel choices and where impacts are fully understood.
- On-going review of opportunities for optimising the use of the existing transport network and services.

- An integrated approach to transport and land use planning in order to reduce the need for travel.
- Providing and improving accessibility to activities and services
- Building upon significant progress in the LTP1 period and continuing to address citywide safety problems and issues.
- On-going review of the delivery of transport infrastructure to best meet the citywide objectives.
- Corridor based integrated transport improvements.

The Council will also work with its partners to fulfil its obligations to implement the Traffic Management Act and other statutory requirements, such as in the areas of road safety, parking, public transport and development control.

3.5 During the period of LTP2 2006-2011 the key transport achievements include:

- Securing funding for East End Transport Scheme and delivery of phases 1 and “ by March 2011
- Northern Corridor Transport Improvements, including the implementation of MOVA at Manadon roundabout and bus lanes on A386 and the exit from Derriford Hospital
- A second entrance to the George Junction with additional car parking spaces
- The expansion of the Real Time Passenger Information system covering more stops and services, and introduction of SMS text messaging of next bus arrivals
- Accessibility Action Plans for Derriford Hospital, for Barne Barton and for Young People to improve access to employment
- On-going road safety success and progress with 96% of schools having in place school travel plans
- Greater integration of spatial planning with transport planning through the LDF and LTP processes assisting adoption of the Core Strategy and AAPs.
- The Plymgo travel information website
- The Strategic Cycle Network
- Partnership with Amey and formulation of the Transport Asset Management Plan.

3.6 As evidenced in the previous report to Cabinet on 19 October, the Third Local Transport Plan is a companion strategy to the current Local Development Framework and Local Economic Strategy. It reflects the latest priorities of the council: It enables delivery of the growth aspirations of the city by improving connectivity, it supports the aspirations of individuals and a wide range of communities within the city, it reduces the carbon footprint of the city by providing more sustainable travel opportunities and it increases equality by providing transport or alternative to travel options to access essential services and facilities.

3.7 However the strategy of LTP2 is judged suitable for retention from 1 April to 11 April 2011, or until such date that LTP3 is approved by a meeting of the City Council.