



Report to Transport Environment & Climate Change Select Committee

Date:	14 September 2023
Title:	Local Transport Plan 5 progress update
Cabinet Member(s):	Cllr Steve Broadbent, Cabinet Member for Transport
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Ward(s) affected:	All wards
Recommendations:	To note the progress made on the preparation of the Local Transport Plan 5
Reason for decision:	To ensure that the Select Committee is kept up to date with the progress made on the Local Transport Plan 5.

1. Executive summary

1.1 This report provides an update on the progress made on the new Local Transport Plan (LTP5). The key topics covered are:

- a) Update on work undertaken so far and proposed timescales to adoption
- b) Update on the draft LTP5 Vision and Objectives and feedback from the recent public consultation

2. Introduction

- 2.1 A Local Transport Plan (LTP) assesses an area's transport needs and challenges and sets out the ways in which these challenges will be addressed. LTPs are a statutory requirement of the Transport Act (2000)¹. Our current LTP (4) was published in 2016 under the former Buckinghamshire County Council². We have been working to develop our new LTP (LTP5) in parallel with the new Local Plan for Buckinghamshire (LP4B).
- 2.2 LTP5 will need to include specific policies to address different elements of local transport such as carbon emissions; road safety; highway maintenance and management; active travel (cycling and walking); bus and community transport; and rail, and will be developed in consultation with local residents, businesses, members, and other key stakeholders.

3. Current status of LTP5

- 3.1 We are awaiting Local Transport Plan guidance from Department for Transport (DfT), which we were expecting as early as summer 2022 but is yet to be shared with local authorities. The DfT have recently advised that this will now be issued in 'draft' status in October 2023 and will be subject to a national consultation. The DfT have indicated that there will be two key differences between LTP5 and earlier LTPs:
- a) Future transport grant funding will be conditional upon having an LTP in place. For this reason, the DfT would like a "good draft" LTP in place by Summer 2024 to inform discussions with Treasury.
 - b) This LTP will emphasise the importance of evidencing a reduction in carbon emissions as a result of the plan.
- 3.2 Given the emphasis on reducing carbon emissions from transport (the transport sector is the biggest emitter of carbon emissions), there will also be accompanying guidance on the 'Quantified Carbon Reduction' (QCR) approach to be undertaken by local authorities. We will be expected to forecast our carbon emissions and demonstrate how the policies and transport schemes we intend to deliver as a result of the LTP will reduce carbon emissions in the longer term. However, the delay to

¹ Transport Act 2000, DfT: <https://www.legislation.gov.uk/ukpga/2000/38/contents>

² Buckinghamshire Council LTP4: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/our-local-transport-plan/>

LTP guidance publication also means that we are unclear on the specifics of the QCR requirements at this time.

- 3.3 It is likely that the 'core' LTP5 Strategy will need to be accompanied by a separate report on the key Challenges and Issues facing transport in Buckinghamshire, which the LTP5 should then set out to address via its policies and accompanying Implementation Plan.
- 3.4 LTP5 will be drafted to reflect cross-portfolio considerations. These include:
- a) Buckinghamshire Council Corporate Plan³
 - b) The new Local Plan for Buckinghamshire
 - c) Legacy district local plans (particularly the Vale of Aylesbury Local Plan, Wycombe Local Plan)
 - d) Buckinghamshire Regeneration Framework
 - e) Buckinghamshire Council Climate Change and Air Quality Strategy
 - f) Local Cycling and Walking Infrastructure Plans (LCWIPs)⁴
- 3.5 We have been preparing for LTP5 since early 2022. In 2022, we conducted a review of policies in LTP4, researched best practice from other local authorities and conducted internal officer workshops to identify the key issues facing the different service areas. In early 2023, we conducted an in-depth evidence review to further clarify key challenges and issues for LTP5 to address, which in turn led to the development of a draft Vision and 3 overarching Objectives.
- 3.6 A public consultation on the draft Vision and Objectives was undertaken in Spring 2023, details of which are discussed in section 4. We coordinated closely with Planning teams to align with their own Vision and Objectives consultation on LP4B, launching both of these simultaneously. A parallel paper on the outcomes of the LP4B consultation is being presented to the Growth, Infrastructure and Housing Select Committee on 7 September 2023.
- 3.7 In April 2023 we also brought our new framework consultants, Atkins, on board to assist with development of the LTP5. Table 1 in section 6 outlines our progress to date.

³ Buckinghamshire Council Corporate Plan 2020 to 2025: <https://www.buckinghamshire.gov.uk/your-council/corporate-plans-and-policies/corporate-plans-and-priorities/corporate-plan-2020-2025/>

³ Buckinghamshire Council Climate Change and Air Quality Strategy, 2021: <https://www.buckinghamshire.gov.uk/environment/climate-change-and-sustainability/view-the-climate-change-and-air-quality-strategy/>

⁴ Buckinghamshire LCWIPs: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/walking-cycling-and-wheeling/plans-to-improve-walking-cycling-and-wheeling/local-cycling-and-walking-infrastructure-plans/>

4. LTP5 Vision and Objectives consultation feedback

- 4.1 A joint public consultation on the draft Vision and Objectives for both LTP5 and LP4B was held between 19 April – 4 June 2023. The three overarching objectives of LTP5 are:
1. Connecting our economy
 2. Decarbonising our transport system
 3. Building places for people
- 4.2 The LTP5 section of the consultation survey received 561 responses. A further 73 contributions; the majority of which were from organisations, were submitted by email or letter.
- 4.3 Realising that capturing the views of the younger generation in surveys of this nature is incredibly difficult, a separate Youth Survey was developed which received 16 responses, and a focused Youth Engagement Workshop recorded the views of 13 attendees. This built upon recent experience gained from the High Wycombe Transport Strategy consultation process. However, the majority of responses to the main survey came from older people: 69% were over 55 years old.
- 4.4 Analysis of the results from this consultation has shown 65% of the respondents agree with the draft Vision, and the majority of the respondents also support the three key objectives. There was also 75% agreement on the draft Vision from organisation-led responses.
- 4.5 Geographically, the majority of responses came from Community Board areas in the south of Buckinghamshire, with the highest level of response from Beaconsfield & Chepping Wye (84 responses).
- 4.6 The consultation results have helped reinforce the key transport priorities we had identified following our policy review and we have since revised the draft Objectives based on the feedback received. Revisions are set out in Appendix 1.
- 4.7 The key changes that have been made to the objectives are:
- a) Rewording of the sub-objectives to be outcome-oriented, rather than a set of statements
 - b) Removed references to *how* objectives will be achieved – these will be included in relevant policies in the ‘core’ LTP5 document
 - c) Updated the sub-objectives to reflect elements raised in consultation responses (e.g., ‘rat running’, traffic noise)

- 4.8 Based on the largely positive feedback, we believe we are now in a position to proceed with drafting the 'core' LTP5 Strategy and supporting documents, including the 'Challenges and Issues' paper.

5. Legal and Financial Implications

- 5.1 **Legal:** As discussed above, adoption of an LTP is a statutory requirement of the Transport Act (2000).
- 5.2 **Financial:** The DfT have indicated that the LTP guidance will set out LTPs as a key determinant of DfT funding levels going forward. Therefore, to not publish an LTP would risk the ability to secure future transport funding for Council projects.
- 5.3 **Financial:** In general, the level of ambition for transport improvements as set out by LTP5 will be very heavily dependent on the availability of funding from DfT. In general, the Council does not and is not expected to fund all the improvements set out in the LTP itself. It is important that the LTP5 is developed in such a way that it reflects the reality of what is deliverable both within the current funding envelope provided by Government, and also illustrate what could be achieved if grant funding were to increase overall or be focused on specific transport services.

6. Next steps and review

- 6.1 Following feedback from TECC, the draft Vision & Objectives for LTP5 will be updated and then presented to the next LP4B Member Working Group, to take place in October 2023.
- 6.2 Following this, the team will commence work on drafting the LTP5 policies and Implementation Plan, with input from officers across the Council and members.
- 6.3 A public consultation on the core LTP5 Strategy and Implementation Plan is then planned to take place in Spring 2024 (dates to be confirmed).
- 6.4 Timescales towards the adoption of LTP5 by the Council in October 2024 are summarised in Table 1. This timeline is dependent on the publication of the DfT's LTP guidance by October 2023.

Table 1 - Timescales for LTP5 development. Progress to date shown in shaded rows

Stage	Activity	Date
1 – Initial scoping and evidence gathering	Initial internal discussions	Early 2022
	Evidence collection	Summer-Autumn 2022
	Focused sessions with internal teams	Autumn 2022
2 - Vision	Workshops with internal stakeholders and members	Dec 2022-Feb 2023
	Agree draft Vision and Themes internally	Feb 2023
	<i>Public consultation on Vision and Objectives alongside LP4B</i>	<i>April 2023</i>
3 – Main draft	Draft LTP5 guidance expected from DfT	Oct 2023
	Workshops with officers and members	Sep-Oct 2023
	Agree draft LTP5 internally	February-April 2024
	<i>Public consultation on draft LTP5</i>	<i>May 2024</i>
4 – Final editing and adoption	Review final structure and content	Summer 2024
	Agree LTP5 and Implementation Plan	Autumn 2024
	Final adoption	October 2024
5 – Post-adoption	<i>Publication of local place-based travel action plans/strategies</i>	<i>2025 onwards</i>

7. Background papers

- 7.1 Buckinghamshire Council Local Transport Plan 4: <https://www.buckinghamshire.gov.uk/parking-roads-and-transport/our-local-transport-plan/>
- 7.2 Transport Act 2000, DfT: <https://www.legislation.gov.uk/ukpga/2000/38/contents>
- 7.3 Other relevant documents are linked in footnotes throughout this paper.

8. Your questions and views

- 8.1 If you have any questions about the matters contained in this report please get in touch with the author of this report. If you have any views that you would like the Cabinet member to consider please inform the democratic services team. This can be done by telephone (01296 531263) or email (Rupert.zierler@buckinghamshire.gov.uk).

9. Appendix 1: Revised LTP5 Objectives following public consultation

OBJECTIVE 1: Connecting our economy

Consultation draft:

This objective focuses on maximising investment into transport for the benefit of residents and local businesses.

- a. manage our highway assets, with focus given to schemes that reduce time lost to congestion
- b. focus investment on our key road corridors to improve productivity
- c. deliver faster, easier transport connections to London, the Midlands and the South-East
- d. facilitate sustainable travel options for all users to our town centres and high streets, visitor attractions and leisure facilities, Enterprise Zones and key employment centres
- e. ensure developers forward fund and deliver transport infrastructure ahead of occupancy
- f. prepare and provide for increasing freight vehicle movements
- g. continue to be a living lab for transport innovation

Proposed revised draft:

The productivity of local businesses; ability to attract investment; and access to opportunities for all residents are enhanced by fast, efficient, and reliable transport connections.

- a. Reduced delays and unreliable journey times caused by congestion and roadworks.**
- b. Viable active travel and public transport options to local economic and employment centres, key services and leisure facilities.**
- c. Faster and easier journeys to London, the Midlands and within the South East.**
- d. Sustainable travel options are integral to new developments.**
- e. The transport networks are well-maintained and prepared for the effects of adverse weather resulting from climate change.**

OBJECTIVE 2: Decarbonising our transport system

Consultation draft:

Decarbonisation means reducing carbon emissions. 26% of carbon emissions in Buckinghamshire come from transport (not including motorways). 65% of these emissions are from cars.

- a. support location and design of new housing and employment sites to minimise the need for travel by car, for example using elements of 20-minute walkable neighbourhoods where appropriate
- b. utilise the transport network to improve digital connections which will reduce the need for travel
- c. improve alternative options to encourage 'mode shift' and reduce car dependency
- d. make it realistic and safe for more people to walk, wheel, and scoot for shorter local journeys
- e. increase opportunities to use and normalise alternative fuels
- f. prepare our highway network for climate change impacts
- g. utilise the highway network to support biodiversity and reduce carbon, such as increasing wildflowers on roadside verges

Proposed revised draft:

Carbon emissions from transport in Buckinghamshire (excluding motorways) are within our 2025-2050 carbon budget and are on track to reach net zero by 2050.

- a. **Digital connections and access to more local services reduce the need for travel.**
- b. **Walking, wheeling, and scooting are safe, viable options for shorter local journeys, especially those in urban areas.**
- c. **Travel by public transport is a viable and attractive alternative for residents, including to new housing and employment sites.**
- d. **Use of low and ultra-low emission vehicles is affordable and convenient.**
- e. **Biodiversity on and adjacent to transport networks is enhanced.**

OBJECTIVE 3: Building places for people

Consultation draft:

This objective focuses on aligning our transport ambitions with other aspects of council services, such as town planning and regeneration, public health, and environmental health.

- a. direct non-essential motorised journeys away from residential areas and community centres / high streets
- b. optimise traffic signals along corridors to 'smooth' traffic flow through residential areas - improving overall journey times for drivers, and reducing air quality and noise impacts for local residents
- c. encourage transition away from combustion engine
- d. design walking and cycling-friendly neighbourhoods, for people and goods deliveries
- e. deliver high quality public realm improvements which meet the needs of all users of the street space
- f. where appropriate, utilise the transport interventions made because of HS2 and East West Rail projects
- g. improve road safety for pedestrians, cyclists, equestrians and motorcycles, our most vulnerable road users
- h. improve our Rights of Way network to support the needs of all users, including mobility and visually impaired users

Proposed revised draft:

Streets, neighbourhoods, and rights of way are designed to put the needs of people first, and to be safe and accessible for all.

- a. Local neighbourhoods and high streets are protected from rat running.**
- b. Traffic noise and air quality impacts on communities are minimised.**
- c. Neighbourhoods and local centres are walking and cycling-friendly, putting the needs of vulnerable road users first and creating vibrant places.**
- d. Street design is of high quality and meets the needs of all users of the space.**
- e. Improved road safety for pedestrians, cyclists, equestrians and motorcyclists.**
- f. Rights of Way which support the needs of all users, including mobility and visually impaired users.**