

Institute for Transport Studies

FACULTY OF ENVIRONMENT



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Local Transport Plans in England

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**Presentation to Civitas@Dynamo Summer
University**

June 2013

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1. Appreciate the socio-political context for Local Transport Plans (LTP) in England
2. Develop an appreciation of the Local Transport Plan process
3. Familiarity with LTP documents
4. Develop a critique of the LTP process



- Aim: Provide a characterisation of LTP in England
- Argument:
 - The relationship between central Government and the city authorities is characterised by a
 - Withdrawal of funding
 - Withdrawal of regional and coordinating agencies and policies
 - Disconnect between the policy and planning: practitioners have to work with a range of stakeholders to implement transport policy but have little control over public transport
 - Lack of user experience surveys
 - Focus on social too little prominence which results in under-developed tools and techniques for improving social outcomes eg

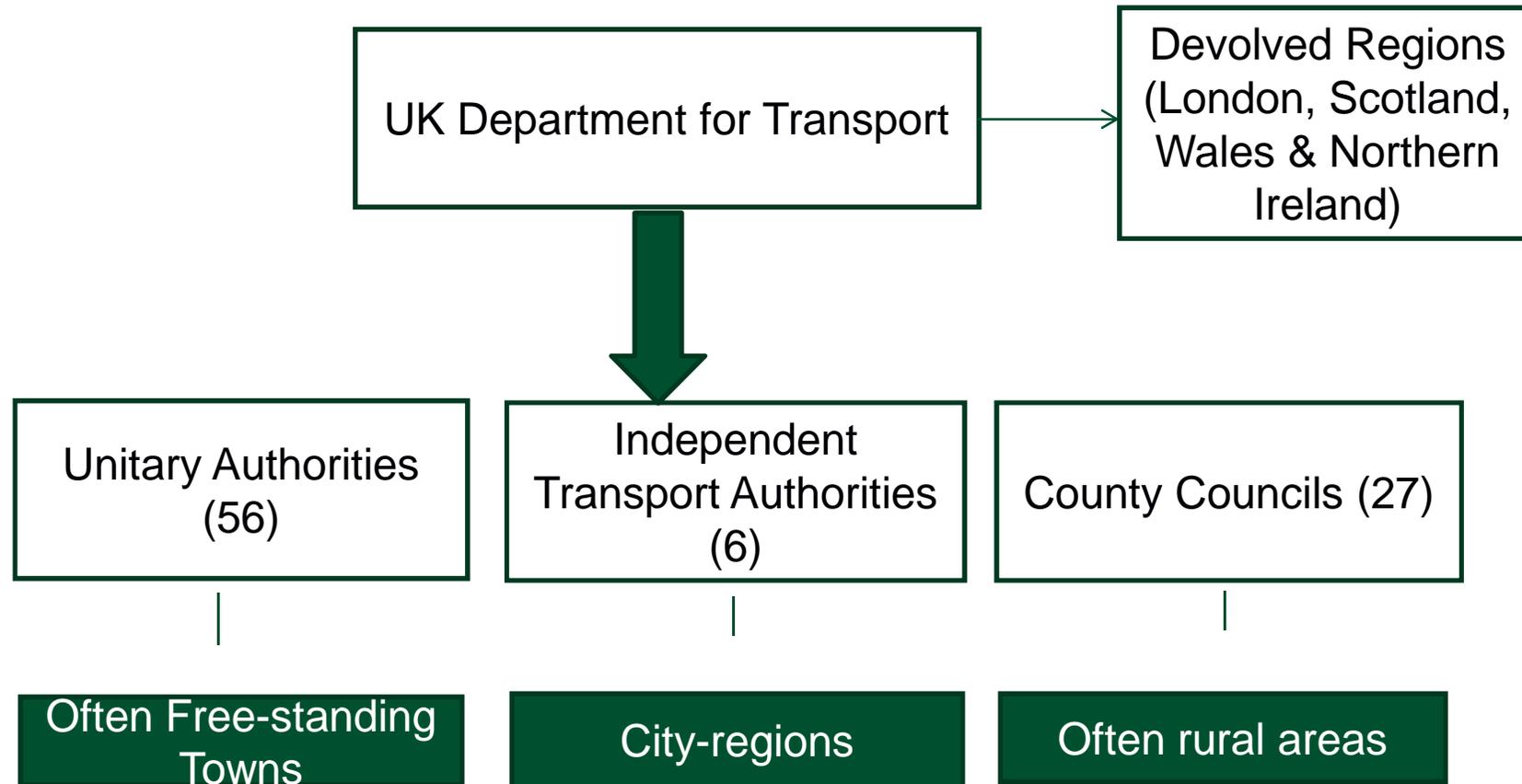
ITS equity and social capital



UK Transport Policy spatial-institutional framework



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Responsibility for Policy & Planning



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- UK Department for Transport is responsible for setting global policy objectives within England.
- Department Business Plan 2011-2015 has the following global objectives & priorities
 1. Deliver the Coalition Government's commitments on high speed rail
 2. Deliver a sustainable and customer-focused railway
 3. Support sustainable local travel
 4. Invest in our roads to promote growth, while reducing congestion and tackling carbon
 5. Promote sustainable aviation
 6. Reform the Coastguard and search and rescue helicopter capability
 7. Implement the Department's key cross-cutting reform priorities

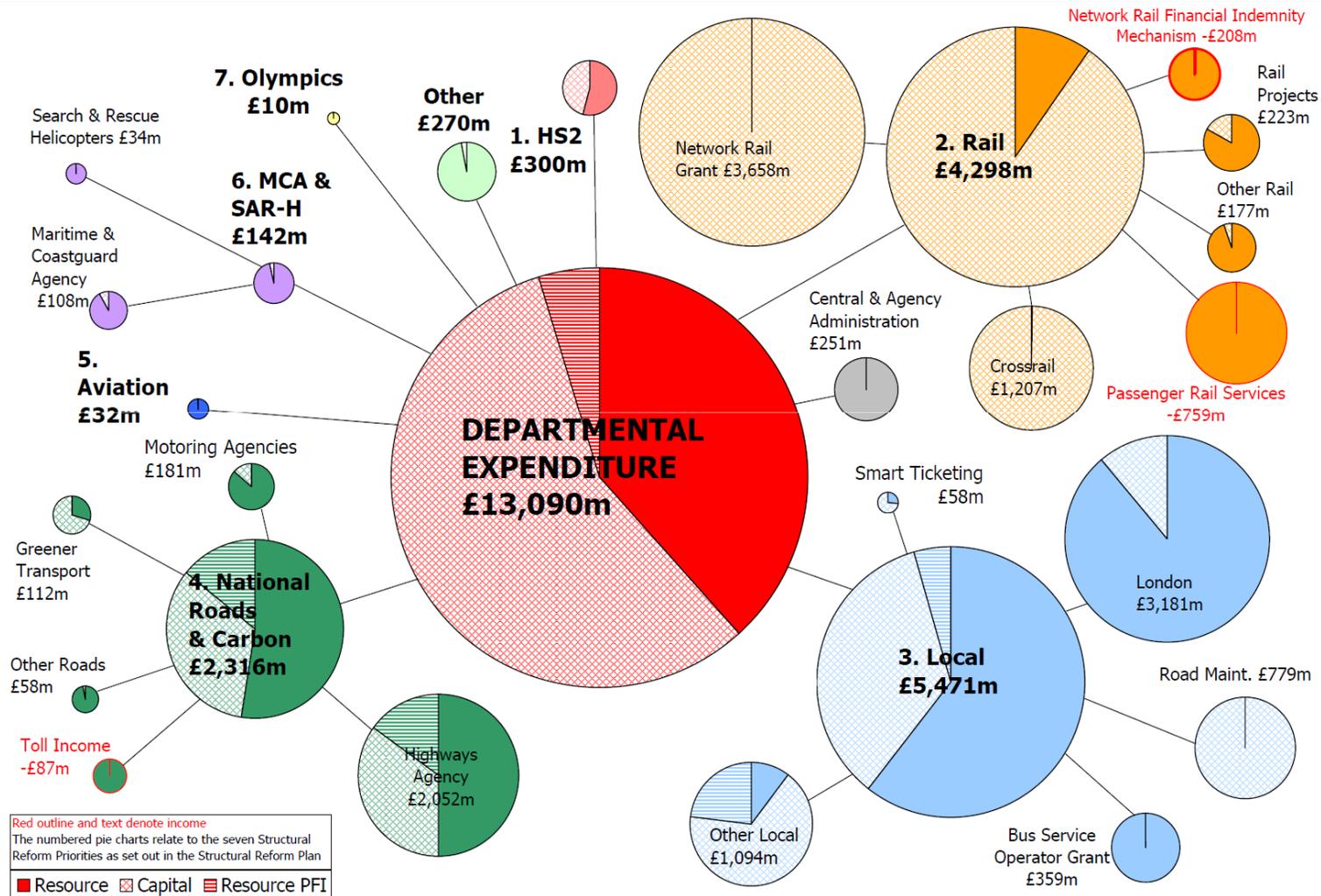
•  Source: Business Plan 2012-2015, Department for Transport, May 2012



UK Department for Transport Budget for 2012/13



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Source: Business Plan 2012-2015, Department for Transport, May 2012



Responsibility for Policy and Planning



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- Local authorities with responsibility for transport planning must set a 15 year transport plan for their area: - the Local Transport plan
- This is submitted to the central Government Department for Transport for allocation of capital funding and must be approved by the Department for Transport
- Low-level authorities also exist (District Councils), particularly in rural areas that have infrastructure maintenance responsibility but no transport planning responsibility



- LTP has to meet the:

- Local Development Framework

This is a collection of documents that together form the local development plan;

- Leeds Growth Strategy (replaced Regional Economic Plan)

This is the strategy to achieve economic prosperity for the spatial area (changes under the Coalition Govt. including removal of regional bodies and now city responsibility)

- Govt. set legal target of 80% cut in greenhouse gas emissions by 2050, and a reduction of 34% by 2020, (1990 baseline). Climate Change Act, 2008.

- And integrate with regional initiatives such as the Leeds City Region Deal which is an ad hoc UK Govt. fund for regional development.



Example: Leeds



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- **Local Development Framework**

- The Local Development Framework (LDF) is the name for the collection of documents that together make up the overall Local Plan for Leeds and comprises:

- **Core Strategy** – in preparation and sets out strategic policies to 2028. It is currently being Examined by the Planning Inspectorate (see Related Pages below)

- **Site Allocations Development Plan Document** – in preparation and identifies land where new homes, employment and greenspaces are to be located. The document is currently at Issues and Options Stage (see Related Pages below)

- **Adopted Natural Resources and Waste Local Plan** – sets out management of minerals, energy, waste and water over the next 15 years. (see Related Pages below)

- **Aire Valley Leeds Area Action Plan** – in preparation and provides the future planning framework to guide the regeneration of the Lower Aire Valley (see Related Pages below)

- **Policies Map for Leeds** – formerly known as the Proposals Map this details the extent of relevant LDF policies and is in production

- **Community Infrastructure Levy** – in preparation and sets out levels of charging to be applied to different types of development in order to fund a variety of infrastructure provision (see Related Pages below)

- **Neighbourhood Plans** – in preparation and provide community level frameworks (see Village and neighbourhood design statements on Related Pages below)

- **Annual Monitoring Report** – reports on the progress of policy implementation on the ground (see Related Pages below)

- **Statement of Community Involvement** - specifies how stakeholders and communities are involved



The Local Development Scheme sets out details on each of the Local Development Documents (see Related Pages below).



Example West Yorkshire LTP



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- Initially 5 year plans
- 3rd Generation – 15 year plan 2011 – 2026
- ‘My Journey’



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- LTP review

Strengths	Weaknesses
Consultation and partnership	Option generation
Long-term funding	Capital and revenue spending
Wider policy goals	Major scheme delivery
Sustainable modes	Fragmented decision-making structures
Prominence of monitoring and evaluation	Disconnect with tools
	Skills and competencies

Source: Atkins 2005, 2007, May 2013.

Example: LTP Objectives Leeds



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- LTP3: My Journey West Yorkshire

1	Economy. To improve connectivity to support economic activity and growth in West Yorkshire and Leeds City region
2	Low-Carbon. To make substantial progress towards a low carbon, sustainable transport system for West Yorkshire, while recognising transport's contribution to the national carbon reduction plans.
3	Quality of Life. To enhance the quality of life of people living in, working in and visiting West Yorkshire.

- These objective reflect the national legal requirements and the national policy context set out earlier



Example: LTP Objectives Leads



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- Close link between objectives and indicators

Objective	Indicator
Economic growth	Journey time reliability Access to employment
Low Carbon	Mode share Emissions o CO2 from transport
Quality of Life	All road casualties – people killed or seriously injured Satisfaction with transport

- Are these:
 - the right indicators; the right objectives?
 - How can we deal with lack of complementarity between objectives?
 - One of the strengths is the clarity and brevity





- Prominence of economic development and prosperity
 - Changing political administrations and economic climate can result in changes to the objectives and the relative importance given to each, in England for some it has meant that lack of prominence give to reducing demand for travel
- Lack of prominence given to social exclusion and equity and social development
- It is also worth noting scales both temporal and spatial

Example: West Yorkshire LTP



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- Example of identifying and grouping issues for objective of 'Economic growth', similar exercises done for the objectives of 'Low Carbon' and 'Quality of Life'

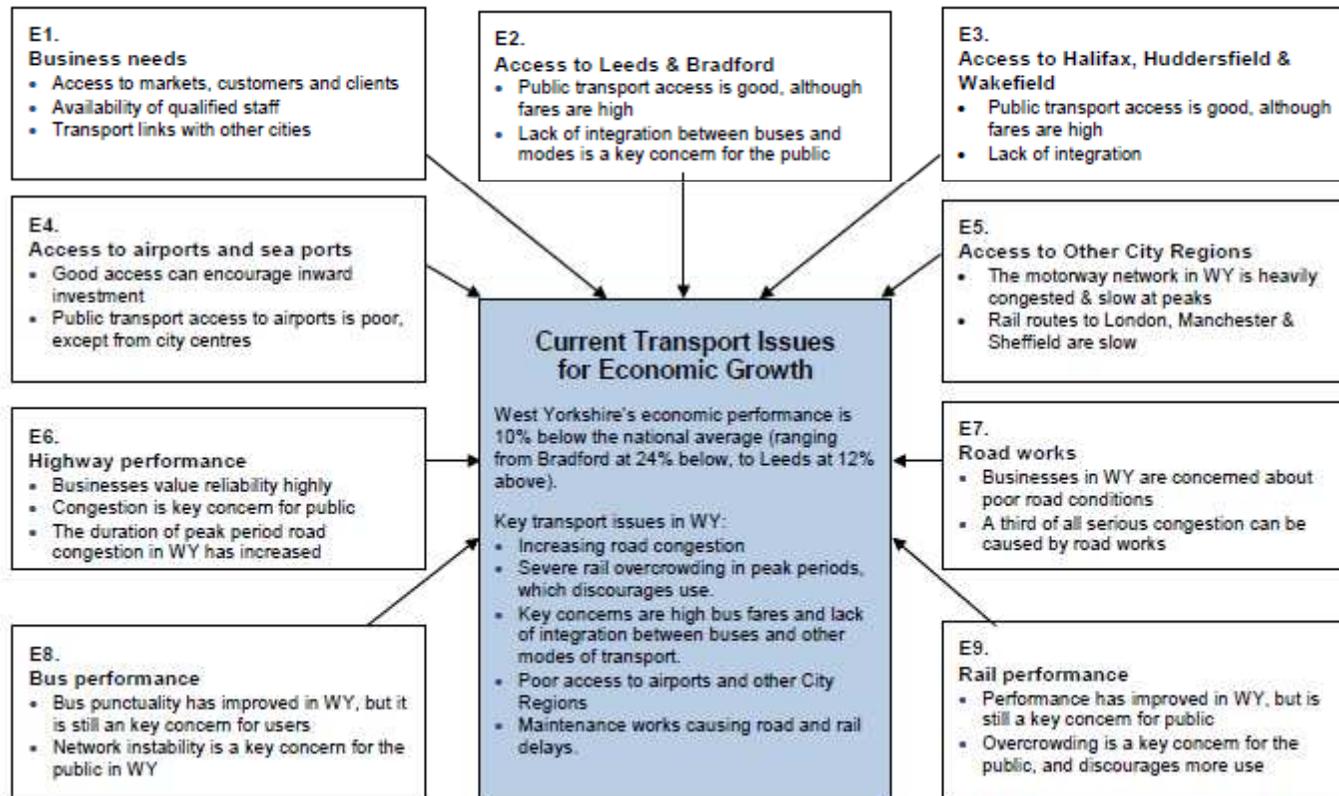


Figure 3.1 Current Transport Issues for Economic Growth



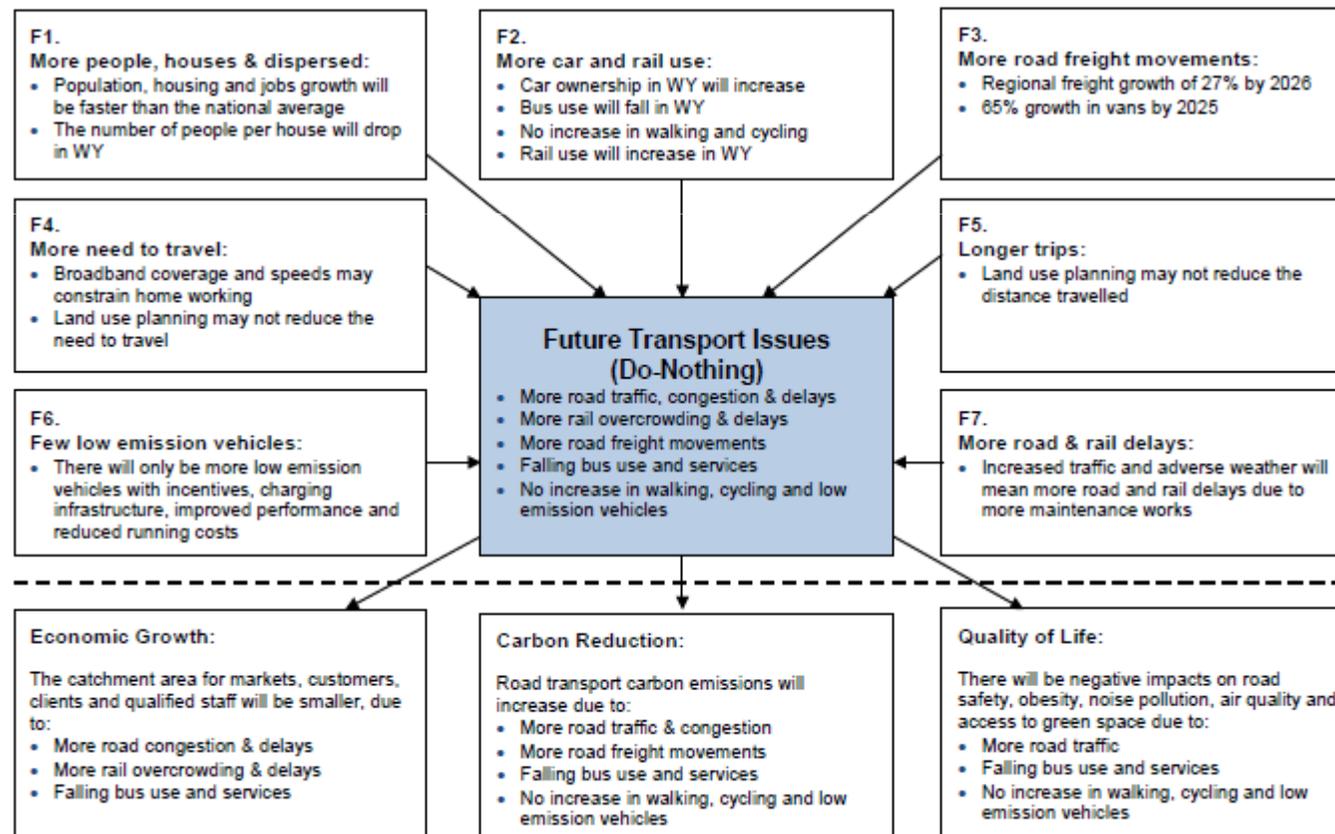
Example: West Yorkshire LTP



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- Identifying and grouping issues also done for 'current trends' to be able to take into account the baseline

Figure 3.4 Future Transport Issues (Do-Nothing)





- Strategy to achieve vision and objectives is divided into 4 themes/strategic approaches reflecting model journey:
 1. Travel assets: effective management of assets for max. value for money
 2. Travel choices: to encourage informed choice
 3. Connectivity: integrated and reliable, efficient, safe transport system
 4. Enhancements to the transport system: targeted technological and structural enhancements for greater capacity and performance

Proposals



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- Developing a relationship between proposed implementations and strategic approaches

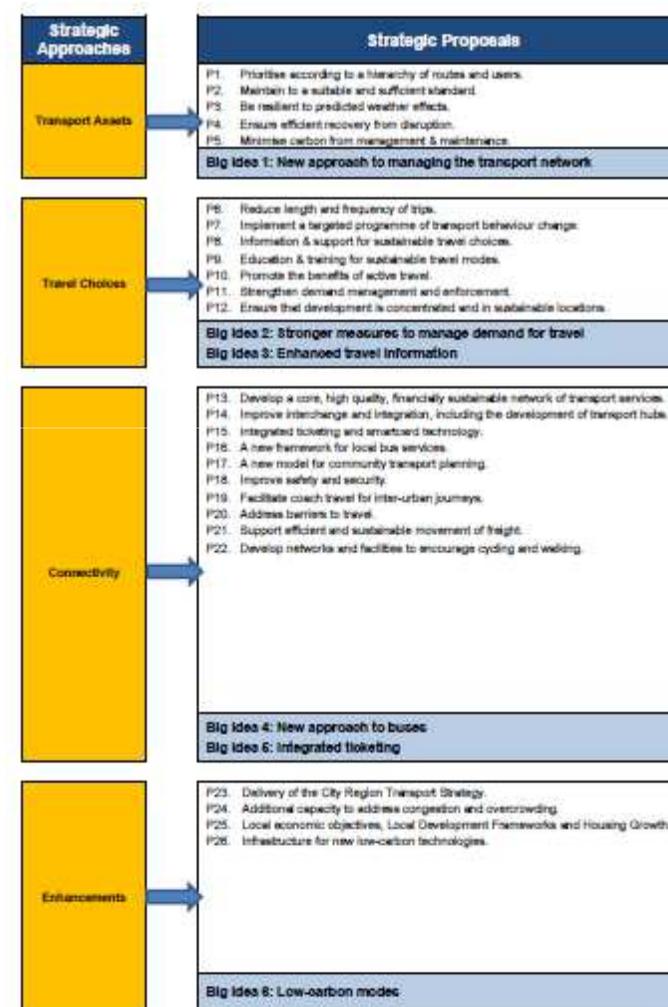


Figure 4.2: Developing the Strategic Proposals

Example: West Yorkshire LTP target setting



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- A target set for each of the indicators maintaining the strong relationship between objective, indicator and target. These are aspirations.

Key Indicator	Why is this indicator important?	What are we measuring?	Target (2026)
Journey time reliability	The time taken to make a journey can vary throughout the day and from day to day according to traffic conditions. This makes it hard to plan journeys and can add significant costs to businesses in terms of time and resource required to deliver goods and services.	Proportion (length) of the West Yorkshire core bus / core highway network where journey time variability in the weekday morning peak period is equivalent to inter-peak conditions.	To increase the proportion of the network where peak journey time variability is equivalent to the inter peak. Bus: from 33% to 50% Car: Approach to be developed by March 2013
Access to employment	A majority of people travel to work by car. If we are to reduce congestion we need to provide a good public transport alternative that gets people to work within a reasonable time.	% of working population able to access key employment centres across West Yorkshire within 30 minutes using the core public transport network.	To increase the proportion from the baseline figure of 67% to 76%
Mode share	The population of WY is forecast to rise by 11% by 2026. If we are to contribute towards reducing carbon we need to ensure that a greater proportion of journeys are	The total number of car journeys by West Yorkshire people per year.	To keep the total number of car trips at current (2011) levels To increase the proportion of trips made by sustainable

Example: Leeds LTP target setting



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- Target setting continued

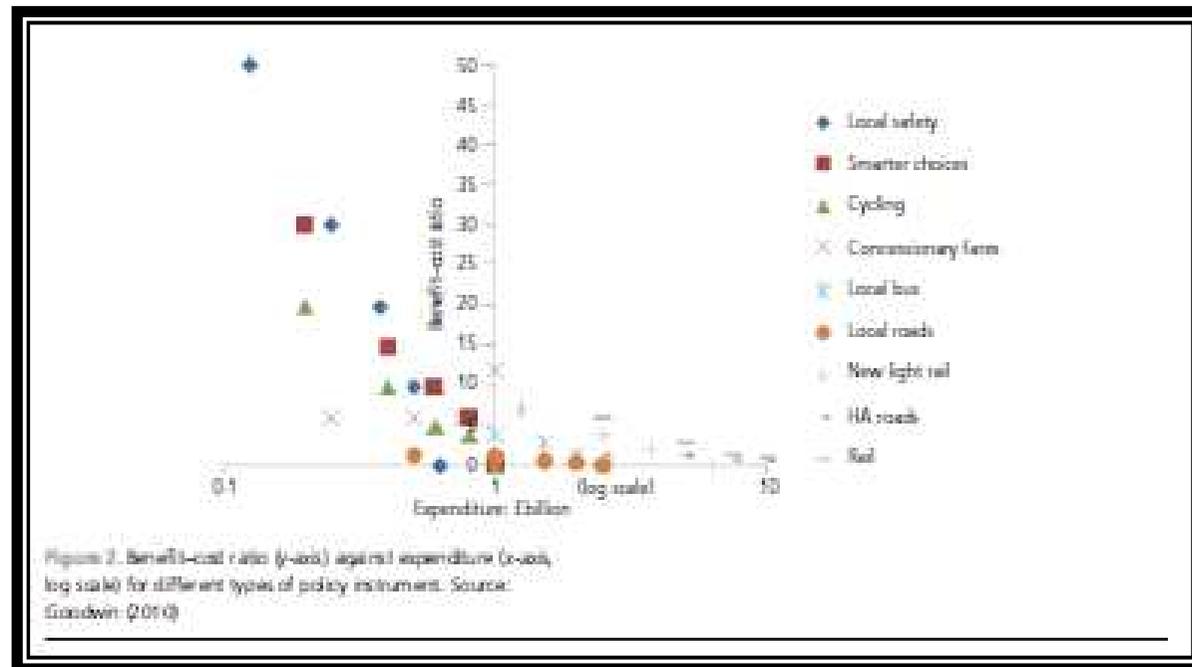
	made by sustainable ways. This will also help to reduce congestion and improve journey time reliability.		<p>modes from 38% to 42%</p> <p>Keeping the total number of car trips at current levels has implications for increasing the number of trips by other modes. For example we suggest the increases will need to be in the region of</p> <ul style="list-style-type: none"> • Walk +20% • Bus +50% • Rail +100% • Cycle +300%
Emission of CO₂ from transport	Increasing the use of sustainable modes will help towards reducing carbon emissions, however, changes in vehicle efficiency and engine design will also have a significant impact.	Annual road traffic emissions of CO ₂ across the West Yorkshire local highway network (excludes Motorways).	To achieve a reduction of 30% between 2008 (base year) and 2028 in line with the national target.
All road casualties – people killed or seriously injured	Significant enhancements in road safety have been achieved in West Yorkshire. We need to ensure that this trend is maintained and that the highway environment is safe for all users.	Number of West Yorkshire road user casualties: killed or seriously injured (KSI)	To cut the number of KSI by 50% between the baseline (2006-09) and 2028
Satisfaction with transport	Customer satisfaction surveys tell us what people think of different aspects of West Yorkshire's transport network. They are a key measure of the quality of services being provided and can help identify areas where improvement is needed.	Satisfaction scores across a range of transport modes and facilities.	To increase the combined satisfaction score from 6.8 (2011) to 7.0 by 2017; to review thereafter.





Strengths	Weaknesses
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Cost effectiveness of policy options. Still incomplete knowledge about walking schemes, traffic calming, social equity schemes



Benefit cost ration (y-axis) against expenditure (x-axis log scale) for different types of poicy instrument



- UK transport policy is characterised by a centralising tendency despite the rhetoric of ‘localism’.
- Removal of regional agencies and responsibility for regional planning now at city level: strengthens the tie between central Govt. and city authority.
- Removal of opportunity for city authority peer-to-peer learning and networking
- UK Department for Transport is also responsible for giving to local authorities all the available capital resources for local transport



- Cross policy sector complementarity and combinations not fully explored or support at central Govt. level
 - E.g., Education, Leisure, Health, Employment, Social Services sectors
 - Spatial location (LDF) and temporal timetable of activities
 - Building social values
- Cross public and private and third sector not fully explored both across and within transport sector
- Disconnect with public transport and decision-making
- Connection between Independent Transport Authorities and municipal city Govt.



- Outside London there is a dis-connect between development of transport policy and its implementation
- Liberalisation of the bus services (since 1985): local authorities have no power to direct or control the delivery of bus services (except a small number of contracted services). Bus services are delivered by a small number of multi-national private sector companies.
- Effective and strong planning requires closer link with policy levers
- Since 1993, UK railway services have been privatised (notable re-nationalisation) on a franchise model of particularly commercial operators providing services for geographic areas.
- Many levers of delivering transport policy are in the hands of commercial operators who will have profit maximisation as a goal
- Raises questions of efficient use or multiple goals



- Future challenges and opportunities

- Evidence (ELTISPlus) suggests that skilling, skill sharing and sharing best practice are important gains in process of LTPs. Continued investment in identification of future needs and skills to meet them for example:
- Equity assessment, audit, needs assessment and management;
 - Persistent disparities in mobility of some social categories including disabled people and those who are financially poor exacerbated by lack of influence over public transport
- Valuing social benefits
- Digital technologies: use and management
- Designs for new social categories including the very old
- New technologies provide opportunities for new forms of provision and governance, for example, new platforms for social innovation, and new techniques to develop user experience surveys to add to existing consultation processes and design relating experience and improvement to transport provision





- LTP process characterised by a centralising tendency
- Objective setting and tight link to targets can result in fewer objectives
- At the city level planners and transport practitioners balance a range of stakeholders involved in delivering the transport provision and city planner has little control over public transport bus system. One of the strongest levers is parking control but often find many private car parks.
- Some evidence that the economic recession has resulted in elevated priority to economic development
- Social issues in transport planning still under-developed



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