
**Cabinet
Council**

15th March 2011
22nd March 2011

Name of Cabinet Member:

Cabinet Member (City Development) - Councillor Bigham

Director approving the report:

Director of City Services and Development

Ward(s) affected:

All

Title:

West Midlands Local Transport Plan 3 – Final Endorsement

Is this a key decision?

No

Executive summary:

Local Transport Plan 3 (LTP3) sets out a transport strategy for the West Midlands Metropolitan area. It will be used to inform local decisions on transport improvement projects and it is the main mechanism by which the City Council receives funding for transport schemes. Although LTP3 is now the responsibility of the ITA/Centro to produce, each local authority in the West Midlands is being asked to endorse the plan as it will have responsibility for many aspects of its delivery.

Recommendations:

- 1) That Cabinet request that the Council endorses the new West Midlands Local Transport Plan (LTP3).
- 2) That Council endorses the new West Midlands Local Transport Plan (LTP3).

List of Appendices included:

None

Other useful background papers:

West Midlands Local Transport Plan documents
<http://westmidlandsltp.gov.uk/formalconsultation/>

Department for Transport LTP Guidance
<http://www.dft.gov.uk/adobepdf/165237/ltp-guidance.pdf>

Hard copies of the final draft are available in Members lounges.

Has it or will it be considered by scrutiny?

Yes

The draft LTP was considered by Scrutiny Board 3 on 1st December 2010

Has it, or will it be considered by any other council committee, advisory panel or other body?

LTP3 was discussed at the Coventry Partnership Transport Theme Group. The group made its own formal response to the consultation in January 2011.

Will this report go to Council?

Yes

22nd March 2011

Report title:

West Midlands Local Transport Plan 3 – Final Endorsement

1. Context (or background)

1.1 The 2006 West Midlands Local Transport Plan (LTP) will end in March 2011. A new plan is being produced by the Integrated Transport Authority (ITA) / Centro in accordance with the 2008 Local Transport Act. As a partner in the delivery of LTP3, the City Council has been asked by the ITA to endorse LTP3. The LTP sets out a fifteen year high level strategy for transport schemes across the region and includes an implementation plan which indicates the types of schemes which will delivery the objectives of the plan.

2. Options considered and recommended proposal

2.1 Overall 198 consultation responses were submitted to Centro from across the West Midlands Metropolitan area on the draft LTP3 during December 2010 and January 2011. Coventry's formal response to the draft LTP3 was reported to Cabinet on 8th February 2011 and that report set out the objectives and themes in the new LTP. The final version of LTP3 has incorporated most of these comments into the strategy in readiness for the final endorsement of the plan. This includes an amended section in the main LTP strategy on the proposed High Speed Rail project (HS2) which now clearly recognises the fact that Coventry City Council formally objected to HS2 on 7th December 2010.

2.2 The consultation results show that the objectives which people felt were the most important to tackle are:

- quality of life and local environment,
- the economy; and,
- climate change.

Themes which featured with high levels of approval from consultees were:

- effective and reliable transport integration
- improved local accessibility and connectivity; and,
- rail and rapid transit improvements.

2.3 As there was general agreement with the policies in the draft plan, the final key objectives of LTP3 remain the same as the draft which are to address:

- Economy
- Climate change
- Health, personal security and safety
- Equality of opportunity
- Quality of life and the local environment

2.4 The City Council will receive grant funding each year through the LTP process and the first settlement for the new LTP3 period was received in December 2010. As a result of the recent revised governance arrangements for LTP's, future funding will be allocated quite differently. Grant funding for LTP integrated transport block schemes, such as walking and cycling schemes, will now be allocated directly to the Integrated Transport Authority/Centro (ITA) rather than individual districts. It is now therefore up to the ITA to decide how to distribute this funding locally. Maintenance funding will also now go direct to the ITA, but will transferred directly back to the district highway authorities provided that it is spent on schemes which meet LTP objectives.

- 2.5 Major schemes over £5M will continue to be funded through individual bids to the government. Coventry's current priorities are the NUCKLE rail scheme between Coventry and Nuneaton with a new station at the Ricoh Arena, Connecting Coventry involving transport improvements around Coventry Station and a rapid transit network titled SPRINT.

3. Results of consultation undertaken

- 3.1 Centro has led on the consultation process for LTP3 which took place during December 2010 and January 2011. The process included an initial consultation on the draft "vision" for the West Midlands. The draft document was sent to 300 organisations for comment and was available on the West Midlands LTP website. Two consultation events took place in Coventry, one on 10th January in Broadgate and another on 20th January at the Transport Users Forum in the Council House.

4. Timetable for implementing this decision

- 4.1 The LTP will come into effect on 1st April 2011 and will be in place until 31st March 2026.

5. Comments from Director of Finance and Legal Services

Financial implications

- 5.1 There are no direct costs associated with this report as it is asking for the approval of a policy strategy. Paragraphs 2.4 and 2.5 above briefly outline some of the funding arrangements associated with the LTP. As in previous years, Cabinet approval will be sought at the start of the financial year for a detailed Transportation Capital Programme to include Highways Maintenance and Integrated Transport schemes. Progress on major schemes will be reported as appropriate.
- 5.2 Levels of funding available locally for transport schemes will be as much as 50% less than in previous years. Allocations may be subject to claw back from the ITA if funding is not spent on schemes which contribute towards addressing LTP3 objectives.

5.3 Legal implications

There are no legal implications at this time. The Director of Finance and Legal Services will provide any legal advice and input as and when required by officers in connection with the implementation of the LTP.

6. Other implications

Any other specific implications

6.1 How will this contribute to achievement of the council's key objectives / corporate priorities (corporate plan/scorecard) / organisational blueprint / LAA (or Coventry SCS)?

The implementation of Local Transport 3 will have a positive impact on the SCS. The key themes of the LTP are to reduce climate change, improve accessibility, promote the economy through better transport, encourage walking and cycling and improve safety on roads and public transport. These are all key themes in the Sustainable Communities Strategy.

6.2 How is risk being managed?

A new LTP3 Monitoring Committee made up of ITA members and senior officers from across the West Midlands metropolitan area will hold regular meetings to monitor the overall implementation of LTP3. City Council officers will hold regular financial and programme management meetings to monitor local progress for delivering LTP3.

6.3 What is the impact on the organisation?

There is no direct impact on human resources.

6.4 Equalities / EIA

The draft LTP3 includes an EIA. An EIA is not required as a direct result of the contents of this report.

6.5 Implications for (or impact on) the environment

The top two policies in the draft LTP are carbon reduction/climate change and the economy. Many of the schemes and policies proposed are aimed at encouraging transport modes which are less damaging on the environment such as walking cycling and public transport.

6.6 Implications for partner organisations?

Many partners will be involved in the delivery of LTP3 including bus operators, cycling groups, such as Sustrans and local business in terms of supporting new development and issues arising from Travel Plans.

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