

## **Economic Recession and Uncertainty; a Platform for Local Transport Plan 3 to be Innovative**

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### **1. Introduction**

Successive governments have turned their attention to a need to reform the land use and transport planning processes and systems. The previous Labour administration sought to streamline the land use planning system by introducing Local Development Frameworks (LDFs) and restructured the Local Transport Plan (LTP) process to ensure it is aligned with land use planning policy documents. There was also a shift towards long term planning, with objectives being measured through targets that were set by central government. Once again both the processes and systems within the land use planning and transport arenas are under review, with the Coalition Government set to reform the land use planning system through its 'Big Society' Agenda, and the Localism Bill.

The first steps of reform took place in May 2010, when the Secretary of State for Communities and Local Government (CLG) announced the intention to abolish the regional tier of planning policy. Whilst this action has been supported by some groups, it has led to a period of uncertainty within the planning and transport sectors. This was compounded further by the various economic reviews and spending cuts, which the Coalition Government has identified through its budget announcement on the 20<sup>th</sup> October 2010, in order to reduce the national deficit.

Against this background of uncertainty, Local Transport Authorities (LTAs) are busily developing their Local Transport Plan 3 (LTP3) strategies. LTPs were first introduced by the Transport Act 2000 in order to promote the long term planning of local transport interventions.

The LTP replaced the annual Transport Policies and Programme (TTP) Framework which focused on infrastructure delivery. Originally, plans lasted five years until replacement. The first LTP documents were in place between 2000 and 2005, with the second succeeding LTP1 from 2006. LTP3 will replace the LTP2 by the 31<sup>st</sup> March 2011 when the current LTP2s expire.

The Local Transport Act 2008 has changed the emphasis of the LTP from being a medium term strategy and delivery plan to being a short term delivery and implementation vehicle with a long

term (up to 20 years) strategy. The emphasis is now on individual transport authorities to decide when to update the LTP in line with local needs.

This paper aims to provide some clarity on the issues facing policy makers. It seeks to provide advice and guidance to LTAs by stressing the importance of developing strong links to local planning guidance. LTP3 strategies need to demonstrate innovative approaches to identifying and developing schemes that can provide value for money, stability and wider benefits in a time of austerity and uncertainty.

This paper will now go on to examine the policy environment and the need for policy reform during a period of economic recession and professional uncertainty, followed by suggestions for the LTAs on their LTP3s and concludes with some recommendations for the future.

- **Section 2;** Policy Reform and Uncertainty;
- **Section 3;** Economic Recession and Professional Uncertainty;
- **Section 4;** Developing LTP3; and
- **Section 5;** Conclusions and recommendations.

## 2. Policy Reform and Uncertainty

The Coalition Government has identified the need for policy reform, especially in relation to the land use planning system. Initial actions already been taken including: i) revoking the regional tier of the planning system; and ii) abolishing the Infrastructure Planning Commission (IPC). Both of these actions have led to uncertainty becoming prevalent in both planning and transport arenas, which has been confounded more recently with the Judicial Review into the Secretary of State's action to revoke the regional tier. The results of the review concluded action taken was unlawful. Whilst this uncertainty exists, it should be noted a great deal of policy, especially at the local level, remains intact through the continuation of work on the development of LDF's and LTP's.

The Coalition Government is promoting localism, a key cornerstone for the creation of the 'Big Society' which is at the heart of the Conservatives' agenda. Localism will create a greater role for neighbourhoods, communities and for minority groups to have a greater say in the improvements and developments within their area. Reversing the top down approach and allowing a grass roots approach to develop, by increasing accountability, reducing bureaucracy and creating social inclusion. The Localism Bill recently published by CLG, will set out these powers and roles in more detail. The bill is expected to provide further clarity on how procedures and functions that were previously carried out by the regional tier will function. Further information is required on how sub-planning levels will work and interact with existing mechanisms in the form of LDFs and LTPs.

LTP3 marks a new method in which Local Transport Plans are developed, in contrast to its predecessors. The previous Labour administration revised the development process for LTP3, due to the desire to link the outcomes and delivery of the document in the short term to the timescales associated with the wider '*Delivering a Sustainable Transport System*' (DaSTS) and other transport funding mechanisms, whilst transport policy becomes aligned to the land use planning system. LTP3 has also been aligned to Central Government policy, with a clear linkage between the documents and the goals identified within DaSTS. It should be noted that LTP3 funding is expected to be severely restricted, and therefore unlikely that the syncing of LTP3 and DfT funding mechanisms will occur in the short term.

DaSTS was published in November 2008 and builds upon the objectives of '*Towards a Sustainable Transport System*' (TaSTS) (2007), the recommendations of the *Eddington Transport Study* (2006), and the *Stern Review on the Economics of Climate Change* (2006). DaSTS outlines and consults on a revised framework for the planning and development of National and Regional Transport Networks beyond 2014.

DaSTS builds upon the broad goals identified within TaSTS, which have been agreed upon by Central Government. DaSTS refines these goals and they are expected to be the basis upon which future transport and infrastructure policy will be developed.

“The five goals specifically relating to transport are:

- To **support** national economic competitiveness and **growth**, by delivering reliable and efficient transport networks;
- To reduce transports emissions of carbon dioxide and other greenhouse gases, with the desired outcome of **tackling climate change**;
- To **contribute to better safety, security and health** and longer life expectancy by reducing the risk of death, injury or illness arising from transport and by promoting travel modes that are beneficial to health;
- To **promote** greater **equality of opportunity** for all citizens, with the desired outcome of achieving a fairer society; and
- To **improve air quality of life for transport users and non – transport users, and to promote a healthy natural environment.**

Under DaSTS the development and promotion of sustainable travel has been put at the forefront of the national transport planning agenda, with road building as a final option. Therefore the interventions within the LTP3 should primarily promote sustainable transport and public transport solutions. Greater emphasis is to be placed on smarter choices and interventions that can influence travel behaviour, as identified through the English Sustainable Travel Demonstration Towns Initiative.

DaSTS also identifies the Government target of reducing greenhouse gases by 80% by 2050 (when compared to 1990 levels). Through this commitment, DaSTS encourages the promotion of low-carbon technologies and improvements to the efficiency of all modes of transport. These goals and objectives are to feed into the LTP process aims and objectives as identified within the *Guidance on Local Transport Plans* (2009).

LTP3 will need to rise to the challenges set by the national transport policy which now recognises the link between transport and wider social activity and economic benefit. The five goals that were established within DaSTS will require translation into local policy and interventions. Within the *Guidance on Local Transport Plans* these goals have been identified, alongside ‘Cross-Network Challenges’ and ‘Cities and Regional Networks Challenges’. These will have to be incorporated into emerging policies, targets and measures which form LTP3.

### 3. Professional and Economic Uncertainty

The formulation of the Coalition Government on the 12<sup>th</sup> May 2010 has resulted in a new form of politics within the UK. The previous Labour administration perceived that spending and investing in infrastructure would rebalance the UK economy in the wake of the 2008 global financial crisis. However, it was soon apparent the approach taken was not sustainable and that spending cuts would have to follow to prevent the economy from collapsing. Whilst the previous administration prepared for spending cuts, the successive Coalition Government has made further, more drastic economic decisions to reduce the budget deficit and allow the economy to rebuild. Whilst it could be argued that the private sector is now in a period of recuperation, it is now the public sector which now has to make difficult decisions. All government levels are making significant budget cuts, to ensure they operate more efficiently when providing their statutory services and infrastructure whilst providing value for money. Yet the economic outlook remains bleak for all sectors.

This significant shift in central government policy between the two administrations both in economical terms and strategy has created a level of economic and professional uncertainty, with some local authorities halting progression on both their LDF's and LTP's. This has led to a number of organisations including *The Association of Environment, Economy, Planning and Transport* (ADEPT) to agree that the process for adopting councils' new LTPs should be put on hold, based on the economic uncertainty and emerging reforms to the land use planning system as previously discussed.

Since the outcome of the spending review in economic terms some stability appears to be forming. Despite DfT being dealt a significant budget cut by 20% over the next five years, it has been acknowledged that investment into transport and related infrastructure is a key part of allowing the economy to recover. In the emergency budget which was announced to parliament, five major transport schemes were safeguarded. These schemes were Birmingham Gateway (New Street Station); upgrade of Tyne and Wear Metro; the extension to Manchester Metrolink; rail improvements to Sheffield; and rail improvements between Liverpool and Leeds.

Since the spending review DfT has published its 'Investment in Local Major Transport Schemes' (2010) document which outlines the Departments commitment to funding another series of transport schemes based on value for money criteria.

At the same time existing transport funding streams are being reformed with the number of funding streams available being reduced. Major schemes which prove value for money and are deemed necessary gain a greater level of certainty of being taken forward. Whilst smaller schemes and

charity organisations which promote sustainable transport which do provide benefits and value for money are experiencing a greater level of uncertainty.

The spending review has also resulted in led a variety of existing projects and schemes being put on hold until the funding streams are reformed and the deficit is reduced. It has led also to the abolition of organisations were set up to identify funding and provide support for dedicated transport improvements such as Cycling England. Many schemes which were previously supported through this organisation will now have to bid for funding from the Local Sustainable Transport Fund (LSTF) announced to Parliament in December 2010. DfT is inviting LTAs to develop packages of low cost, high value measures which tackle local needs and address local issues. Formal guidance on the LSTF is still being awaited, but it is clear that LTAs will only be able to have one successful bid. This has led to continuing uncertainty and frustration amongst local authorities, sustainable transport organisations and not for profit organisations who are unable to identify or secure funding for potential schemes and initiatives, leading to a 'do minimum' approach being taken.

Central government funding can also be gained through the Regional Growth Fund (RGF). £1.4 billion has been made available over the next three years with bids submitted being over £1 million. Successful schemes will show the capability to unlock potential sustainable economic growth. It should be noted that all funding which is available is no longer ring fenced. Whilst central government funding is available it is likely to remain limited until after 2014.

Options exist for LTAs to identify measures for self-funding through a number of existing mechanisms. Funds for required infrastructure can be obtained through the Community Infrastructure Levy (CIL) via LPAs. CIL provides an opportunity for local authorities to obtain funding for infrastructure improvements. CIL funding is identified to provide funding for infrastructure which is required for an area to develop. Such funding can be used for the provision of public transport and sustainable transport infrastructure improvements. It should be noted that CIL funding is not to be used to remedy existing issues. Funding for the rectification of these would be obtained through Section 106 agreements identified by the LPA as part of the approval of a planning application.

It is important to note that the guidance on the preparation of LTP3 published by DfT provides advice on the securing of funding based on the previous mechanisms which were put in place. Whilst the objectives of ensuing value for money and the efficient delivery of schemes still ring true the method of securing funds is now obsolete. The guidance refers to the Regional Funding Advice and Central Government Funding. With these mechanisms either abolished or under reform, there is no supportive foundation for the securing of potential schemes which have been identified. Therefore, while uncertainty in relation to the securing of funding remains, it is likely that these

documents will be put forward for consultation. During the public consultation process, it is anticipated that concerns will be raised about the deliverability of transport schemes without a clear commitment regarding how the identified schemes will be funded.

Whilst it is clear that uncertainty exists in relation to the identification of funding for schemes from central government, LTAs are still able to and should proactively identify self funding mechanisms and measures which can be used to reduce car use and cut congestion and reinvest accumulated fees into public and sustainable transport improvements.

## 4. Developing LTP3

The DfT Guidance '*Guidance on Local Transport Plans*' provides a foundation to the development of the strategy and its various components. LTP3 needs to have a strong link to both national transport policy, local land use planning policy, and other local policy fields including health, education, regeneration and social welfare. Whilst providing schemes and measures which provide affordability, viability and deliver economic, social and environmental benefits.

The published guidance provides advice on developing a strategic policy framework and how to identify measures and potential transport interventions. However, to some degree this document is now obsolete. Through the ongoing reforms to the planning system and changes to the funding available the document no longer provides an adequate role in supporting LTAs to develop a robust and forward thinking LTPs.

LTP3 should also be looked upon as the first document to really provide an opportunity for the development of localism. With revoking of the regional tier of planning guidance, greater alignment must be obtained with the LDF process. LTP3 needs to embrace the policies and schemes identified within these documents, whilst considering national planning guidance and policy set out within Planning Policy Statements (PPSs) and Planning Policy Guidance (PPGs). PPG13: Transport (2011) sets out central government policy on transport planning issues and in particular, sets out guidance on providing realistic alternatives to the private car and locating and designing developments to reduce the need to travel. The objectives of PPG13 are to integrate planning and transport at the national, strategic and local level to;

- Promote more sustainable transport choices; and
- Reduce the need to travel, especially by car.

Further objectives to PPG 13 include:

- To promote accessibility to jobs;
- To promote accessibility to health institutes;
- To promote accessibility to educational institutes; and
- To promote accessibility to shopping, leisure facilities and services by public transport, walking and cycling.

Whilst there may be concern that it would be difficult for LTP3 to embody localism, LTAs are already highly involved within the LDF process and will have had an active role in the formation of a local planning authorities Core Strategy. LTAs also have access to a large and well detailed evidence bases which LPAs have established to provide sound documents for the LDF process.

Therefore the same principle should be undertaken when developing LTP3. By using the evidence bases of relevant LPAs within a LTAs' jurisdiction, a foundation can be formed to identify key policies, trends and options to be developed, allowing a greater alignment with local land use planning documents.

LTP3 should also follow the same format identified within the LPAs Core Strategy Transport Strategy. This will allow alignment of the policies but also enable a common structure in the way that transport is promoted and developed. Sheffield City Council's Core Strategy is a good example and follows the same structuring of a Travel Plan for its transport strategy. Transport is presented in a hierarchical format with the most sustainable modes first. The strategy identified policies and a strategy for walking first, followed by cycling, public transport and then highways. Using the hierarchy of modes as a framework, it also enables the LTP3 to expand on transport related schemes, policies and measures which are described in brief within the LDF. Enabling LTP3 to clearly define transport policy within the area but also acting as a point of reference for planners, developers and other parties who want to clarify a policy or text within the LDF to a further degree. In essence LTP3 should be perceived as a further Development Plan Document within the LDF suite. Through a close alignment with land use planning policy LTP3 will be able to become a long term strategy working in conjunction with spatial planning to allow consistency in the policies and schemes identified across the authorities remit. Whilst sustaining existing services and opportunities and building economic growth to benefit the area as the impact of the recession recedes.

Whilst the policy strategy should be identified as a long term strategy which aims to promote policies which link transport to authorities' aspirations, the implementation plan should identify key issues which require rectification in the short term. Providing the opportunity to identify measures and schemes which are viable, cost effective and provide added value, whilst saving costs. Therefore LTAs should identify low cost small scale schemes within the implementation plan which allow minor transport improvements and aid in the reduction of congestion within their area.

A potential solution in this period of uncertainty is to prepare a saved policies document under a similar process during the transition between the superseded local spatial planning systems to the new LDF's. This has allowed the continuation of spatial planning policy and provided a steady transition from the previous documents to the new LDF. A similar process could be undertaken with LTPs. A key component of LTP3 is that LTAs now have the ability to review and amend the LTP as and when is necessary. This enables LTAs to be proactive in ensuring transport policy remains up to date. It also presents the opportunity to provide a temporary LTP until the uncertainty subsides.

A temporary LTP would allow the safeguarding relevant existing transport policy, whilst also safeguarding major schemes. The transport policy strategy would safeguard relevant existing local

transport policy, which align with local planning policy and national transport and land use planning policy. The transport policy strategy also provides the opportunity to safeguard major transport projects which at present are not viable due to a lack of secured funding.

The implementation plan as part of a temporary LTP, would undertake a protective role in promoting key schemes which are required, and resolve existing issues within the transport network which are untenable at present. The implementation plan would also enable the promotion of smaller scale and cheaper schemes, allowing LTAs to reduce costs as certainty returns. Such schemes could include demand management, promotion of the smarter choices agenda and influencing travel behaviour. This approach would allow LTAs to wait for developments and clarity over reforms and the role of localism within the land use planning system. Further clarity will be gained through the emergence of guidance on the reformed funding mechanisms and guidelines. This in turn will allow LTAs to develop strong robust LTPs which promote policy which is innovative and forward thinking, delivering the economic, social and environmental benefits for their areas and communities.

## 5. Examples of Scheme Opportunities

This section of the paper presents case studies of potential schemes which can be undertaken through an interim LTP, and should be encouraged within developing LTP3. Many of these schemes provide a low cost solution to reducing congestion, and provide economic, social and environmental benefits.

Three key areas which provide the largest potential are the Smarter Choices Agenda, Influencing Travel Behaviour and Demand Management, Each of these areas provides are real opportunities to improve transport links, reduce congestion, improve public health and reduce time delays. Many of the schemes are in use at present and are tried and tested with success in providing benefits to local areas. These schemes can potentially deliver positive impacts upon local economies, local populations and the local environment. They also feed into delivering the goals identified within DaSTS and national planning policy.

For LTP3 to provide real opportunities for the development of sustainable transport and support the rebuilding and growth of the UK economy this document must be innovative. This challenge requires local authorities to identify and develop opportunities from emerging areas such as electric vehicles, the new roles which local authorities will undertake in such areas as health and education, and community led initiatives, services and schemes as part of localism agenda.

### **The Smarter Choices Agenda**

Smarter Choices provide a variety of interventions which are often perceived as 'soft' transport policy measures. These measures include providing better information and more opportunities to use sustainable travel. These measures are often popular and not deemed as controversial as 'hard' measures such as new infrastructure and roads.

The English and Scottish Sustainable Travel Demonstration Towns have taken Smarter Choices to their heart. Sustainable Travel Demonstration Towns have promoted sustainable transport and linked it to health and active lifestyles, creating community identity and providing social inclusion. Many of these schemes have led to communities gaining an identity and becoming empowered within the sustainable travel town initiative. The Smarter Choices agenda enables strong links to develop between LTAs and communities and could be seen as a good method to encourage localism within other communities and neighbourhoods.

#### **CASE EXAMPLE – Shrewsbury Voluntary Travel Plan**

Shrewsbury Voluntary Plan embraces the Smarter Choices Agenda to promote sustainable transport at Shrewsbury Business Park and Shrewsbury College. The majority of trips made by employees at both sites are single occupancy car journeys. The scheme requires a close working partnership with the businesses and organisations. From the working partnership issues and problems have been identified and a number of potential solutions have been identified including;

- Pool bike scheme;
- Proposed bus service improvements;
- Dedicated car share car park; and
- Personalised travel planning.

#### **Influencing Travel Behaviour**

Influencing travel behaviour forms part of the Smarter Choices agenda aiming to reduce single occupancy car journeys by actively promoting sustainable transport through travel plans. Travel plans are a statutory document when submitting a planning application, with many local authorities having specific travel plan guidance within their Core Strategy or as Supplementary Planning Documents. This provides a useful and strong link to the land use planning system.

Travel plans are documents which set out achievable targets, objectives and measures. They require a large amount of input to promote and develop, whilst providing substantial benefits in economic, social and environmental terms. Yet for travel plans to work they require strong working relationships with a number of partners including landowners, employers, employees, national organisations (e.g. Highways Agency), local authorities, and public transport operators. In real terms the list can be endless.

The Highways Agency (HA) has identified the benefits that travel planning can provide in terms of relieving congestion issues on the Strategic Road Network (SRN). The HA has identified a variety of sites including business parks, technology parks and retail centres near the SRN and has developed a series of, Voluntary Travel Plans to reduce single occupancy car journeys and promote sustainable transport. The schemes involve close working relationships with local authorities, site management, organisations and businesses to achieve the targets and objectives identified. The close communication with businesses and organisations enables the identification of issues and problems for the utilisation of sustainable travel. Based on these findings options and solutions can be identified and promoted through the travel plan.

**CASE EXAMPLE – Partnership Working to Promote Sustainable Travel**

Some local authorities have identified the need for close working partnerships to promote sustainable transport initiatives. Birmingham City Council works in partnership with Centro (the West Midlands Passenger Transport Executive), which has its own Travelwise team, and transport operators. Companies and organisations within the area are offered a comprehensive range of services ranging from support and advice on public transport improvements, bespoke public transport information, individual journey planning and assistance in office relocations.

**Demand Management**

Demand Management promotes better use of existing infrastructure, managing it in a method which provides a greater level of capacity. Parts of both the highway and rail network suffer from severe congestion, especially in peak periods. Such delays often cause workers to be late which reduces the amount of fee earning hours achieved by businesses. Congestion impacts upon social and personal aspects of life, reducing sociable hours for people to interact and time spent as families.

Whilst it can be argued that new highways and rail links need to be developed these are often objected to by local residents, don't provide necessary benefits, and move the issues to other locations. These schemes are also expensive to implement and require a large amount of funding with little return. Therefore, a series of other options need to be considered in order to improve capacity and reduce congestion.

#### **CASE EXAMPLE – Red Routes**

Red Routes have traditionally been used in London but their use has spread with red routes being designated across a number of key transport corridors within Birmingham and the surrounding metropolitan area. Red routes formed a key component of LTP2 within the West Midlands Urban Area.

Since their introduction in 2003 red routes have provided a number of benefits along key transport corridors into Birmingham, including;

- Reduced journey times of over 8%;
- Bus journey times reduced and reliability improvements of up to 21% and 30% respectively;
- 60% reduction in illegal parking; and
- Increased pedestrian usage of these routes.

(Centro, 2010)

#### **CASE EXAMPLE – Workplace Parking Levy**

Nottingham City Council is actively implementing a Workplace Parking Levy (WPL) which will come into force in October 2011 with the first fees being obtained in April 2012. Congestion in Nottingham costs the local economy £160 million in lost revenue and time, a situation which will only get worse as the population grows. Nottingham's WPL will apply to employers within Nottingham City Council's jurisdiction. Employers will be liable to pay the WPL if they provide 11 or more liable parking spaces.

Initial estimates calculate that the WPL could generate £14m a year over a 23 year period. This money can then be reinvested into public transport schemes in the city including:

- Extensions to the tram network;
- Redevelopment and modernisation of Nottingham Railway; and
- Maintaining the Link bus network.

(Nottingham City Council, 2010)

### **Safeguarding Major Schemes**

Whilst it is unlikely that large infrastructure schemes will gain funding in the near future they should not be discounted, especially public transport and sustainable transport improvements.

Local authorities can use the 20 year strategy to act as a protective measure to these schemes. This allows them to be identified as economic conditions improve and developed into schemes. The West Midlands LTP3 which was published for public consultation is an example of this mechanism. Centro, who prepared the report, has identified the development of the Midland Metro system as a long term aspiration. However, they have also identified the level of funding required and when it would be delivered. This raises the question of viability and deliverability. Therefore, when identifying schemes LTA's should word them in a manner which safeguards them and allows for the potential for them to be developed into schemes as the economy recovers.

A similar process should be undertaken within LTP3 and LDF's to enable the safeguarding of potential transport corridors for improvement when the economic constraints recede.

#### **CASE EXAMPLE – Safeguarding the Avon Rail Link**

Stratford upon Avon District Council has actively pursued this method with the safeguarding of the Avon Rail Link between Stratford upon Avon and Honeybourne through a simple policy within their emerging LDF and preceding local plan.

The policy enables the safeguarding of the land on which the line formally existed to enable the re-establishment of the line. This does not commit the LPA to reopen the line but safeguards to future possibility. In turn through the existence of this policy and campaigning by both the LPA and Shakespeare Line Promotion Group enabled the safeguarding of the route within LTP3 after lengthy discussions with Warwickshire County Council.

This now shows a strong link between land use and transport policy within Stratford upon Avon, which promote the same aspiration.

### Working with Communities

LTP3 has the ability to develop the first foundations of localism, as it is able to identify opportunist to rebalance local transport issues and address them effectively. It also has the ability to be innovative by enabling local communities and neighbourhood groups to have a greater say and role in how transport is undertaken within their area.

LTAs should therefore include provision within the document to work closely with communities to develop transport interventions and solutions for their neighbourhoods. Bus services are often seen as a critical lifeline within communities especially for older generations and those without access to a car. They provide access to health, education, and employment opportunities. However, those services which are often identified as not being viable financially are often cut removing this vital service and penalising those without access to a car. Through the Localism Bill key services which are under threat can be taken into community ownership and management.

#### **CASE EXAMPLE – Ealing Community Transport**

Ealing Community Transport (ECT) was formed as part of the Ealing voluntary Service Council in 1979, and provided a transport service to those residents whose needs were not being met by other transport provision within the borough.

The project began to operate services previously undertaken by the local authority's social services, over time its role expanded.

In 2003 ECT operated its first passenger bus service in partnership with Transport for London (TfL). ECT won the contact to operate the Route 195 which operated through Southall serving Ealing Hospital and Charville Lane Hayes. Importantly it meant a vital service was protected which enabled people access to local health facilities within the area.

In 2009 ECT stopped operating commercial bus routes in London through a restructuring exercise; however Route 195 is still operated by another operator.

*(Ealing Community Transport, 2010)*

Home Zones have become a popular method of traffic calming across Europe and are being adopted within the UK. Whilst they are not identified as an intervention by central government the principles they promote are. Home zones also provide an additional benefit in the form of community empowerment, neighbourhood cohesion and identity within an area, whilst drastically improving road safety and reducing the dominance of the car.

#### **CASE EXAMPLE – Methleys Home Zone, Leeds**

The Methleys is a neighbourhood of 294 houses in Chapel Allerton, Leeds. The neighbourhood was developed in the early 20<sup>th</sup> century and comprises of terraced back to back houses. The majority of these houses have small gardens and the only public space is the streets.

In 1994 the Methleys Neighbourhood Action (NMA) was set up, and began consulting the residents about potential improvements to the area in 1995. A key message was that there was a need for public space. From this the NMA put forward of developing the neighbourhood as a Home Zone and reclaiming the streets for the community's use.

The development of the Home Zone has led to a number of transport benefits within the area;

- Reduction in pedestrian versus vehicle accidents;
- Lower vehicle speeds; and
- Reduction of the dominance of the car.

Since 1996 when the scheme was first conceived through to the launch in May 2002, the local community has been at the heart of the scheme. This scheme has created a strong neighbour identity within the Methleys, which the residents are proud of.

*(Methleys Neighbourhood Action)*

## 6. Conclusions and Recommendations

The objective of this paper is to provide a resource which provides advice to LTAs on how to develop strong, robust and forward thinking LTP3s, using tried and tested measures but also identifying innovative interventions.

The development of strong links a clear alignment between LTP3 and LDF documents will enable the creation of certainty at the local level, through local planning and transport policy and objectives.

As funding streams are reformed and guidance published, some certainty will return. Yet uncertainty will remain until the ability to secure central government funding for transport projects improves. Therefore LTAs need to identify self funding opportunities by utilising existing local funding mechanisms and developing innovative new self funding opportunities, such as the WPL.

Based on these conclusions the following recommendations have been identified;

- Alignment of LTP3 and LDF documents;
- Identification of self funding opportunities and development of innovative funding mechanisms;
- Identification of schemes and measures which provide real value for money, with emphasis on the Smarter Choices Agenda, Influencing Travel Behaviour and Demand Management; and
- Development of innovative measures which promote localism and enable partnership working with communities to develop transport schemes and interventions for their neighbourhoods.

## GLOSSARY

ADEPT – the Association of Environment, Economy, Planning and Transport.

CIL – Community infrastructure Levy

CLG – Department for Communities and Local Government

DaSTS – Delivering a Sustainable Transport System

DfT – Department for Transport

ECT – Ealing Community Transport

HA – Highways Agency

IPC – Infrastructure Planning Commission

RGF – Regional Growth Fund

LDF – Local Development Framework

LPA – Local Planning Authority

LSTF – Local Sustainable Transport Fund

LTA – Local Transport Authority

LTP – Local Transport Plan

MNA – Methleys Neighbourhood Action

PPG – Planning Policy Guidance (Central Government)

PPS – Planning Policy Statement (Central Government)

SRN – Strategic Road Network

TaSTS – Towards a Sustainable Transport System

TFL – Transport for London

TTP – Transport Policies and Programme Framework

WPL – Workplace Parking Levy

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