

Environment, Development and Transport Committee

Report title:	Norfolk Local Transport Plan Review
Date of meeting:	18 January 2019
Responsible Chief Officer:	Tom McCabe - Executive Director, Community and Environmental Services
Strategic impact Norfolk's Local Transport Plan describes the county's strategy and policy framework for delivery of transport. The plan underpins delivery of major strategic transport schemes, informs the county council views on – amongst other things – growth plans, and is used to guide transport investment by the county council and other agencies.	

Executive summary

Local Transport Plans are statutory documents required by the Local Transport Act 2008. The Act requires local transport authorities to have an up-to-date plan. Norfolk County Council's current (third) Local Transport Plan (LTP3) was adopted in 2011. It describes the county's strategy and policy framework for delivery up to 2026 with an Implementation Plan covering the period 2015- 2021.

Members are asked to agree to a review of LTP3, to update the plan to cover the period 2020-2036 in conjunction with an updated Implementation Plan. This is necessary to ensure that the county council continues to meet the requirements of the 2008 Act (to have an up-to-date plan) and will take account of economic, societal, technological, environmental and political changes. If committee agree, the county council's fourth Local Transport Plan (LTP4) and accompanying Implementation Plan would be completed by the end of 2020, at which time it will need to be agreed and adopted by Full Council. A more detailed programme, together with details of member and other stakeholder engagement, is given in the body of the report.

The six strategic aims of LTP3 are proposed to be retained: Managing and maintaining the transport network; Sustainable growth; Strategic connections; Transport emissions; Road safety; and Accessibility. The review will need to take account of changes since LTP3 was adopted including the county council's objectives and agreed transport priorities of the Norwich Western Link, Long Stratton Bypass and Great Yarmouth Third River Crossing along with ongoing support for dualling the A47.

Recommendation:

Committee is recommended to:

- 1. Agree to review the Local Transport Plan.**

1. Proposal

- 1.1. A review of the county council's Local Transport Plan is proposed. This is to ensure that the plan continues to deliver the council's objectives and priorities including underpinning the county council's priority transport projects (the Norwich Western Link and Long Stratton Bypass) and to ensure that the county council continues to meet the requirements of the Local Transport Act 2008 to have an up-to-date plan.

1.2. A light-touch review is proposed. This is estimated to cost £60,000, to cover the cost of the necessary technical appraisals and any consultation and be complete by the end of 2020. It is proposed that the six strategic aims of the current LTP are retained. These are: maintaining and managing the highway network; delivering sustainable growth; enhancing strategic connections; reducing emissions; improving road safety; and improving accessibility.

These strategic themes will enable the county council's priorities to be detailed. These priorities will be developed and agreed as part of the review of the LTP. They are proposed to be based on the following, which have been derived from existing member commitments and agreed plans and policies:

- A47 full dualling and appropriate grade-separation, A11 grade-separation at junctions
- Great Yarmouth Third River Crossing, A140 Long Stratton Bypass, Norwich Western Link
- Rail: Full delivery of measures needed for Norwich in 90; frequency (including half hourly services throughout the day) and capacity improvements on King's Cross via Cambridge to King's Lynn; regular clock-face half hourly services from Norwich to Cambridge; retention of direct Norwich to Liverpool services; half hourly services from Norwich to Sheringham, Great Yarmouth and Lowestoft; East West Rail
- Measures to address air quality issues caused by transport in areas declared as Air Quality Management Areas
- Measures to improve access to services and facilities particularly by public transport, walking and cycling in urban areas and market towns
- Measures to improve connectivity on the main road network within the county and improvements on the Major Road Network (with the West Winch Housing Access Relief Road the initial priority).

1.3. The LTP governance structure is proposed to comprise officer groups (Project Team, Working Group and Board) reporting up to Members via Committee / Cabinet. A Member Working Group is proposed to be established to inform development of the plan. Final sign-off will be via Full Council.

1.4. The LTP programme will run throughout 2019 and 2020. The programme is summarised below. Strategic Environmental Assessment, Sustainability Appraisal, Equality Impact Assessment and Health Impact Assessment will be undertaken to support and inform the plan's development.

Programme Summary	
Identify current and future problems and issues	Spring 2019
Identify vision and objectives	Summer 2019
Draft strategies and policies	Summer 2019
Consultation on draft strategies and policies	Winter 2019/20
Draft Implementation Plan	Spring / summer 2020
Consultation on Draft Implementation Plan	Late summer 2020
Adoption of LTP4 and Implementation Plan	End 2020

2. Evidence

2.1. The Local Transport Plan is a statutory document which should be kept up-to-date. This is enshrined in the Local Transport Act 2008, which requires local

transport authorities to have an up-to-date plan. Norfolk County Council's current (third) Local Transport Plan (LTP3) was adopted in 2011.

- 2.2. Since that time several of the plan's priorities have been achieved. For example, the Broadland Northway (formerly known as the Norwich Northern Distributor Road) has been constructed and A11 dualling has been completed. There have also been changes to the local, regional and national context: Norfolk County Council has recently agreed *Caring for our County: A vision for Norfolk in 2021*; New Anglia Local Enterprise Partnership has adopted its Strategic Economic Plan and, more recently, reviewed and replaced this with the Norfolk and Suffolk Economic Strategy; Transport East is emerging as the Sub-national Transport Body across Norfolk, Suffolk and Essex; and government has published its Industrial Strategy.
- 2.3. A review is proposed to take account of events and changes since the adoption of the current plan in 2011 and ensure that the county council continues to have an up-to-date LTP.
- 2.4. However, the existing Local Transport Plan is still relevant, and it is not considered that wholesale change is required. Its six strategic aims (maintaining and managing the highway network; delivering sustainable growth; enhancing strategic connections; reducing emissions; improving road safety; and improving accessibility) still encompass the broad aims that a revised plan would need to cover.
- 2.5. To support and inform the plan's development the following will be undertaken:
 - Strategic Environmental Assessment is a legal requirement. A Sustainability Appraisal is proposed. This will incorporate the requirements of the Environmental Assessment of Plans and Programmes Regulations 2004 (which implement the requirements of the European Directive 2001/42/EC on the assessment of the effects of certain plans and programmes on the environment). Sustainability appraisal ensures that potential environmental effects are given full consideration alongside social and economic issues.
 - Equality Impact Assessment
 - Health Impact Assessment.
 - Two public consultations are proposed; one in one in winter 2019/20 and the other summer 2020.

3. Financial Implications

- 3.1. Cost of consultation and appraisal necessary for development of the plan is estimated to be £60,000 (£30,000 in 2019/20 and £30,000 in 2020/2021). This will be met from the Local Transport Plan capital programme allocation.
- 3.2. Other resource implications (principally staff) will be managed through existing resources.

4. Issues, risks and innovation

- 4.1. The following options have been considered, with Option 3 being proposed as the preferred way forward:
 1. Do nothing and not produce an LTP4. This is not considered a viable option as it is a statutory requirement for Norfolk County Council to have an up to date LTP. A review of the current plan, LTP3, which was adopted in 2011, is considered to be necessary to ensure the council continues to fulfil this

