



# Worcestershire's Fourth Local Transport Plan (LTP4)

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# Welcome and Recap



- The LTP is a statutory document, which all Local Transport Authorities are required to produce, deliver and maintain under the Transport Act (2000) and the Local Transport Act (2008).
- The document is strategic (i.e. high-level detail only).
- Why refresh the Local Transport Plan?
  - Adopted in February 2011
  - Major political, social and economic change
  - Plan needs to be readjusted to match our growth ambitions and District's Local Development Plans

# Pre-Consultation



- A pre-consultation exercise was undertaken with:
  - WCC local Members (21<sup>st</sup> and 23<sup>rd</sup> June);
  - All 6 District Councils (11<sup>th</sup> July to 21<sup>st</sup> July);
  - Parish Councils (via CALC Newsletter), August 2016.
- WCC Cabinet Member Workshop held in September 2016

# Formal Consultation Process



- LTP4 paper submitted to Cabinet requesting **permission to consult**: December 15<sup>th</sup> 2016;
- **Public consultation** – December 22<sup>nd</sup> 2016 to March 17<sup>th</sup> 2017;
- Planned re-submission to Cabinet for June 2017
- **Formal adoption** for July Full Council
- Delivery 2017-2030

# What are we consulting on?



## LOCAL TRANSPORT PLAN

Including transport strategies for:  
**North East Worcestershire**  
**South Worcestershire**  
**Wyre Forest**

**STRATEGIC ENVIRONMENTAL  
ASSESSMENT**

**HABITATS REGULATIONS ASSESSMENT**

## TRANSPORT POLICIES

Including:  
**Transport Engagement**  
**Public Realm**  
**Cycle Infrastructure**  
**Integrated Passenger Transport**  
**Transport and Air Quality**  
**Motorcycling**  
**Climate Change**

**NETWORK MANAGEMENT PLAN**

# Statutory Assessments



- Strategic Environmental Assessment
  - This document looks at the proposed schemes in the Local Transport Plan, and considers what the impacts would be on the **Environment**;
- Habitats Regulations Assessment
  - This document looks at the proposed schemes in the Local Transport Plan, and considers what the impacts would be on the various precious and rare habitats and ecosystems in the County, which support a wide variety of flora and fauna.

# Transport Policies



- **Transport Engagement**
  - Councillor/Stakeholder Involvement
  - Consultation Planning
  - Engagement on Transport Schemes
  - Inbound Consultation
- **Public Realm**
  - Partnership Working
  - Management and Maintenance
  - Classification of the public realm
  - Dropped Kerbs, footways, drainage, street lighting, trees and materials
- **Cycle Infrastructure**
  - Infrastructure
  - Maintenance / Lighting
  - Spatial planning
  - Cycle routes/Parking/Signage
  - Traffic Regulation Orders for Cyclists
- **Integrated Passenger Transport**
  - Technology
  - Bus Stop Infrastructure
  - Subsidised bus services
  - Deregistration

# Transport Policies, cont.



- **Transport and Air Quality**
  - Dealing with AQMAs
  - Measuring and Monitoring
  - Partnership Working
- **Motorcycling**
  - Partnership Working
  - Scheme Design
  - Improving Accessibility
  - Motorcycle Parking
- **Climate Change**
  - Reducing emissions from vehicles
  - Reducing the need to travel
  - Integrating climate change mitigation
  - Asset resilience
  - Emergency planning and response

# Network Management Plan



The overarching aim and objectives of the Worcestershire Network Management Plan are:

- *“To achieve the most efficient use of Worcestershire’s transport network assets to deliver consistently reliable journey times, reduced direct and indirect costs and improved road safety.”*
- The Network Management Plan brings together all the policies, standards and procedures associated with transport network demand management into one document.
  - Road works
  - Incident Management
  - Gritting
  - Congestion

# South Worcestershire Pre-consultation Headlines



- **Malvern:**
  - *Walking & Cycling improvements;*
  - *Town Centre /parking improvements;*
  - Speed limits;
  - **Junctions.**
- **Worcester City:**
  - Air Quality & congestion;
  - *Walking and cycling improvements;*
  - *Parking/City Centre improvements;*
  - *Junctions;*
  - HGV/Freight;
  - School travel planning;
  - Buses/bus station/Park and Ride
- **Wychavon:**
  - Traffic Congestion (Evesham);
  - Rail station improvements;
  - HGV's/Freight 'rat running';
  - *Town Centre Improvements;*
  - *Walking & cycling improvements and access from villages;*
  - A46 improvements;
  - *Junction improvements.*

# How did we include any feedback to-date?



- Responses were considered individually, with the main aim to try to include everything!
- Responses were grouped into four main categories:
  - To be included in the LTP4;
  - Already addressed in LTP4;
  - Referral to internal or external stakeholders;
  - Unable to include in LTP4 (reason provided)...

# Some Constraints and Limitations



- **Funding** – the County Council has finite funding of its own to pursue transport improvements, so is required to bid for funding, together with partner organisations;
- **Buses** – the majority of bus services in the county are now provided commercially (privately), so the County Council has limited influence over provision, vehicles used, service patterns or frequencies;
- **Schools and Education** – Academisation means that many schools are no longer connected to Worcestershire County Council. As a result, the Council has increasingly limited influence over the actions of schools in relation to transport.

# Suggestions Not Progressed



- Improvements to bus services;
- School travel planning;
- Not in Worcestershire;
- Freight management;
- Major new highway infrastructure (no/poor business case);
- Rail halts.

# Targeted Investment



The approach recognises that our transport networks have a finite capacity. As increasing capacity is typically extremely expensive, we will aim to target investment in three broad areas:

- **Transport Technology**
- **Travel Choice**
- **Capacity Enhancement**

# Transport Technology



Technology is offering increasingly attractive opportunities to help manage demand on our networks, to tackle congestion and support growth.

- Modern traffic signals can intelligently manage traffic flows to respond to variable demand.
- Improved access to dynamic travel information through a variety of media will enable users of our transport networks to make more informed travel choices;

# Travel Choice



- Our rail network has significant potential to accommodate and support planned growth. Significant investment will be required in our stations, rail infrastructure and rolling stock to provide the quality of services and facilities that the 21st century passenger expects.
- Investing in high quality, continuous corridors for active travel modes (walking and cycling)
- Improvements to the public realm in our urban areas will help to tackle this issue, by providing attractive environments and realistic alternative travel choices for shorter trips;

# Capacity Enhancement



- The most expensive of the three areas;
- Suitable business cases can be identified to support investment;
- We will aim to fund and deliver capacity enhancements at key pinch points to support development growth, address poor air quality issues and tackle congestion.

# How can you respond?



- **Online** at [www.worcestershire.gov.uk/LTP](http://www.worcestershire.gov.uk/LTP)
- By **E-mail** to:  
[transportstrategy@worcestershire.gov.uk](mailto:transportstrategy@worcestershire.gov.uk)
- **At your local library**
- At one of the **consultation events** (see the website for details)

# Any questions?

Thanks for listening...

