

## **Government Office For The South West**

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### **Background**

The Devon Local Transport Plan has consistently been assessed as 'Above Average' or 'Well Above Average' compared to all authorities producing LTPs. In addition Devon was recognised as a Centre of Excellence for Integrated Transport Planning in 2001. Devon County Council will wish to maintain this standard throughout the LTP period.

### **Recommendations for the Next DLTP (2006-2011)**

(N.B Criteria for the next LTP has yet to be confirmed).

#### **1. Focus**

- What has been achieved through investment and what progress has been made.
- The impact on travelling public.
- Steps towards an efficient transport system allowing economy to grow, permitting people and goods to move around efficiently and effectively in way that minimises damage to environment.

#### **2. PSA Targets - (Public Service Agreements)**

Aimed at:

- Reducing congestion
- Improve public transport
- Reduce road casualties
- Promote cleaner transport

#### **3. Linked under Shared Priorities (under review).**

- Increasing importance of shared priorities.
- Improved access jobs and services particularly for those most in need, in ways that are sustainable.
- Improve public transport.
- Reduce pollution and congestion.
- Safety

#### **4. Assessment**

Compulsory National Targets will be the same for all authorities, allowing comparison between schemes / authorities with a greater focus on delivery e.g. cost / benefit analysis /terms of delivering planning guidance.

#### **5. Finance**

Current System of LTP will remain every five years in order to plan investment.

Changing Funding Climate:-

Previous LTP created under unrestricted financial constrains. However incidences such as Hatfield accident and its implication to the rail system and the bankruptcy of rail track have weakened the funding for the next Local Transport Plan.

Implications of Major Schemes –

Dec 2000 settlement all major schemes were agreed provisionally, however in the next LTP fewer schemes will be agreed, and not all LTPs will be encouraged to have major schemes.

#### **6. Joint LTPs**

- Government keen to produce more joint LTPs especially in PUAs

Possible future Joint LTP s includes Exeter and Torbay and their relationship with Kingskerswell Bypass.

#### **7. Accessibility**

- Accessibility for rural communities important area.
- Traditional transport very expensive- possible solutions include schemes such as the Honiton Community Transport Centre, which provides a range of transport facilities for rural communities.
- Need to address Isolation to jobs and services

## DEVON LOCAL TRANSPORT PLAN – 2006-2011

### 8. Concerns

- PUA expansion managed in a way that does not have a negative impact on congestion on the surrounding road network. E.g. development around Exeter is managed so that it does not undermine the importance of the M5 and key junctions around Exeter for the rest of Devon and Cornwall.
- Reduce the tendency of people to drive to work.

### Panel Discussion

#### • **Acceptance of New Developments**

- Regional Assembly needs to produce Regional Transport Strategy that is coherent, complements and supports Regional Spatial Strategy and allows ministers to see where major schemes fit into strategy.
- Any Major schemes proposed that don't have a direct contribution into delivering spatial strategy then ministers would not readily give approval.

#### • **Rail Targets**

- Difficult for Devon to achieve current targets due to lack of population / low rail density.
- Due to complexities and financial difficulties of SRA caution is recommended against focusing too greatly in the LTP on rail proposal and rail investment. However the government wants to address issues such as overcrowding on trains. Therefore where required Devon County Council should take opportunities to highlight (and push for) relatively cheap straightforward interventions.

#### • **Bus Data Information**

Many rural counties (including Devon) are struggling to get meaningful data on bus patronage from transport operators. Ministers are aware of the problem however a solution has yet to be found.

#### • **Possible Extra Resources**

Rural public transport requires revenue funding. However the LTP is a capital finding scheme rather than a revenue scheme. Thus there is conflict in this area. The case for certain transport schemes receiving capital funding should be argued.

#### • **Targets**

There is a concern that Devon will be compared nationally rather than locally with counties who do not have the same challenges which Devon has (e.g. high rural Population).

#### • **Congestion**

In order to persuade ministers that funding in this area is justified schemes that deliver on targets are required e.g. congestion demonstrate to ministers that it's what they want.

#### • **Private And Non Residential Parking**

Increase in car parking charges provide vital significant of revenue. Something that should be promoted across the region.- Debate should be opened.

#### • **Joint Delivery Plans**

Devon can demonstrate certain issues that it is currently facing through joint delivery Plans. E.g. If there is consensus between Torbay, Plymouth and Devon on a particular issue and agreement in how it is to be addressed. It can be set out in a Joint Delivery Plan (e.g. Congestion Corridor).