

Report For:	Executive
Date of Meeting:	26 April 2021
Report Of:	Service Director, Sustainable Development
Report Author:	Keith Dove
Subject:	Luton Local Transport Plan 2020-2040
Lead Executive Member(s):	Councillor Paul Castleman
Wards Affected:	All
Consultations:	Councillors <input checked="" type="checkbox"/> Scrutiny <input checked="" type="checkbox"/> Stakeholders <input checked="" type="checkbox"/> Others <input checked="" type="checkbox"/>

Recommendations

1. **Executive is requested to:**
 - i) **consider and agree the Luton Local Transport Plan and supporting documents to submit to Full Council for approval.**
 - ii) **Authorise the Service Director, Sustainable Development in conjunction with the Portfolio Holder for Inclusive Growth (Sustainable Development and Highways) to agree any further minor changes to the draft Local Transport Plan and the accompanying draft Environment Report.**

Background

2. The Council is required by the Transport Act 2000 (as amended by the Transport Act 2008) to produce a Local Transport Plan (LTP), setting out the background to its long-term transport strategy together with related transport policies and supporting text. In April 2011, following a period of consultation, Luton's third Local Transport Plan (LTP3) was adopted, covering the period up to 2026.
3. In mid-2018, work commenced to prepare an updated LTP and supporting documents. As the transport strategy was developed, it was updated in particular to ensure consistency with the draft Climate Change Action approved by Executive in January 2020, and the Councils Vision 2040 approved by Executive on 12th October 2020.
4. The LTP4 has been prepared in accordance with Government guidance published in July 2009. Chapter 4 of that guidance sets out the process to be followed in preparing the LTP, which includes specifying the problems/challenges of the area in the context of local corporate policies and defining a vision and objectives in setting its strategic priorities for transport. A Strategic Environmental Assessment (SEA) of the Transport Policies in the LTP is also required to be undertaken which, in order to inform its strategic priorities, appraises the options and predicts their effects.
5. The 2008 Act also enables us to produce our LTP in two distinct sections; a long-term strategy including the council's policies for transport and a short term implementation plan. The latter focuses on the planned delivery of transport schemes over a five year period, which will accompany the annual update report prepared by the Council's Highways service reported to Executive each February.

6. The emerging Luton Transport Strategy and Transport Policies, which together form the Local Transport Plan 2020-2040, were subject to an extensive public and stakeholder consultation for 8 weeks between mid-September and mid-November 2020. At the start of this consultation period, the Council's Overview and Scrutiny Board (O&SB) meeting on 21st September considered the consultation draft of Luton's LTP4, together with a separate report on consultation draft of England's Economic Heartland (EEH) Transport Strategy and supporting documents, along with the relationship between the two.

The Current Position

7. An amended version of the LTP is included at **Annex 1**, which incorporates feedback from the community and stakeholder consultation, further details of which are set out in the consultation section of this report below. The amendments to Annex A also take account of feedback received from Members, including the O&SB meetings on 21st September 2020 and 1st March 2021.
8. Chapters 2-4 of the Transport Strategy (Part 1 of the LTP) respectively summarise our key ambitions to embrace carbon reduction, reduce poverty and improve inclusion (consistent with Vision 2040) and ensure links with development of the town. Based on these, Chapter 5 sets out the vision and objectives of the LTP4. Chapter 6 then sets out the National and Sub-national transport policy context.
9. The latter focuses on the role of EEH and has been updated to reflect the final version of the EEH Transport Strategy and supporting documents which, following the draft they consulted on between mid-July and early October 2020, was updated to take account of consultation feedback. The final version of the EEH Transport Strategy was considered at the EEH Strategic Transport Forum meeting on 5th February 2021 and was submitted to the Department for Transport on 25th February.
10. The national policy context takes account of the Government's emerging policy on decarbonising transport, following publication in March 2020 of the report 'Decarbonising Transport-setting the challenge', which set out, for different modes of travel, how transport could contribute to reducing emissions. In particular it recognises the role that active travel can play in both increasing physical activity and reducing emissions to avoid returning to a pre-Covid norm, as set out in the Prime Minister's announcement on 28th July 2020 that focused on measures to encourage more healthy lifestyles and the role that more walking and cycling can play. It also sets the framework for the requirement of the National Bus Strategy (published by Government on 15th March 2021) for the Council, as a Local Transport Authority, to publish a Bus Service Improvement Plan by October 2021. The proposals in the new draft LTP4 also represent a significant shift towards the decarbonisation of transport, taking on board the Council's target to be carbon neutral by 2040.
11. Chapter 7 of Luton's Transport Strategy sets out the Council's strategic transport priorities, which focus on alternatives to private vehicle use (walking/cycling and public transport, both for the whole trip and as part of the First Mile/Last Mile for longer trips) and improving health and wellbeing. In terms of the latter, section 7.2.6 sets out the concept of mobility hubs both in local communities and in more strategic locations such as at the 3 rail stations in Luton and in conjunction with Park and Ride. Chapter 8 then summarises some of the strategic infrastructure requirements in order to deliver these strategic priorities and meet the Council's carbon reduction ambitions.

12. In Part 2 of the LTP, following a brief introduction to the Transport Policies, Chapters 10 and 11 then set out the detailed policies and supporting text. This includes a summary of any Statutory Duties associated with each policy together with the desired outcomes including the key sources of information in order to monitor progress in implementing that policy. In addition to Statutory Duties identified in these chapters, relevant legislation identified in the Local Government Association's Climate Change Briefing Notes published in October 2020 will also be referred to. Members should note that the types of actions referred to in the LGA Briefing Notes are consistent with both the LTP4 and those transport actions identified in the Council's Climate Change Action Plan.
13. **Annex 2** is a summary of the Environment Report which, as set out in paragraph 3 above, is required to be published alongside the LTP. Members should note that the majority of feedback received during the consultation process related to amendments to the draft LTP itself, and only three relatively minor comments received from Historic England and Natural England related to the draft Environment Report.

Proposal

14. To approve the Luton Local Transport Plan 2020-2040.

Key Risks

15. There is a risk that if Luton decides not to support the LTP4, that many of the benefits of collaborative working with EEH will not be realised. These benefits include that:
 - the EEH Transport Strategy includes policies that complements our draft Transport Strategy and could therefore potentially attract EEH funding, including:
 - EEH Policy 28 which supports working with partners to establish mobility hubs at interchanges between travel modes and enabling frictionless travel using a combination of modes; and
 - EEH Policy 30 to improve surface access by public transport to airports and, specific to Luton airport, to work with Network Rail, train operators and Highways England to achieve this.
 - EEH has commissioned some useful work on decarbonising transport, First Mile-Last Mile (FM-LM) connectivity, and railway connectivity that are also useful in both developing and implementing Luton's emerging Transport Strategy and Policies.
 - The EEH Transport Strategy includes corridor studies in key journey to work corridors to/from the Luton-Dunstable area that could facilitate improved accessibility to nearby towns.

Consultations

16. The report at **Annex 3** summarises the outcome of the consultation questionnaire and stakeholder responses. In particular, Member's attention is drawn to the Tables in Chapter 3, the final column of which sets out how each of the issues raised has been addressed in updating the consultation draft of the LTP4.
17. Members should also note that, since the O&SB report of 1st March was prepared, in addition to the response from Historic England, Natural England subsequently responded to the consultation on 24th February 2021. In their responses, both Historic England and Natural England have stated that Part 2 should also include an

environmental policy. The proposed draft wording of such a policy was considered at the O&SB meeting on 1st March (Annex C to that report), but has been updated to include the comments from Natural England, in particular their reference to the fact that Cowslip Meadow in Luton has recently been designated as a Site of Special Scientific Interest and the need to take account of Biodiversity Net Gain as set out in the 2019 changes to the National Planning Policy Framework. This new policy and supporting text has been added as a new Policy 14 at the end of chapter 10, with the subsequent policies in Chapter 11 of the consultation draft of the LTP4 being re-numbered.

Alternative options considered and rejected (please specify)

- 18.** The option is not to approve the Luton Local Transport Plan 2020-2040. This alternative option should be rejected on the grounds that it would dilute the benefits already realised together with any future benefits, some of which are set out in paragraph 13 above.

Annexes attached

Annex A - Final draft of Luton Local Transport Plan 2020-2040 and Appendices to it.

Annex B - Final draft summary of Environment Report

Annex C - Local Transport Plan consultation report and Appendices to it

Annex D - Integrated Impact Assessment.

List of Background Papers - Local Government Act 1972, Section 100D

Reports to and Minutes of Overview and Scrutiny Board on 21st September 2020 and 1st March 2021.

Implications - an appropriate officer must clear all statements

For CLMT only Legal and Finance are required

Required

Item	Details	Clearance Agreed By	Dated
Legal	There are no direct legal implications of this report.	Michael Pearson-solicitor	6.4.21
Finance	There are no direct financial implication of this report. . However, Luton's LTP4 will require capital investment for which some funding will be received from Central Government. Delivery of LTP4 objectives beyond the level of funding provided by Central Government will need to be funded by the Council, and it is therefore essential that the LTP4 aligns closely with the Council's Capital Strategy and Capital Programme.	Darren Lambert, Finance Business Partner	6 th April 2021
Equalities / Cohesion / Inclusion (Social Justice)	There is little local information on how travel to access goods and services impacts on different equalities groups. However the 'Persona' approach set out in the EEH FM-LM study can provide some insight into how different groups of people would react to different forms of mobility.	Maureen Drummond, Equality and Diversity Adviser	7 April 2021
Environment	Decarbonising transport is at the heart of the LTP policies (see paragraph 9).The EEH supporting study of pathways to decarbonising transport recommended following 2 pathways to achieve this; first a highly-connected transport system that provides better transport information for users to better manage the transport network, and secondly a policy-led approach to behavioural shift to reduce car trips that could also then require demand management of car trips.	Shaun Askins, Service Manager-Strategy & Sustainability	7 th April 2021
Health	Both the strategic priorities and the LTP Policies focus on measures to encourage more healthy lifestyles and the role that more walking and cycling and improving the layout of our local communities can play in that.	Lucy Hubber	08/04/21

Optional

Item	Details	Clearance Agreed By	Dated
Community Safety			
Staffing			
Other			