

LDS/24/12

Corporate Infrastructure and Regulatory Services Scrutiny Committee

Thursday 28<sup>th</sup> March 2024

## Report of the Corporate Infrastructure and Regulatory Services Scrutiny Committee: Report of the Local Transport Plan 4 Standing Overview Group Meeting of 31<sup>st</sup> January 2024

Report of the Director of Legal and Democratic Services

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Please note that the following recommendations are subject to consideration and determination by the Committee before taking effect.

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### 1) Recommendation(s)

That the Committee be asked to:

- (a) Accept this report as an accurate record of the issues explored in the meeting ensuring transparency in scrutiny activities.
- (b) Endorse the recommendations from the meeting, that:
  - a. the interdependency of LTP4 with the Electric Vehicle Strategy is made explicit.
  - b. clarification of phrases such as 'Active Travel' is included within the strategy and,
  - c. a specific focus on an integrated programme of travel within the priority 'easier travel'.

### 2) Introduction

The Standing Overview Group of the Corporate Infrastructure and Regulatory Services Scrutiny Committee meets regularly as an informal information sharing and member development session where issues are presented to the councillors to raise awareness and increase knowledge. The Standing Overview Group considers key updates and pertinent issues from across different services, with the aim of developing Members' knowledge, and bringing to the forefront any areas which may benefit from further scrutiny.

Any action points arising from the sessions are reported back to the next formal Committee meeting.

This report outlines the topic covered at the meeting of 31 January 2024 – the Local Transport Plan 4 – and highlights the key points raised during the discussion and details any agreed actions.

### 3) Background

Under the Local Transport Act 2008, the Council has a statutory duty to produce a Local Transport Plan (LTP) which supports the achievement of The Department for Transport's strategic priorities of: levelling up the economy, improving transport for the user, and reducing environmental impacts. The Council's refreshed LTP 4 will work to achieve these priorities alongside addressing local issues.

***The Scope of the review was to scrutinise the draft Local Transport Plan 2026-2040 as it was being developed by the County Council's Transport Planning team.***

#### **4) Development of Local Transport Plan 4 2026-2040**

Prior to the meeting, the Committee received information about the focus and objectives of the group session and the work undertaken to date, by the team. They also received supplementary information summarising the key content in the full draft plan including the contextual background.

The current LTP3, runs from 2011 – 2026. LTP4 set out a vision for Devon's transport over the next 15 years, what that will look like, why, and how it will be delivered. LTP4 builds upon the progress and achievement made under LTP3 and sets out the overarching ambitions for Devon and Torbay's transport network, and provision, having taken account of local, regional, and national needs and strategic priorities, for the years ahead: 2026 – 2040. Since LTP3 was agreed, the Peninsula Sub National Transport Body was formed and includes Cornwall Council, Devon County Council, Somerset Council, Torbay Council and Plymouth City Council; this body supports the delivery of strategic transport priorities across the peninsula.

LTP4 has been informed by the aims and actions of the Vision Zero South West, and recommendations within the Devon Carbon Plan, as well as the key objectives and priorities of the following Peninsula strategies:

- freight,
- rural transport
- rail across the region

The draft LTP4 aims to ensure transport investments support the priorities for creating a better Devon, including:

- Decarbonisation,
- Easier Travel,
- Greater Places for People,
- The Place to be naturally active,
- Unlock Strategic Development, and
- Reliable and Resilient Network

Recognising Devon is a large and varied county, place-based strategies are included for:

- Rural Devon and Market and Coastal Towns,
- Exeter, and
- Growth areas (Barnstaple and Bideford, Heart of Mid Devon, Heart of Teignbridge and Plymouth Urban fringe)

The objectives of LTP4 include:

- To support clean economic growth through integrated planning, improving transport links within and between growth areas and using technology to widen connectivity carbon emissions.
- To support reaching net zero carbon emissions by 2050 at the latest through reducing the need to travel, shifting trips to sustainable transport options, and using technology and innovation to reduce emissions.
- To enhance and protect all people's health and well-being through facilitating active and safe travel, improving air quality, conserving Devon's natural environment and strengthening sense of place.

- To provide accessible transport choices, through promotion of well-integrated, inclusive, and reliable transport options for residents and visitors in both rural and urban communities.

## **5) Summary of Member Discussion**

From the Members discussion, the following recommendations were made for inclusion in the draft LTP4 ahead of public consultation:

- made explicit the interdependency of LTP4 with the Electric Vehicle Strategy;
- additional clarification of phrases such as 'Active Travel';
- a specific focus on an integrated programme of travel within the priority 'easier travel'.

Other notable points of discussion included:

- The interconnections between the priorities, e.g. accessible transport requires it to be reliant and resilient. Members also noted the importance of accessible transport for people with disabilities.
- Access to out-of-town retail and employment areas can be challenging via public transport (time); improvements will be considered as part of the place-based strategies.
- The interdependency of LTP4 and the Electric Vehicle Strategy and the need to raise the profile of the Electric Vehicle Strategy. Members raised the need for more universal electric charging points, the distance between charging amongst other points. Feedback from Members will be shared with the Implementation Group.
- Language needs to be consistent and well understood e.g., Active Travel needs to be explained.
- 'Easier transport' needs to emphasise the importance of the connections between transport, particularly in a large County e.g., cycle routes with bus and train stations.

Members of the Committee expressed their gratitude for the presentation.

## **6) Options / Alternatives**

The report is the summary of a Scrutiny Standing Overview Group meeting. Scrutiny does not make decisions and this report does not propose any alternatives.

## **7) Consultations / Representations / Technical Data**

As above, there are no specific considerations regarding consultations, representations and technical data in this report.

## **8) Strategic Plan**

The alignment of all Scrutiny activity with the strategic plan is detailed on the Scrutiny work programme. The issues raised in the report and the benefit of developing member knowledge and the 'critical friend' challenge of Scrutiny contribute to the Council achieving its strategic plan.

Improving Member knowledge on key issues contributes to the Council's commitment to being a trusted, inclusive and innovative Council. It ensures good decision making and that the Council listens and learns.

## **9) Financial Considerations**

There are no specific financial considerations in this report.

## **10) Legal Considerations**

There are no specific legal considerations in this report.

## **11) Environmental Impact Considerations (Including Climate Change, Sustainability and Socio-economic)**

There are no specific environmental impact considerations in this report.

## **12) Equality Considerations**

There are no specific equality considerations in this report.

## **13) Risk Management Considerations**

The activity of Scrutiny Standing Overview Groups contributes to the mitigations for:

### Ineffective Member Scrutiny

defined as: 'Due to ineffective scrutiny, the level and quality of service management may drop, leading to financial mismanagement or harm to staff and/or citizens and reputational damage e.g. Grenfell.'

### Member Effectiveness

defined as: 'Inadequate member effectiveness due to a lack of training, support and knowledge leads to a lack of challenge to corporate officers and/or poor decision making, resulting in a negative effect on the County's citizens (poor value for money, poor service delivery, harm, etc).'

## **14) Summary / Conclusions / Reasons for Recommendations**

The report outlines the topic(s) covered at the meeting of 31 January 2024, highlights the key points raised during discussion and details any agreed actions.

The report is formally reported to the Corporate Infrastructure and Regulatory Services Committee in the interests of openness, transparency and good decision making.

### **Attendance**

#### **Councillors:**

Councillors A Dewhirst (Chair), P Bullivant, R Chesterton, C Slade, J Trail.

#### **Cabinet Members:**

Councillors A Davis, S Hughes

#### **Apologies:**

Councillors M Asvachin, Y Atkinson,

#### **Officers:**

Hannah Clark: Transportation Strategy Manager

Lauren Allington: Graduate Trainee Transport Planner

Lewis Kiely: Graduate Trainee Transport Planner

Louise Rayment: Head of Scrutiny

Yvette Welsh: Scrutiny Administrator

Electoral Divisions: All

### **Contact for enquiries:**

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**Local Government Act 1972: List of background papers**

Background Paper – NIL

The meeting began at 10:30am and finished at 11:58am.