

Institute for Transport Studies

FACULTY OF EARTH AND ENVIRONMENT



UNIVERSITY OF LEEDS

The evolution of Local Transport Plans across the UK

Professor Tony May

Emeritus Professor of Transport Engineering



Transport Policies and Programmes (TPPs)



UNIVERSITY OF LEEDS

- Introduced in 1973 nation-wide to:
 - Promote comprehensive transport plans
 - Eliminate bias between capital and revenue spending
 - Distribute central government grants based on need
- Annual submissions covering
 - Objectives and strategy for 15 years
 - Planned expenditure for 5 years
 - Past expenditure and progress in meeting objectives

Transport Policies and Programmes (TPPs)



UNIVERSITY OF LEEDS

- But gradually dismantled in the face of financial crisis
 - No funding for fares subsidies or parking
 - Focusing mainly on capital expenditure
 - Finally only for “roads of more than local importance”
- Local authorities in the early 1990s argued for the “Package Approach”
 - Full range of policy measures and interaction between them
 - Consistent appraisal
 - Additional funding for conurbations

Local Transport Plans (LTPs)



UNIVERSITY OF LEEDS

- Introduced in 2000
 - But only for England outside London
 - Different arrangements in London, N Ireland, Scotland, Wales
- Local Transport Plans
 - Five year plans within a 15 year horizon
 - For every transport authority (urban and rural)
 - All transport modes
 - Consistent with land use and regional plans
 - Greater emphasis on stakeholder involvement
 - But retained distinction between capital and revenue funding



- LTP1 2001-2006
 - Policy objectives and indicators specified, targets required
 - Annual reports assessed performance against targets
 - Funding based in part on achievement of targets
- LTP2 2006-2011
 - Four “shared priorities” (= national government objectives)
 - Strategies required for each objective and each mode
- LTP3 2009-2011
 - Guidance rather than prescription
 - Consistency with a wider range of other public policies



- Changes to LTPs in 2010
 - LTP3 received by government, but not assessed
 - Annual reports abandoned
 - Future Plans not required in the interests of “localism”
 - But LTP3 remains a statutory document
 - Many local authorities are updating them to reflect changing needs
- Local Economic Partnerships led by business have a far greater emphasis on transport investment
- Much funding now provided competitively for specific policy areas (e.g. Cycling)



1. Partnership between national and local government
2. Effective stakeholder and public involvement
3. Specified vision and local objectives
4. Performance indicators and targets to reflect objectives
5. Ability to identify, use the most cost-effective measures
6. Wider integration with plans for land use, other policy areas
7. Availability of finance to support this, avoid policy bias
8. Regular monitoring and evaluation, improved evidence

TPPs and LTPs in England



UNIVERSITY OF LEEDS

Attribute	TPP 1974	Package App 1993	LTP 1 2000	LTP2 2005	LTP 3 2009	Post 2010
1	●●●	●	●	●●	●●●	●
2	●	●	●●●	●●●	●●●	●●
3	●●●	●●	●	●	●●●	●●
4	●●●	●●●	●	●●	●●●	●●
5	●●●	●●	●●●	●●●	●●●	●●
6	●	●●	●●	●●	●●●	●
7	●●●	●●	●●	●●	●●	●
8	●●●	●●●	●	●●	●●●	●



- The 2009 LTP3 guidance came closest to meeting the desirable attributes
 - But still differentiated between capital and revenue spending
- For further information see:
 - Balancing prescription and guidance for local transport plans
 - Proc Institution of Civil Engineers, Transport V166 2013 pp 36-48
- Or contact me
 - a.d.may@its.leeds.ac.uk