



Welcome to our second Local Transport Plan guidance bulletin. If you would like to get in touch email us at: lt.plans@dft.gov.uk

Vision led planning

The draft Local Transport Plan (LTP) guidance will embrace new best practice for transport planning, moving away from predicting future traffic growth and providing for it, in favour of a vision-led and multi-criteria approach.

Vision led approaches are about supporting transport systems to better achieve intended outcomes for people, goods, and places. By defining visions, local transport plans can accelerate local ambitions to ensure they are actively contributing to broader strategic priorities for local transport.

The guidance will set the expectation LTPs will have a well-articulated, ambitious, but realistic vision. This part of the broader advice on developing an LTP will significantly expand on what the 2009 guidance provided.

Consultation Delayed

We now aim to go to consultation over the autumn with the final guidance being published in early 2023. We have taken the decision to extend our timeline to ensure that the new guidance is as robust as possible. This will also allow us to engage even more extensively with other government departments, local government and other transport stakeholders in advance of the formal consultation.

The revised timeline should still enable LTAs to update their LTPs by the end of this parliament, with Authorities being able to use the guidance in consultation form to continue renewing their LTPs.

LTP development grant survey

In March, 71 LTAs across England received a share of £12.5m for preparation work to create/update LTPs in line with the upcoming guidance.

In July we sent out a short survey to gather information on how the funding has/will be used. Thank you for the returns. This information will help us to understand how the funding is supporting places to plan their local transport more effectively; it is also going to provide insight on remaining capacity gaps.

LTP event

On 24 June Landor Links held an event 'A new Era of Local transport Plans' with the department presenting on plans for new LTP guidance.

The event was a chance for professionals in the sector to air their thoughts on how to help the next wave of LTPs play a key role in shaping local transport. A key topic of discussion was the relationship transport has to the wider context e.g. economic, social and environmental issues.

Recordings of the session can be found at: [Landor links event](#)

Quantifiable Carbon Reduction - at a glance

A separate technical guidance document will provide methodological advice to enable places to understand the baseline local transport emissions and estimate the carbon impacts of proposed interventions as part of the development of an LTP.

This is in line with the government's [Transport Decarbonisation Plan \(TDP\)](#) commitment to making Quantifiable Carbon Reductions (QCR) a fundamental part of local transport planning.

The QCR process outlined below sets out the evolving proposal for the key steps and outputs which authorities will be encouraged to follow (see diagram next page).

Step 1 - involves producing an estimate of current and future **user emissions** in the absence of the interventions outlined in the updated LTP - providing a 'baseline' against which the impact of an LTP can be measured. A tiered methodology will

be provided to match the different analytical capability of different authorities.

Step 2 - involves identifying the local scale and pace of transport decarbonisation needed in line with carbon budgets and Net Zero in the form of a decarbonisation pathway.

Step 3 - involves meaningful and proportionate consideration of carbon as part of the process of establishing a longlist of potential transport interventions and policies and appraising these to produce a shortlist in line with what is being proposed in the main LTP guidance document.

Step 4 - involves estimating the carbon impact of the LTP intervention pipeline. A tiered methodology will be provided to allow the assessment to be proportionate to the authority's capability and to reflect the data likely to be available at various stages of the intervention.

In addition to user emissions, we also want to encourage the consideration of **infrastructure carbon emissions** associated with both interventions set out in the LTP and the maintenance of existing infrastructure.

Quantifiable Carbon Reductions Process Outline

