

3. SUSTAINABLE TRANSPORT ACTION PLAN OBJECTIVES (A85631 / ED)

Purpose of the report

1. This report seeks approval for the objectives of the National Park Sustainable Transport Action Plan. The Action Plan will provide a focus for the delivery of sustainable transport within the National Park by partners and the Authority. If the objectives are approved, officers will present the full Action Plan for approval to a later Authority.

Recommendations

2.
 1. **The Authority approves the objectives for the National Park Sustainable Transport Action Plan, as set out in paragraph 5.**

How does this contribute to our policies and legal obligations?

3. When the final National Park Sustainable Transport Action Plan is adopted it will fulfill Action 5 of Outcome 6 – Traffic, Travel and Accessibility within the National Park Management Plan. This action is to “Adopt a National Park Sustainable Transport Strategy which includes an integrated approach to parking, public transport, walking and cycling within the National Park”. Implementation of the Action Plan will contribute to the whole of Outcome 6, which states the following. “By 2011 highways, transport infrastructure and services have been improved because they:
 - meet the needs of residents, visitors and surrounding areas
 - increase the proportion of visitors using methods of travel other than private cars
 - reduce the adverse environmental impacts of travel on the special qualities of the National Park
 - enable more sustainable travel patterns that lead to a reduction in the levels of carbon dioxide emitted into the atmosphere, especially by supporting public transport.
4. When adopted, the Action Plan will also contribute to further implementing corporate outcome C: adverse environmental impact of traffic on the special qualities of the National Park are minimised.

Background

5. Integrated Transport Planning Ltd were recruited through a tendering process in August 2008 to prepare the action plan, with a draft plan completed in December 2008. Stakeholder and Member Consultation Workshops were held in January and February 2009 respectively, to provide feedback on the plan’s objectives and actions. Comments arising from the workshops were incorporated into the plan prior to its presentation to Strategic Management Team in March 2009, stakeholders being consulted again, and it being circulated to Members. The final aim and the objectives of the plan were taken to Strategic Advisory Group in April 2009. The plan was then taken to Authority in May 2009 for approval.
6. Owing to varying views and concerns expressed by Members about the style, length, priorities and actions, approval was not forthcoming. Revision of the document was proposed, and a subsequent resolution was taken that; “*delegation be given to the Chief Executive to finalise the draft National Park Sustainable Transport Plan in consultation with the Chair, the Member Representative and other appropriate Members*” (Minute Reference 32/09). A meeting of selected

Members, the Chief Executive and appropriate Officers took place in June 2009 to discuss changes to the Plan. The meeting focussed on the Plan's objectives, as the Members requested a reduction in the number of objectives. This resulted in the sub-group proposing an alternative set of objectives, which were then presented to Strategic Advisory Group in September 2009. Officers have taken account of comments made on the revised objectives by Strategic Advisory Group, which has resulted in the objectives set out in paragraph 5 for the Action Plan.

Proposals

7. Option 1 – Support for the recommendation to approve the objectives of the National Park Sustainable Transport Action Plan, as set out below. This is the preferred option, which was recommended by Strategic Management Team and was the clear steer provided by Strategic Advisory Group.

Objective 1: Ensure the negative environmental impacts of transport are minimised.

Objective 2: Improve and promote sustainable access to jobs, essential goods, services and activities for residents of the National Park.

Objective 3: Increase the proportion of visitors who access and travel within the National Park using sustainable means.

Objective 4: By means of appropriate traffic management, (particularly on the Strategic Road Network within the National Park); improve road safety for residents, visitors and businesses to enable all users to feel safe when using the highways by any mode.

Objective 5: Ensure that there is a strategic network of well maintained footways, cycle tracks and bridleways to encourage walking, cycling and riding.

8. If this option is approved, this would enable officers to use the agreed objectives to continue to influence partners whilst further developing the whole action plan.
9. If the objectives are approved, at the request of members, officers will make some structural changes to the Action Plan that was taken to May Authority. The proposed revised structure with a brief explanation of what each section will include can be seen in Appendix 1. In addition, Appendix 1 indicates how the Action Plan will be delivered. At the request of members, the actions will be given a priority, timescale and resource. The action plan will be updated as necessary, as some of the references are already out of date. Officers will then re-consult partners, as the Action Plan will have been developed since they last saw it in April, and at the same time all Members will have an opportunity to see the whole revised plan. Finally, the revised Plan will be presented to Authority for approval.
10. Option 2 – Do not support the recommendation to approve the objectives of the National Park Sustainable Transport Action Plan. This option would lead to further delay in completion and implementation of the Action Plan, and as such, it is not the preferred option.

Are there any corporate implications members should be concerned about?

11. **Financial:** The Transport Policy Team has allocated £5400 from the 2009/10 budget for implementation of the Action Plan. This cost will be met from the existing Transport Policy Team budget.

12. **Risk Management:** The greatest risk to the Action Plan is any further delay in completing development of the Action Plan, as this would impact on officer resource and the 2009/10 funding allocated to implementing the action plan.

13. **Background papers**
None

Appendices

Revised structure of the Sustainable Transport Action Plan and proposed delivery mechanisms.

Report Author, Job Title and Publication Date

Emily Davies, Transport Policy Manager, Thursday 24 September, 2009.