



The LTP process

Local Transport Plans (LTPs)

Who produces an LTP?

The Transport Act 2000 requires most local transport authorities (county councils, unitary authorities and partnerships in metropolitan areas) in England (not London) to produce and maintain an LTP. Passenger Transport Executives (PTEs) cover the English metropolitan areas (Greater Manchester, Merseyside, South Yorkshire, Tyne and Wear, West Midlands and West Yorkshire) and produce a plan in partnership with the local district councils.

Those authorities which received an Excellent Comprehensive Performance Assessment in 2004 were exempted from the requirement to produce an LTP, but all have chosen to produce provisional Plans anyway.

What's in an LTP?

LTPs set out the authority's local transport strategies and policies, and an implementation programme.

What time period does an LTP cover?

The first five-year LTPs were submitted in 2000, covering the period from 2001/02 to 2005/06.

Authorities have reported each year on their delivery of policies and programmes in Annual Progress Reports (APRs). They will produce a delivery report by July 2006 which will report on the delivery of their transport strategy during the five years of the first LTP period.

Provisional second LTPs covering the period 2006/7 to 2010/11 were submitted in July 2005, with final second LTPs being submitted by March 2006.

LTPs and APRs can generally be found on local authority websites.

What does DfT use LTPs for?

DfT use LTPs and APRs to:

- inform decisions on capital funding for local authorities;
- inform the development of DfT policies on local transport;
- monitor the delivery of our key objectives and targets that are delivered through the actions of local government;
- and feed into the authority's Comprehensive Performance Assessment score.

Local Transport Settlement

Ministers announce funding decisions for local authorities each November/December in the local transport settlement. Individual authorities are notified of their allocations in decision letters

Annual local transport plan settlements

http://www.dft.gov.uk/stellent/groups/dft_localtransport/documents/divisionhomepage/032393.hcsp

Funding

More than £8 billion of capital funding is planned to be distributed in conjunction with the second five year LTPs.

LTP capital allocations are made up of three main funding streams:

- **Major scheme** allocations. Local authorities asking for more than £5million for individual transport schemes must submit full details of those schemes for individual consideration. These schemes are primarily for major new local roads (e.g. village or town bypasses) and public transport projects (e.g. bus route improvements). Decisions on major schemes will be made in the light of regional advice.
- **Integrated Transport block** (IT block) allocations. This is used by the local authority to fund all non-maintenance transport schemes costing less than £5 million - small road projects, road safety schemes, bus priority schemes, walking and cycling schemes, transport information schemes etc.
- **Maintenance** allocations. These are provided for structural local road maintenance - major resurfacing, maintenance or replacement of bridges, tunnels etc, and occasionally reinstatement of roads following natural events or disasters.

Authorities also receive *revenue* funding for transport via the wider local government financial settlement. The main transport element of this is an allocation for routine highway maintenance. This is allocated on a formula basis taking into account road length, road condition and other factors.