

# Chapter 2. Consultation And Involvement

- 2.1** This LTP has been developed with consideration to the views, perspectives and aspirations of our stakeholders. Engagement with Local Strategic Partnerships (LSPs) and other key players has given this LTP a harder edge. Improved deliverability and more focussed targeting of resources form the backdrop to the strategy and they shape the five year implementation programme. This is in recognition that, although the strategy of the first LTP was widely supported, it was generally considered to be let down by the rate of delivery and progress towards its targets.
- 2.2** Consultation and wide engagement has been fundamental to developing strategies which will tackle issues on a cross-programme basis, linking up with the agendas of other policy areas and working closely with other bodies including LSPs, health and Education Authorities, the Highways Agency, the Learning and Skills Council, the Police and Emergency Services. In particular close collaboration with public transport operators, on whom so much of the success of this strategy depends, is a critical success factor for the delivery of this Strategy.
- 2.3** For the purpose of consultation on the second LTP, the South Yorkshire Partners have adopted the guiding principle that members of the public should be involved to the extent that they want and through the means that best suit them. Our definition of public includes anyone outside the LTP Partners, whether they are individual residents, representatives or members of groups, businesses, service providers, neighbouring authorities or other statutory bodies.
- 2.4** In developing our strategies, it has been acknowledged that stakeholder engagement entails participation, consultation and information or elements of all three. It was also acknowledged that engagement needed to be carried out at three key stages:-

**Strategic** – Overall objectives, general direction and underlying philosophy of the plan, setting of strategic indicators and targets;

**Programme** - Problem identification, priorities for action, distribution of resources and preferred means;**Scheme Specific** – Detailed design and implementation with direct consequences for local residents or users.

- 2.5** LTP2 guidance on consultation is more prescriptive than that for LTP1 and in affirming the need to produce a document which supports the regions economic, social and spatial development aspirations, invites interaction with a wider range of stakeholders and colleagues of other disciplines.
- 2.6** A Stakeholder Strategy Group has been created to oversee the implementation of the stakeholder consultation strategy and comprises officers from the four local authorities, PTE and PTA. As a number of consultative channels already exist within the districts, the group has also concentrated efforts on utilising these opportunities to extol LTP2 engagement and collate examples of partnership working.

## Major Countywide Stakeholder Consultation Exercises

- 2.7** The first phase of consultation (Spring 2005) involved engaging with stakeholders at a strategic level to ensure the objectives of the LTP were supportive of broader social and economic agendas.
- 2.8** A consultation pack comprising a draft version of the LTP, together with supporting notes was sent out to over 530 consultees across the county.
- 2.9** Those responding had their submissions acknowledged and were thanked for their contributions. All contributors have been added to the database of contacts and will be kept informed on progress against our LTP objectives.

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- 2.10** The second phase of the consultation Strategy (Summer/Autumn 2005) concentrated on promoting the Plan to a wider audience by engaging with the public to firm up policies and to identify a broadly acceptable range of schemes. The second consultative phase also invited stakeholders to challenge our proposals regarding how LTP funding would be split between the areas of key concern.
- 2.11** A fuller report on the extent of our engagement activity and the feedback received is given in Appendix E.

## Developing Partnerships

- 2.12** Partnership working and the agreement of mutual objectives between our stakeholders are the vital ingredients required if we are to achieve our LTP objectives.
- 2.13** Such engagements are undertaken at countywide and district level and records of all exercises collated by the Stakeholder Strategy Group.



Meeting the People

- 2.14** Countywide Partnerships include:-

### **Local Strategic Partnerships (LSP)**

- 2.15** A LSP is defined by ODPM as:- A single non-statutory, multi-agency body, which matches local authority boundaries, and aims to bring together at a local level the different parts of the public, private, community and voluntary sectors. LSPs exist to tackling deep seated, multi-faceted problems, requiring a range of responses from different bodies. Local partners working through a LSP will be expected to jointly consider many of the major decisions about priorities for their local area.

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- 2.16** The contribution of local transport' and the aims of the LTP in supporting such aspirant initiatives is therefore essential to their success; as is the importance of LSP support in achieving the LTP's objectives, particularly in relation to the Accessibility Planning agenda.
- 2.17** There is a programme of engagement and linkages in place in place to address LTP2/LSP interaction, Elected Members and district/PTE senior officers are represented on the 4 South Yorkshire LSP Boards, and officers participate at various subgroup levels eg on economic development boards, environmental study groups, etc.

## Highways Agency

- 2.18** Colleagues at the Highways Agency have worked closely with us over recent years, particularly with regard to transport related matters associated with the Objective 1 Programme and with the advent of ITS. The South Yorkshire Intelligent Transport System (SYITS) project has close links with jointly developed Variable Message Signing (VMS) strategies on and around the M1 motorway and its junctions.
- 2.19** The Motorway Network in South and West Yorkshire suffers from considerable degrees of congestion at certain times of the day, with problems being particularly acute at junctions 33 and 34 on the M1, at the M1/M62 junction and on the M62 south of Leeds. The motorways and other trunk roads across the Region have recently been assessed through the Northern Way Initiative for the benefits likely to accrue to the national economy were selective improvements to be made.
- 2.20** Prior to this, the South and West Yorkshire Motorways Best Use Study (SWYMBUS) had identified a series of improvements to the M1 and M62, required to maintain effective operation of these national arteries. A programme of measures has been submitted by the HA to Government and approval in principle given to delivering parts of this programme this in a timescale compatible with LTP2.
- 2.21** In parallel with the above, Highways Agency colleagues attend the Yorkshire Traffic Managers Group to share best practice with regard to Traffic Management Act duties and to jointly provide a consistent approach for control of our respective networks. A common approach to Information Systems and how we relay messages to car drivers in the most appropriate and timely manner is particularly relevant to minimising the impacts of congestion.
- 2.22** Similarly, close co-operation between the Highways Agency and the South Yorkshire partners enabled the development of the Memorandum of Understanding - Strategic Transport Initiative (MOUSTI), helping us to predict and manage the effects of the Objective 1 Regeneration Programme and identify where investment in transport infrastructure is required to mitigate this, including demand management measures.

## South Yorkshire LTP Disability Forum

- 2.23** The South Yorkshire LTP Disability Forum is an assemblage of several organisations which was convened in January 2005 to convey disabled people's considerations of the First LTP and to consult further on appropriate inclusions for LTP2 and to integrate an action plan into the Shared Priority Strategies.
- 2.24** We are committed to working to improve access for people with physical and learning disabilities. In part this will be done through work with other sectors, through work with specific communities and engagement by ensuring that the transport and access requirements of the whole community are met through the local programmes. In addition, we have good links with groups representing the needs of a wide range of people and have agreed initial priorities (see the Chapter 8) and will review these as the programme develops.

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## **Quality Bus Corridor (QBC) Delivery Partnerships**

- 2.25** This is a major partnership between the commercial operators, SYPTE, the 4 local Authorities and South Yorkshire Police and has an overall objective to develop sustainable transport business growth and effective public transport services, focused on the core network.
- 2.26** The benefits that such an approach can bring to the achievement of all LTP Shared Priorities are widely recognised.

## **Social Inclusion and Community Transport Group**

- 2.27** South Yorkshire has a well developed forum which facilitates the engagement of Members, Community Transport operators and Local Authority transportation officers. The group's objective is to give continual consideration to the provision of services which complement the main public transport network, particularly providing services for groups with additional mobility assistance requirements, and ultimately reports to the PTA Service level agreements are in place and innovative approaches to funding and delivery in development.

## **South Yorkshire Transport User Advisory Group (SYTUAG)**

- 2.28** SYTUAG consists of 25 members representing all sections of the community across all 4 districts of South Yorkshire. Members and attendees include:
- Disabled Groups (including partially sighted, hard of hearing and mobility impaired);
  - Young people;
  - Older people;
  - Concessionary pass holders;
  - Non-public transport users;
  - Commercial operators;
  - Local councillors;
  - Action group representatives.
- 2.29** Meetings are held 4 times per year and the group receives presentations on and discusses topical transport issues. The group's minutes are presented to the Passenger Transport Authority for consideration and appropriate action. A number of service and infrastructure improvements have been implemented as a result of SYTUAG recommendations.

## **Areas of Themed Consultation**

### **Congestion**

- **Direct Proactive Engagement**

The increasing emphasis on travel planning and its benefits will be secured through proactive engagement with employers to address commuting and business travel behaviours.

### **Road Safety**

- **South Yorkshire Road Safety and Casualty Reduction Strategy (RSCRS)**

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South Yorkshire RSCRS is a partnership approach between the four Councils in South Yorkshire, the Highways Agency, the Police and other key stakeholders enabling co-ordination of activities. There are additional links with other policy agendas such as the environment, health, social inclusion and quality of life.

## Air Quality and Quality of Life Partnerships

### 2.30 Partnerships in Operation:-

- **Care4Air**

The Care4Air partnership comprises the four South Yorkshire local authorities and South Yorkshire TravelWise. The group undertakes campaigns aimed at raising awareness of air quality issues and encourages businesses and individuals to consider reducing unnecessary vehicle use, becoming energy efficient and reducing emissions through the use of new technology.

- **Rotherham Walking Action Group**

A group set up to co-ordinate action on meeting the Governments targets to increase physical activity and to get more people walking as a means of transport.

- **Yorkshire Cycling Forum**

A Yorkshire wide group set up to evaluate best practice across Yorkshire for cycling Policy, training, promotion and infrastructure delivery.

## Accessibility Planning

### Employment, Economic Regeneration and Investment Consultation

### 2.31 Partnerships in Operation:-

- **Department of Work and Pensions (Job Centre Plus)**

As a tenet of the Accessibility Planning Themed Priority, the objectives to improve opportunities for everyone and reduce worklessness is being addressed through formal agreement across the county to adopt key LTP performance indicators. Strategic and operation links are being developed and aligned to sub-regional and national approaches.

- **South Yorkshire Partnership**

With particular links to the South Yorkshire Sub-regional Investment Plan, the LTP partners are involved in developing and monitoring regeneration programmes and improving linkages to the LTP capital programme.

- **Yorkshire Forward**

With an overriding goal of the regeneration of the county, a programme of ongoing engagement is in place to develop approaches to long term funding and to define the role of transport in meeting all objectives.

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- **Chambers of Commerce**

Continued engagement and liaison ensures numerous tangible links between the Local Authority transport directorates and the business community are maximised and maintained.

- **Doncaster Transport Partnership**

This is a forum for Members and Chamber of Commerce reps together with operators. It gives three-monthly bus service updates, discusses Rail Utilisation Study, ensures access to employment sites eg recent changes to services in Armthorpe to serve industrial estate and new employment site and influences the Doncaster Access Strategy.

- **SOAR (Southey and Owlerton regeneration)**

This is a scheme linked to Housing Market Renewal (HMR), based on managed workshops on accessibility planning which has resulted in a Transport and Accessibility partnership group being set up to influence general access and service provision by all means.

- **South Sheffield Futures**

Similar to SOAR, this initiative defines accessibility issues in the proposed area of regeneration around Sheffield's Wybourn and Manor areas.

## **Planning and Development**

**2.32** To ensure that the spatial development of South Yorkshire is planned with access and transport in mind, links between transport planners and planning officers (and strategies) are ingrained into programme deliberation practices.

**2.33** Local Development Frameworks (LDFs) are an opportunity to build the kind of communities we want to see and to ensure that transport and access issues are built in at the start. And communication links are being reviewed and strengthened to ensure that transport and access issues are considered as a key part of the LDFs and also in ongoing planning requirements.

**2.34** Partnerships in Operation:-

- **Planning and Transportation Steering Group (PTSG)**

PTSG is an elected Member level group which meets monthly with senior transportation and planning officers in the interests of developing spatial planning in South Yorkshire, including RSS, LDF and LTP co-ordination. Reporting processes are continually refined and protocols for joint working dictated. The group is supported by numerous sub-groups.

- **South Yorkshire Planning Officers Group (SYPOG)**

SYPOG is a Countywide Planning Officers' Forum and is attended by colleagues from transportation directorates in the interests of maintaining joint working and objectives.

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## Healthcare

**2.35** Direct consultation with Primary Care Trusts (PCTs) and hospitals has been developed, particularly via opportunities for engagement afforded by the membership of the LSP boards. Such liaison has identified other areas where transport and health have common ground including transport and exercise (walking and cycling) and the impact on air quality.

**2.36** In Sheffield, a protocol for joint working between the Health and Transport Sectors has been set up and findings are being fed into a coordinated county-wide approach through the South Yorkshire Strategic Health Authority. Nominated leads from the Health Sector will also work with us to develop / adopt suitable shared performance indicators and to share data for mapping purposes. Similar arrangements will be developed to suit the specific requirements of each of the Local Authorities. To further highlight key transport and access issues or barriers relating to the health agenda a *Rapid Health Impact Assessment* for LTP2 will be undertaken in partnership with the South Yorkshire PCTs and LTP Partners.

**2.37** Partnerships in Operation:-

- **Strategic Health Partnerships (South Yorkshire Health Authority and 4 Local Authorities)**

The LTP Partners are active in assisting the partnership to achieve mutually endorsed objectives which are:-

- Reducing health inequalities
- Tackling the causes of ill health
- Improving access to healthcare services
- Improving the effectiveness and efficiency of healthcare services
- Helping to regenerate communities

- **Primary Care Trusts**

On the basis of supportive feedback on the provisional LTP2, engagement is being developed collectively and via individual trusts on more localised matters.

- **NHS Hospital Trusts (26 hospitals in total)**

Engagement has identified a number of issues for the trusts which LTP2 has a duty to work towards resolution and strategies are being developed and mutually agreed to address. These are:-

- Access and parking difficulties for users and staff
- Cost and time of indirect public transport journeys
- Lack of effective public transport for more remote hospitals
- Cross-border access for patients and visitors

- **Mental Health Trusts**

To address the integration of the LTP2 into overall priorities and goals, a PTE officer has been seconded to explore the provision of transport services for people with learning disabilities. Further operational work and action plans to address transport provision for children with learning difficulties are being developed.

- **South Yorkshire Ambulance Trusts**

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The potential for 'brokerage' arrangements and service integration is being assessed.

## **Education and Training**

**2.38** Ensuring that access to education is available to all communities is a key role of the LTP's Accessibility Planning Shared Priority. There are existing operational links through the Education Transport Officers Group (ETOG), SAFE and TravelWise group, and it is important that these are linked to the wider policy issues and strategic education agenda. Work is ongoing to better understand the strategic objectives, policy issues and key structures for education at a South Yorkshire and Local Education Authority (LEA) level in order to build the partnership links. The issues surrounding access to schools have partially been explored through a recent joint study. Stemming from this the four Local Authorities and SYPTE have agreed to set up a Strategic Education Group to resolve uncertainty around transport and education sector policy nationally and locally and to steer the delivery of education transport provision across South Yorkshire.

**2.39** Partnerships in Operation:-

- **Local Education Authorities/Schools**

Joint working with LEA officers is well developed and integrated to LTP objectives.

- **Learning and Skills Council**

Further work is being undertaken to identify and agree working arrangements.

- **Universities, Colleges and the HUMUS Partnership (Hospitals, Universities and Museums)**

Existing relationships with further/ higher education facilities particularly around travel planning and parking are being strengthened at strategic levels.

- **Rotherham Post 16 Transport Group**

A Borough wide group set up to assist transport policy development for SEN transport and other education transport issues. Attended by all colleges/6th forms, SYPTE and Local Authority. This concept to be rolled out across the County in 2006

## **Community Safety**

**2.40** Partnerships in Operation:-

- **Crime and Reduction Partnerships**

To achieve the remediation of fear of crime on public transport, vandalism and violence, good links have been developed with all Crime and Reduction Partnerships. This is being addressed as part of the Safer, Stronger Communities block of the LAAs.

- **SAFE Partnerships**

SYPTE's SAFE (Supporting A Friendly Environment) initiative is targeted at improving both actual and perceived safety on public transport, working in partnership with South Yorkshire Police and public transport operators

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## Other Partnerships

### 2.41 Partnership in operation:-

- **Conisborough, Mexborough and Edlington LSDPS**

A group convened to produce a greater understanding of the provision of service and allows members and community reps to bring concerns to be dealt with.

## Continuing To Reach The Public

2.42 The Partners recognise their responsibility to proactively engage with 'hard to reach' groups and ensure that the continued involvement of all groups is maintained throughout the lifespan of the LTP2 document.

2.43 In addition to our engagement to-date with individuals and representative organisations, more interaction with all community groups will be developed as actual schemes begin to come forwards.

2.44 In addition to the detailed work with partner organisations, we will undertake an awareness campaign, including training services for those involved in community planning and service delivery. Funding for this is incorporated in the LTP Capital Programme

2.45 Our programme of regular newspaper and radio coverage will be maintained and we will enforce our stance that consultation is a 5 year exercise and does not conclude with the submission of the document.

## Other Longer-Term Initiatives

### LTP Website

2.46 The LTP website is now live and can be accessed by viewing: [www.syltp.org.uk](http://www.syltp.org.uk). The site provides up to date information on LTP developments and invites public participation in the process.

2.47 The website is updated on a regular basis and includes information on performance and scheme specific projects.

2.48 The website includes a password protected field which will allow LTP Partners to obtain and exchange examples of best practice and maintain a dialogue with all engaged in LTP delivery.

### Press Releases/Media Coverage

2.49 The Stakeholder Consultation Exercise prompted a great deal of media interest and it is intended to continue issuing Press Releases when relevant to maintain the LTP profile. The services of a media company have been engaged to provide advice and assistance with publicising the work of the LTP and maximise public knowledge of our aims and objectives.

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Use of the Media to Get the Message Across

## **LTP2 Graphic Representation**

- 2.50** To assist officers and stakeholders in understanding how they interact with the objectives and delivery programmes of the LTP, a representation 'journey map' graphic is being commissioned and designed which will identify many aspects of the plan. It is intended that this will be a highly visible and easily understandable to 'what the LTP does for you' and will be based on one of the LTP2 representational corridors.
- 2.51** The graphic will be used for additional promotional work and advertisements and feature in many prominent places eg on buses and scheme development information boards.

## **Usage of Feedback**

- 2.52** Where deemed appropriate, consultation responses will continue to be used to improve, amend and re-align our plan. We recognise that many of our stakeholders have close involvement with community groups and are in some way able to represent the views of such groups. This gives the partners a clearer indication as to how the plan might be received by individual residents of South Yorkshire when we consult with community groups and individual residents.
- 2.53** We welcome and expect further comments or observations in relation to the LTP, its strategies and delivery programmes; and these can be made by contacting the South Yorkshire LTP Partnership office (*contact details shown at the end of Chapter 1*).

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