

STOCKTON-ON-TEES BOROUGH COUNCIL

CABINET RECOMMENDATIONS

PROFORMA

Cabinet Meeting13th July 2006

1. Title of Item/Report

The First Stockton-on-Tees Local Transport Plan 2001 to 2006 : Five Year Delivery Report

2. Record of the Decision

Cabinet noted that the Council's Five-Year Local Transport Plan Delivery Report was due to be submitted to the Department for Transport and the Government Office for the North East by 31 July 2006. The Delivery Report set out, as concisely as possible, the impact on the Borough of the First Stockton-on-Tees Local Transport Plan (LTP1), which covered the period from April 2001 to March 2006.

Members were provided with a report that summarised the format of the Delivery Report, and requested approval for the draft document as the basis of the Council's final submission in July.

It was explained that the draft Five-Year Delivery Report had been prepared in line with guidance issued by the DfT in December 2005, and followed the following format:

- a) Introduction;
- b) Impact of LTP1 on the Borough;
- c) How LTP1 contributed to delivery of the Council's wider policy objectives;
- d) Progress towards the targets set in LTP1; and
- e) Delivery of LTP1 Strategies.

Cabinet considered the achievements of the key achievements over the period of the LTP1 since April 2001:

- Substantial completion of the South Stockton Link some 12 months ahead of schedule and within 1% of the original budget.
- Decline in bus patronage within the Borough restricted to 2.4% per annum between 2001/02 and 2005/06.
- Passenger footfall at the Borough's railway stations up by 54.4% between 1999/2000 and 2005/06.
- Cycle trips at automatic count sites up by 32.8% between 2001/02

and 2005/06.

- Overall traffic growth within the Borough restricted to 2.7% between 2000 and 2005.
- Traffic flows across the Yarm Cordon decreased by 18% between 2000 and 2005.
- The total number of killed and seriously injured (KSI) casualties within the Borough fell by 19.3% between 1994/98 and 2005.
- Child KSI casualties within the Borough fell by 52.4% between 1994/98 and 2005.
- Child KSI accidents in the Borough's Priority Neighbourhoods fell by 60% between 1999 and 2005.
- 'Slight' casualties within the Borough fell by 24.5% between 1994/98 and 2005.
- No Air Quality Management Areas (AQMAs) declared within the Borough over the lifetime of LTP1.
- Local perception of air quality 13% better than the national average.
- 'Secure' status achieved for 18 of the 19 Council-operated car parks in Stockton town centre, resulting in an 81% decrease in recorded incidents of vehicle-related crime between 2001/02 and 2004/05.
- 100% effective coverage of the local bus fleet by CCTV cameras.
- Improved perceptions of personal safety amongst public transport users – 93.7% of those questioned in November 2005 felt safe when using Thornaby Station.

Members noted that, overall the picture was very positive, however there had been some areas where less progress had been made. The highest profile of these was the roll-out of the Tees Valley Real Time Bus Passenger Information System, which was delayed due to a number of factors outside the direct control of the Council. Other areas for improvement were traffic flows across the Thornaby Cordon, which were higher than the target set in LTP1 due to slippage in the Highways Agency's timetable for delivery of the A66 Surtees Bridge Replacement scheme (thereby delaying the full opening of the A66/South Stockton Link Interchange), and the average number of bus journeys made per year by 'Gold Card' concessionary bus pass holders, which fell below the target figure due largely to the long-term shrinkage of the local network. All three of these areas would be addressed over the life of LTP2.

The Council's excellent track record in terms of bringing projects to fruition was confirmed in 2005 by the award of 'Centre of Excellence' status in Local Transport Delivery by the DfT. The Council also received a number of other accolades for its performance over the period of LTP1, including:

- 'Beacon Council' Status for Rethinking Construction in 2003/04;

- 'Station Excellence of the Year' Award (HSBC Rail Business Awards 2003) for the Thornaby Station Improvement Scheme;
- 'Frontline Employee of the Year' at the National Transport Awards 2004 for the Cleveland Motorcycle Training Scheme;
- The Prince Michael of Kent Road Safety Award 2005, again for the Cleveland Motorcycle Training Scheme; and
- Winner of the 'Exceptional Customer Service' category of the British Parking Awards 2006.

In addition, the successful delivery of the South Stockton Link – the Council's flagship Major Scheme over the lifetime of LTP1 – was recognised by a number of prestigious awards, including:

- The 'Green Apple' Award 2004;
- The Considerate Constructors 'Bronze' and 'Gold' Awards in 2004 for Major Scheme Construction;
- The ICE Robert Stephenson Award 2005 for Civil Engineering Delivery; and
- Finalist in the British Construction Industry Awards 2005, including nomination for the Prime Minister's 'Better Public Building' Award for Major Scheme Construction.

In recognition of these achievements, and its impressive record in terms of progress towards targets, scheme delivery and spend against budgets, the Council's LTP score and rating – as assessed by GO-NE and the DfT – remained consistently high throughout most of the lifetime of LTP1. As Members were reminded that the Council's 2005 APR was scored at 89% and was one of only 11 out of 85 nationally rated in the top category of 'Excellent'.

The Five-Year Delivery Report would be assessed and scored by GO-NE and the DfT. The Council's score would contribute directly to its final LTP funding allocation for 2007/08, due to be announced in December 2006, and its indicative funding allocations for the three financial years from 2008/09 to 2010/11 inclusive.

RECOMMENDED to Council that

1. The draft Five-Year Delivery Report as outlined be approved as the basis of the Council's submission to the Department for Transport and the Government Office for the North East in July 2006;

RESOLVED that:-

2. Subject to approval of Recommendation (1) above, the Corporate Director for Development and Neighbourhood Services be authorised to

complete and submit the Five-Year Delivery Report in consultation with the Cabinet Member for Regeneration and Transport; and

3. Members note the proposed format of the Delivery Report and the summary of the key achievements over the lifetime of the First Local Transport Plan contained in this Report.

3. Reasons for the Decision

The First Stockton-on-Tees Local Transport Plan (LTP1) was submitted to the Department for Transport (DfT) and the Government Office for the North East (GO-NE) in July 2000. LTP1 performed two key functions. Firstly, it was a strategic document, covering the five financial years from April 2001 to March 2006 and setting out the Council's 'blueprint' for future transport provision within the Borough. Secondly, it acted as a bid to Central Government for capital funding for measures designed to achieve the objectives laid down in the Plan.

As the LTP1 had been superseded by the Second Stockton-on-Tees Local Transport Plan (LTP2), the Council – in common with all other Transport Authorities in England – was required to submit a Five-Year Delivery Report, setting out as concisely as possible the impact of the First Plan on the Borough. The deadline for submission of this Report to GO-NE and the DfT is 31 July 2006. This report seeks approval for the draft Delivery Report as the basis of the Council's submission, and for officers to complete the drafting of the Report in consultation with the Cabinet Member for Regeneration and Transport to ensure that it was submitted by the July deadline.

The final Delivery Report would be assessed and scored by GO-NE and the DfT. The Council's score would contribute directly to its final LTP funding allocation for 2007/08, due to be announced in December 2006, and its indicative funding allocations for the three financial years from 2008/09 to 2010/11 inclusive. The Delivery Report would also be forwarded to the Audit Commission for potential use as part of the Comprehensive Performance Assessment (CPA) framework in future years.

4. Alternative Options Considered and Rejected

None

5. Declared (Cabinet Member) Conflicts of Interest

None

6. Details of any Dispensations

Not Applicable

7. Date and Time by which Call In must be executed

In respect of Resolutions 2 and 3 only-By no later than midnight on Friday
21st July 2006.

Proper Officer
21 July 2006