

AGENDA ITEM

REPORT TO CABINET

13 JULY 2006

**REPORT OF CORPORATE
MANAGEMENT TEAM**

COUNCIL & CABINET DECISION

**THE FIRST STOCKTON-ON-TEES LOCAL TRANSPORT PLAN, 2001 TO 2006:
FIVE-YEAR DELIVERY REPORT**

Cabinet Members: Councillor R Cook, Regeneration and Transport
Councillor S I Nelson, Environment

SUMMARY

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

This Report summarises the format of the Delivery Report, and seeks approval for the draft document as the basis of the Council's final submission in July.

RECOMMENDATIONS

1. The draft Five-Year Delivery Report, **Appendix 1** to this Report, 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;
2. Subject to Council 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.

DETAIL

Background

1. The Government's 1998 Transport White Paper – 'A New Deal for Transport: Better for Everyone' – introduced the concept of Local Transport Plans (LTPs) as the primary means of delivering national transport policy at the local level. Subsequently, the Transport Act 2000 imposed a statutory duty on all Transport Authorities (including the Council) to produce LTPs.

2. 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.
3. LTP1 was based on five key themes, as laid down in the Transport White Paper. These themes were:
 - Environment;
 - Safety;
 - Economy;
 - Accessibility; and
 - Integration.

Under each theme, the Plan set out a number of objectives, together with quantifiable targets by which progress towards these objectives was measured over its lifetime. During each year of the Plan, the Council was required to submit an Annual Progress Report (APR) to GO-NE and the DfT: the most recent APR was submitted in July 2005.

4. Now that LTP1 has been superseded by the Second Stockton-on-Tees Local Transport Plan (LTP2), the Council – in common with all other Transport Authorities in England – is 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 is submitted by the July deadline.
5. The final Delivery Report will be assessed and scored by GO-NE and the DfT. The Council's score will 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 will also be forwarded to the Audit Commission for potential use as part of the Comprehensive Performance Assessment (CPA) framework in future years.

The Five-Year Delivery Report

6. The draft Five-Year Delivery Report, **Appendix 1**, will be circulated prior to the meeting. The draft Report has been prepared in line with guidance issued by the DfT in December 2005, and follows 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.

Key Achievements Over the Lifetime of LTP1

7. Whilst the draft Delivery Report details the progress made by the Council and its partners over the lifetime of LTP1, key achievements over this period included:
 - 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.

8. Although the overall picture was very positive, there were some areas where less progress was 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 will be addressed over the life of LTP2.

9. 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.

10. 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 will be aware, 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'.

FINANCIAL AND LEGAL IMPLICATIONS

Financial

The Council secured Government funding totalling £39.933 million for transport schemes over the five years of LTP1. This total included £0.803 million in performance bonuses awarded by the DfT to reflect the Council's consistently good delivery of the Plan. It should also be noted that the funding secured directly through LTP1 was augmented by substantial contributions from a wide range of sources, both within the public and private sectors: for example, external funding well in excess of £7 million was secured for the South Stockton Link alone.

The Five-Year Delivery Report will be assessed and scored by GO-NE and the DfT. The Council's score will 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.

Legal

None.

RISK

The preparation and submission of the Five-Year Delivery Report is categorised as low to medium risk. Existing management systems and daily routine activities are sufficient to control/reduce risk.

COMMUNITY STRATEGY IMPLICATIONS

Economic Regeneration and Transport

Measures promoted through LTP1 have contributed directly towards the delivery of this improvement theme, for example by providing access to key regeneration sites and improving transport links to disadvantaged communities.

Liveability

Measures promoted through LTP1 have been effective in encouraging the use of more sustainable alternatives to the private car for journeys made within the Borough, thereby reducing the adverse impact of transport on the local environment.

Children and Young People

By promoting initiatives such as the 'Pathfinder' scheme, which offers half fare bus travel for all 16-19 year olds resident within the Borough, LTP1 has helped to maximise the educational opportunities available to young people, whilst the progressive roll out of school travel plans has helped to tackle the rise in childhood obesity.

Safer Communities

The policies and associated measures set out in LTP1 have contributed directly towards the Council's excellent performance against its road casualty reduction targets, and have played a key role in improving the personal security of those using the Borough's transport network.

Healthier Communities and Adults

By promoting cycling and walking for local journeys, including those made to work and school, LTP1 has contributed directly towards the Council's healthy living agenda. Other initiatives promoted through LTP1 have included improved public transport links to hospitals, thereby improving access to healthcare facilities for traditionally marginalized groups, and the 'Dial-a-Ride' service, helping to support independent living for those unable to use conventional public transport.

CONSULTATION INCLUDING WARD COUNCILLORS

The Council carried out a major consultation exercise between autumn 1999 and spring 2000 as part of the LTP1 preparation process: this was followed by a 'Mid-Term Review' of the Plan in 2003. Both exercises involved input from key local transport stakeholders and the residents of the Borough, thereby ensuring that the objectives of the Plan were consistent with local needs throughout its lifetime.

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Background Papers

None.

Ward(s) and Ward Councillors

Not Ward specific.

Property Implications

None.