

CABINET ITEM COVERING SHEET PROFORMA

AGENDA ITEM

REPORT TO CABINET

25 NOVEMBER 2010

**REPORT OF CORPORATE
MANAGEMENT TEAM**

CABINET DECISION

Regeneration & Transport – Lead Cabinet Member – Cllr R Cook

STOCKTON-ON-TEES BOROUGH COUNCIL'S THIRD LOCAL TRANSPORT PLAN

1. Summary

This report sets out our progress in developing the Third Local Transport Plan (LTP3). It also highlights the early indications of policy shift from the new coalition government and the implications of the cuts to transport funding.

2. Recommendations

It is recommended that Members:

1. Note the content of the report.
2. Approve the consultation process on the draft document.

3. Reasons for the Recommendations/Decision(s)

The Council has a statutory duty to produce a Local Transport Plan (LTP) under the Transport Act 2000, as amended by the Local Transport Act 2008. The current LTP comes to an end on 31st March 2011; therefore the new document needs to be in place by 1st April 2011.

4. Members' Interests

Members (including co-opted Members with voting rights) should consider whether they have a personal interest in the item as defined in the Council's code of conduct (**paragraph 8**) and, if so, declare the existence and nature of that interest in accordance with paragraph 9 of the code.

Where a Member regards him/herself as having a personal interest in the item, he/she must then consider whether that interest is one which a member of the public, with knowledge of the relevant facts, would reasonably regard as so significant that it is likely to prejudice the Member's judgement of the public interest (**paragraphs 10 and 11 of the code of conduct**).

A Member with a prejudicial interest in any matter must withdraw from the room where the meeting considering the business is being held -

- in a case where the Member is attending a meeting (including a meeting of a select committee) but only for the purpose of making representations, answering questions or giving evidence, provided the public are also allowed to attend the meeting for the same

purpose whether under statutory right or otherwise, immediately after making representations, answering questions or giving evidence as the case may be;

- in any other case, whenever it becomes apparent that the business is being considered at the meeting;

and must not exercise executive functions in relation to the matter and not seek improperly to influence the decision about the matter (**paragraph 12 of the Code**).

Further to the above, it should be noted that any Member attending a meeting of Cabinet, Select Committee etc; whether or not they are a Member of the Cabinet or Select Committee concerned, must declare any personal interest which they have in the business being considered at the meeting (unless the interest arises solely from the Member's membership of, or position of control or management on any other body to which the Member was appointed or nominated by the Council, or on any other body exercising functions of a public nature, when the interest only needs to be declared if and when the Member speaks on the matter), and if their interest is prejudicial, they must also leave the meeting room, subject to and in accordance with the provisions referred to above.

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CABINET DECISION

STOCKTON-ON-TEES BOROUGH COUNCIL'S THIRD LOCAL TRANSPORT PLAN

SUMMARY

The Council's Second Local Transport Plan (LTP2) covers the period to 31st March 2011, after this date the Council's Third Local Transport Plan (LTP3) will come in to effect. This report sets out our progress in developing the LTP3. It also highlights the early indications of policy shift from the new coalition government and the implications of the cuts to transport funding.

RECOMMENDATIONS

It is recommended that Members:

1. Note the content of the report.
2. Approve the consultation process on the draft document.

DETAIL

1. The Council's Second Local Transport Plan (LTP2) covers the period to 31st March 2011, after this date the Council's Third Local Transport Plan (LTP3) will come in to effect. In October 2009, a report on LTP3 was taken to cabinet. This report explained the Department for Transport's new approach to Local Transport Plans - as detailed in the guidance – and informed members of the proposed plan to develop LTP3. The report also informed members of the consultation strategy proposed for the document.
2. Since then good progress has been made in terms of consultation and development of the document which will include the 10-year Tees Valley Transport Strategy underpinned by a 5-year local strategy (including 4 Area Transport Strategies) and implementation plan. The Tees Valley Transport Strategy is due to be signed off in November following input from the Local Authorities. Consultation has taken place through a web-based questionnaire, a viewpoint panel questionnaire, an independent consultation event and via the Area Transport Strategy Steering Groups. Further consultation will commence once a draft document is prepared.
3. However, despite the progress discussed, the change of Government in May 2010, and subsequent Comprehensive Spending Review (CSR), has created a period of uncertainty over several issues that will affect LTP3 which has ultimately led to a delay in the production of the document. Two of the major issues are discussed below.

DaSTS National Transport Goals

4. The previous Government produced a document entitled Delivering a Sustainable Transport System (DaSTS) which followed an earlier document, Towards a Sustainable Transport System (TaSTS) published in 2007 in response to the Eddington Study and the Stern Review. The DaSTS document outlined the Department for Transport's (DfT's) five goals for transport, focusing on the challenge of delivering strong economic growth while at the same time reducing greenhouse gas emissions. As such, these goals were key elements of the LTP3 guidance and became an integral part of the Tees Valley Transport Strategy and the consultation exercise undertaken by the Council.
5. The current coalition Government abandoned the DaSTS document, including the five national goals effectively leaving no firm national transport policy in place. However, the Government has since confirmed that the key over-arching policies represented by the DaSTS goals were still valid and that a transport system should help to grow the economy and tackle carbon emissions, while not neglecting other important priorities, including road safety, affordability, accessibility, and people's health and well-being (through more cycling and walking, for example). The Tees Valley Transport Strategy has since been modified to remove any reference to DaSTS but to maintain the over-arching principles described above. In terms of the initial consultation for LTP3, as we generalised the national goals into principles the consultation is still valid.
6. The lack of any national steer on specific policy areas has also led to the delay in producing some of the supporting documents such as the Public Transport Strategy. These documents will follow in due course and should hopefully be available in some form before the end of the financial year.

Capital Funding

7. As mentioned above, the Government have undertaken a CSR which has provided initial outcomes at present but no firm detail on several subjects. In terms of transport, more specifically the LTP, figures on annual allocations have not been released meaning that producing an implementation plan for LTP3 is extremely challenging. With that in mind, and following advice from the Government, the implementation element of the plan has been put on hold until very recently. The headline figures released from the CSR have shown that the Integrated Transport element of LTP funding is likely to reduce by 50% (to approximately £1.1m) compared with the allocation given at the start of 2010/11. The Structural Maintenance element will also be cut but by a smaller amount believed to be around 7%. These preliminary figures, coupled with the Council's commitment to funding proportions of two major transport schemes (Tees Valley Bus Network Improvements and Tees Valley Metro), mean that delivery will be dramatically reduced in the early years of LTP3. Therefore, prioritisation will be an extremely important element when allocating funding to specific interventions and a prioritisation tool is being developed as part of LTP3.
8. Taking into account everything discussed above, we are still on course to have LTP3 in place by the deadline of 1st April 2011 and a draft document will be available in November 2010.

FINANCIAL IMPLICATIONS

9. Early indications are that the LTP funding is to be reduced by 50% for the Integrated Transport element. The structural maintenance element is likely to be reduced but by a smaller amount.

LEGAL IMPLICATIONS

10. None.

RISK ASSESSMENT

11. The LTP3 is categorised as low to medium risk. Existing management systems and daily routine activities are sufficient to control and reduce risk.

SUSTAINABLE COMMUNITY STRATEGY IMPLICATIONS

12. The Sustainable Community Strategy will be a key document in terms of setting the context for LTP3 and the document will look to build on the “Ambitions” detailed in the Strategy. In particular, LTP3 will seek to deliver “Improved Transport Networks” and “Improved Access to Healthcare” as well as contributing to many of the other “Ambitions” of the Strategy.

ENVIRONMENTAL IMPLICATIONS

13. A Strategic Environmental Assessment (SEA) will form part of LTP3. LTP3 will deliver on sustainable transport objectives and will have an overarching objective to reduce carbon emissions.

EQUALITIES IMPACT ASSESSMENT

14. An Equality Impact Assessment is being undertaken as part of the development of LTP3.

CONSULTATION INCLUDING WARD/COUNCILLORS

15. The consultation for LTP3 will happen in stages. The initial consultation, designed to discover local priorities, used several methods including a web based questionnaire, Viewpoint Panel questionnaire, independent consultation event and the Area Transport Strategy (ATS) Steering Groups.
16. A joint Tees Valley consultation with consultees such as the Environment Agency is underway for the SEA.
17. The draft document will be available for consultation on the Council’s website when approval is granted.

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Education related?

No.

Background Papers

- Draft LTP3 will be available at www.stockton.gov.uk/ltp
- Report to Cabinet, 1 October 2009 – Third Local Transport Plan (LTP3)

Ward(s) and Ward Councillors:

All.

Property

None.