

Area Transport Strategies Data Presentation 21st October 2019



Stockton-on-Tees
BOROUGH COUNCIL

Economic Regeneration and Transport

Big plans for an outstanding Borough

Contents

- Introduction to data to be provided
- Data response to questions posed by Scrutiny Committee
- Questions

Scrutiny Questions

- 1. How much is allocated from the Council's Local Transport Plan funding (has this changed over time); is this consistent across the four ATS groups?*
- 2. Is ATS a cost-effective process for involving the community in the decision-making process and is it achieving its aim? Officer time / resource required ?*
- 3. Do other Local Authorities involve the community in the selection of highway and transport schemes, and if so, how?*

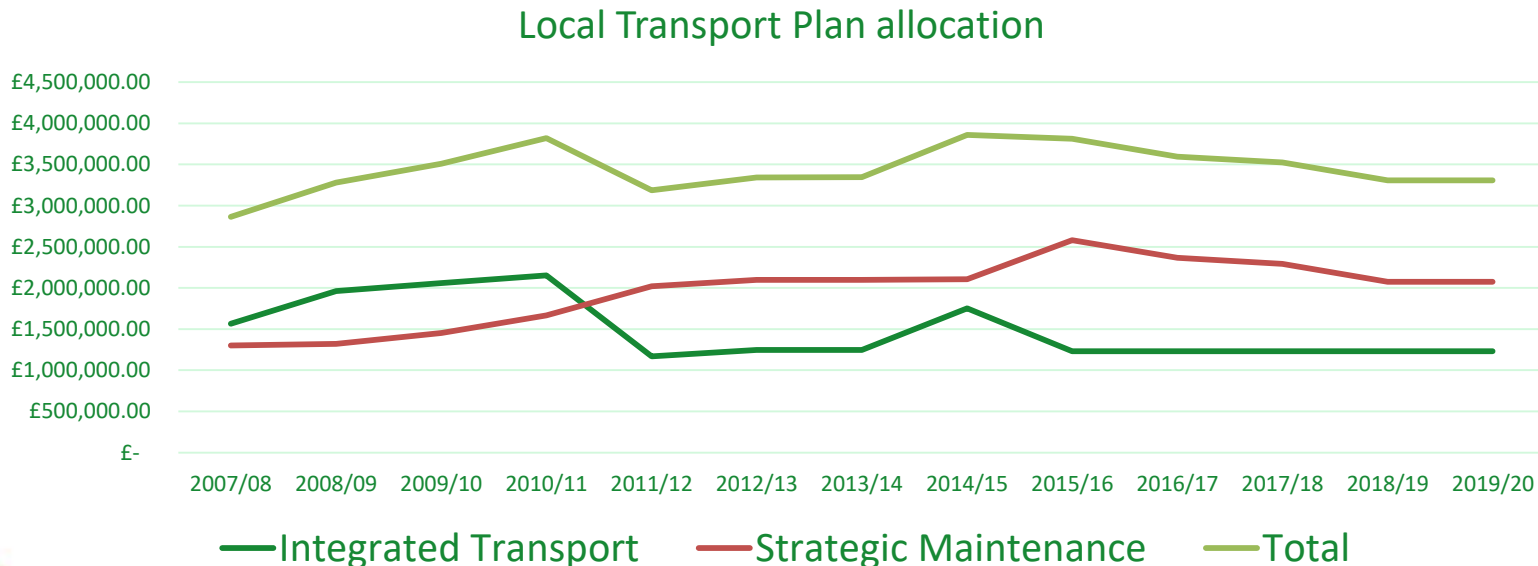
Scrutiny Questions Continued

4. *How many and what types of projects are proposed; who are they being proposed by; what has been spent in recent years as a percentage of the overall budget, and on which geographical areas; any themes in terms of what is not funded?*

5. *How / what schemes would be delivered if the funding was used for core LTP work; what would not?*

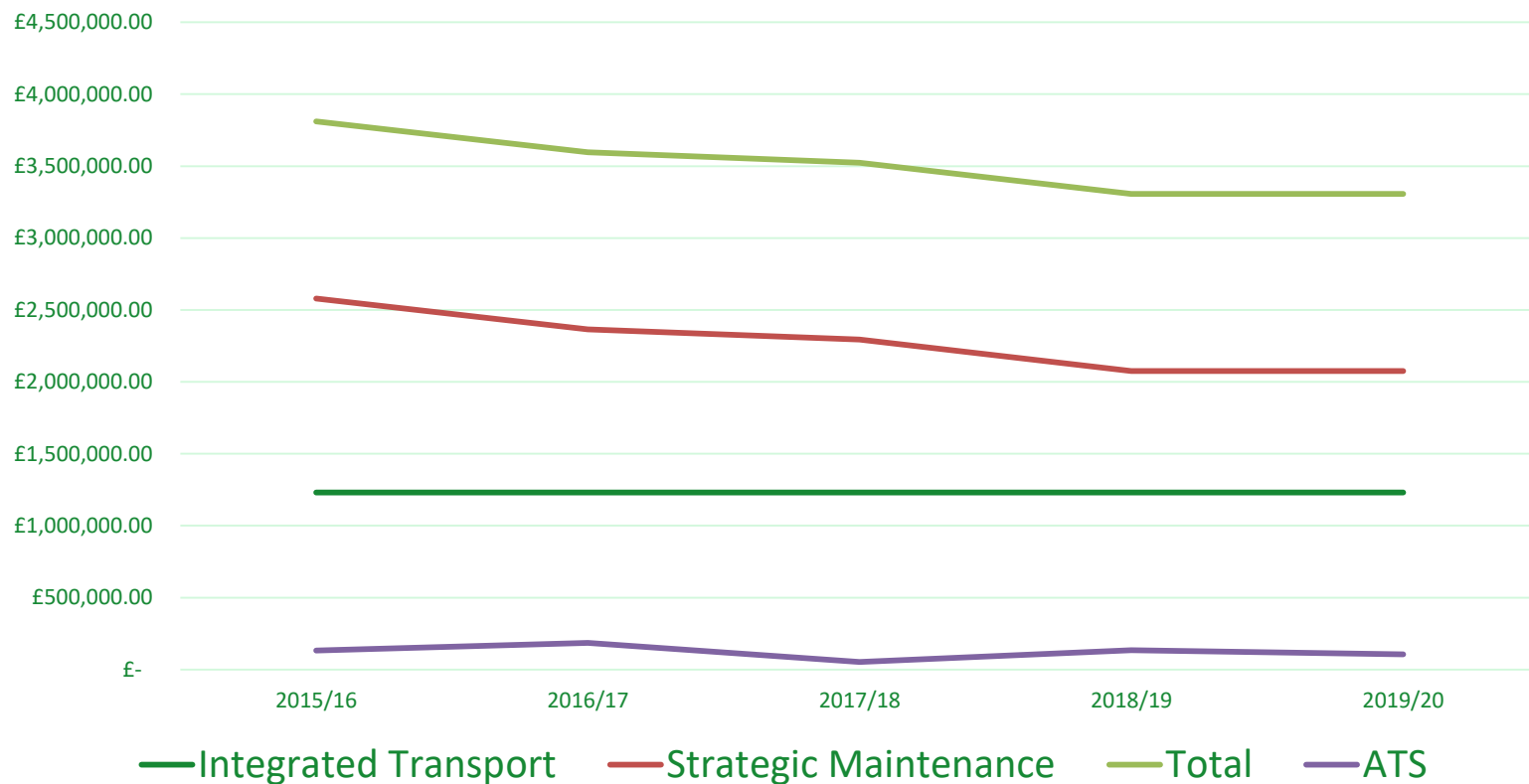
Question 1

- *How much is allocated from the Council's Local Transport Plan funding (has this changed over time); is this consistent across the four ATS groups, Officer time / resource required ?*
- Graph below shows Local Transport Plan funding 2008/9 to 2019/20



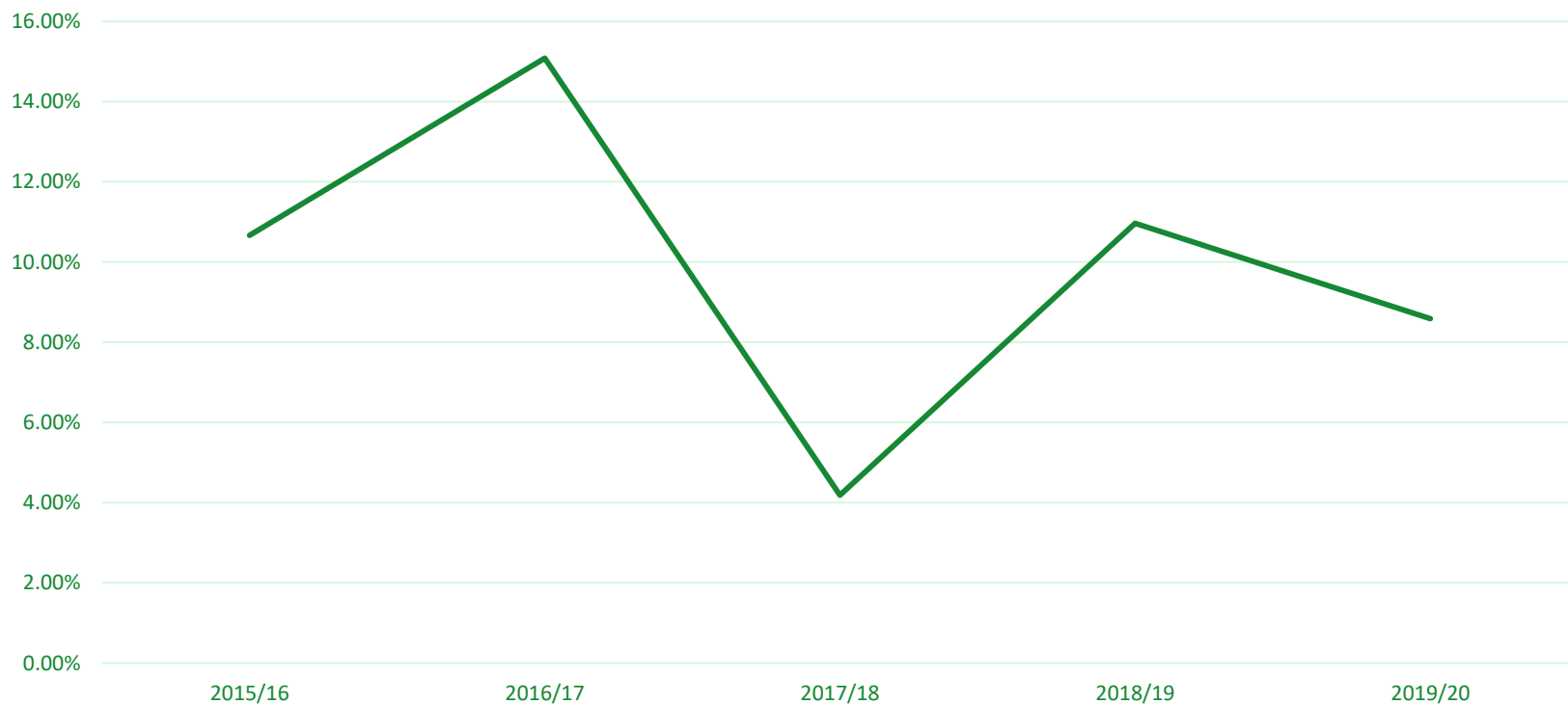
Q1. LTP Allocation Including ATS

Local Transport Plan allocation incl. ATS



Q1. ATS spend as Percentage of Integrated Transport Block

ATS as a % of Integrated Transport Block



Question 1 – ATS Spend 5 years

- Previous Process

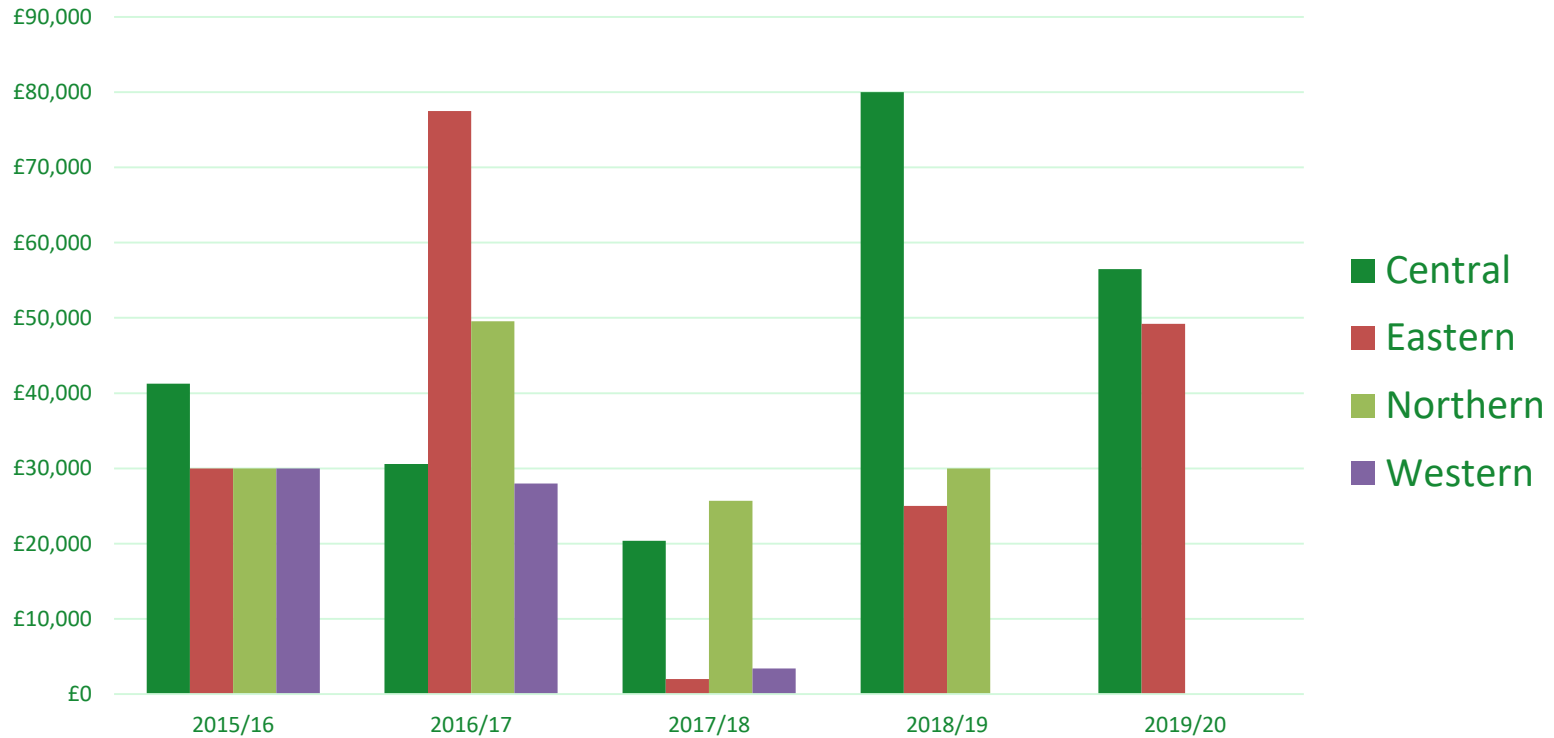
Year	Number of Schemes requested	Number of Schemes Funded	Total ATS spend
2015/16	50	22	£131,250
2016/17	25	18	£185,650

- Current Process

Year	Number prioritised	Number of schemes developed	Number of schemes implemented	Spend
2017/18	23	12	6	£ 51,500
2018/19	24	15	6	£ 135,000
2019/20	23	0	5	£ 105,700

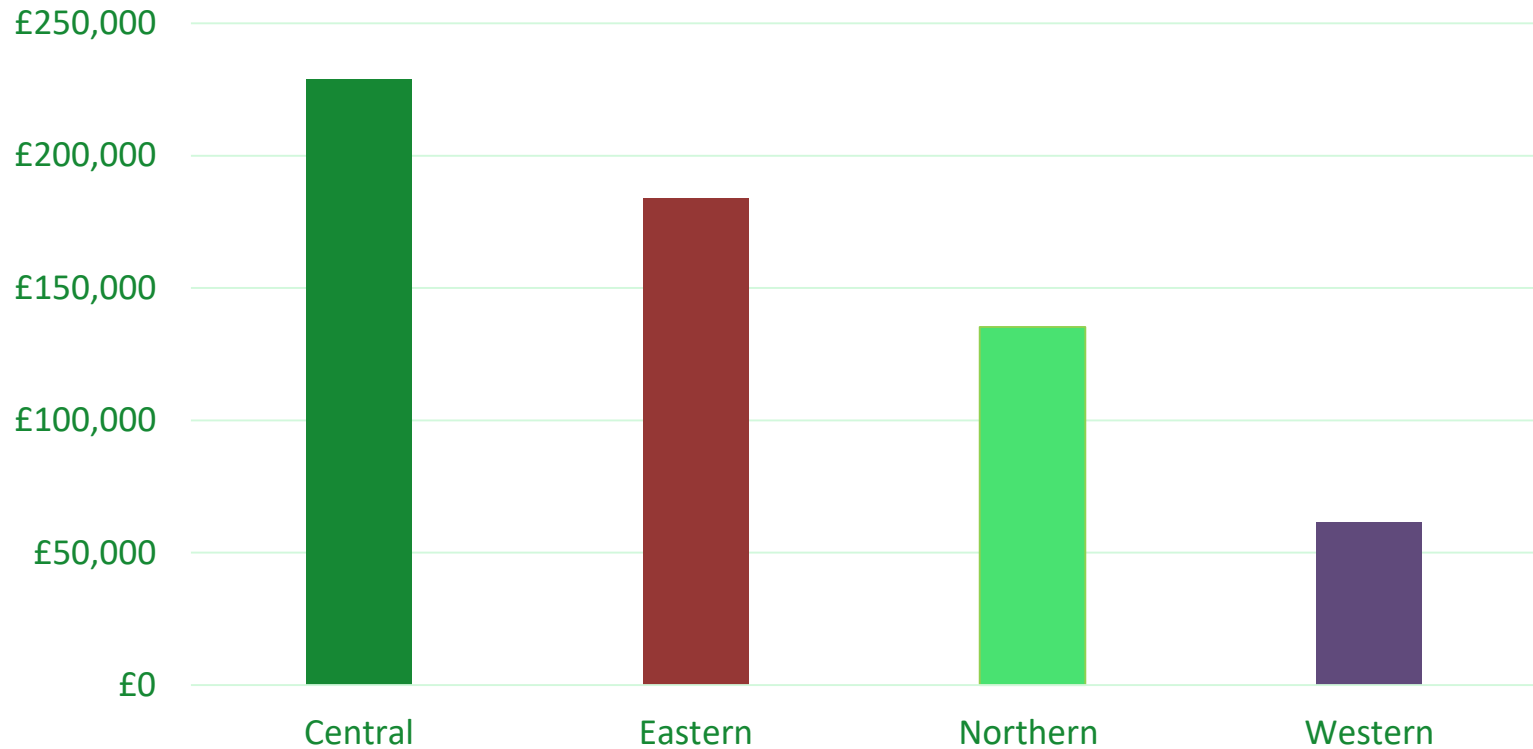
Q1. Amount of ATS Allocated Per Area

Amount of ATS allocated

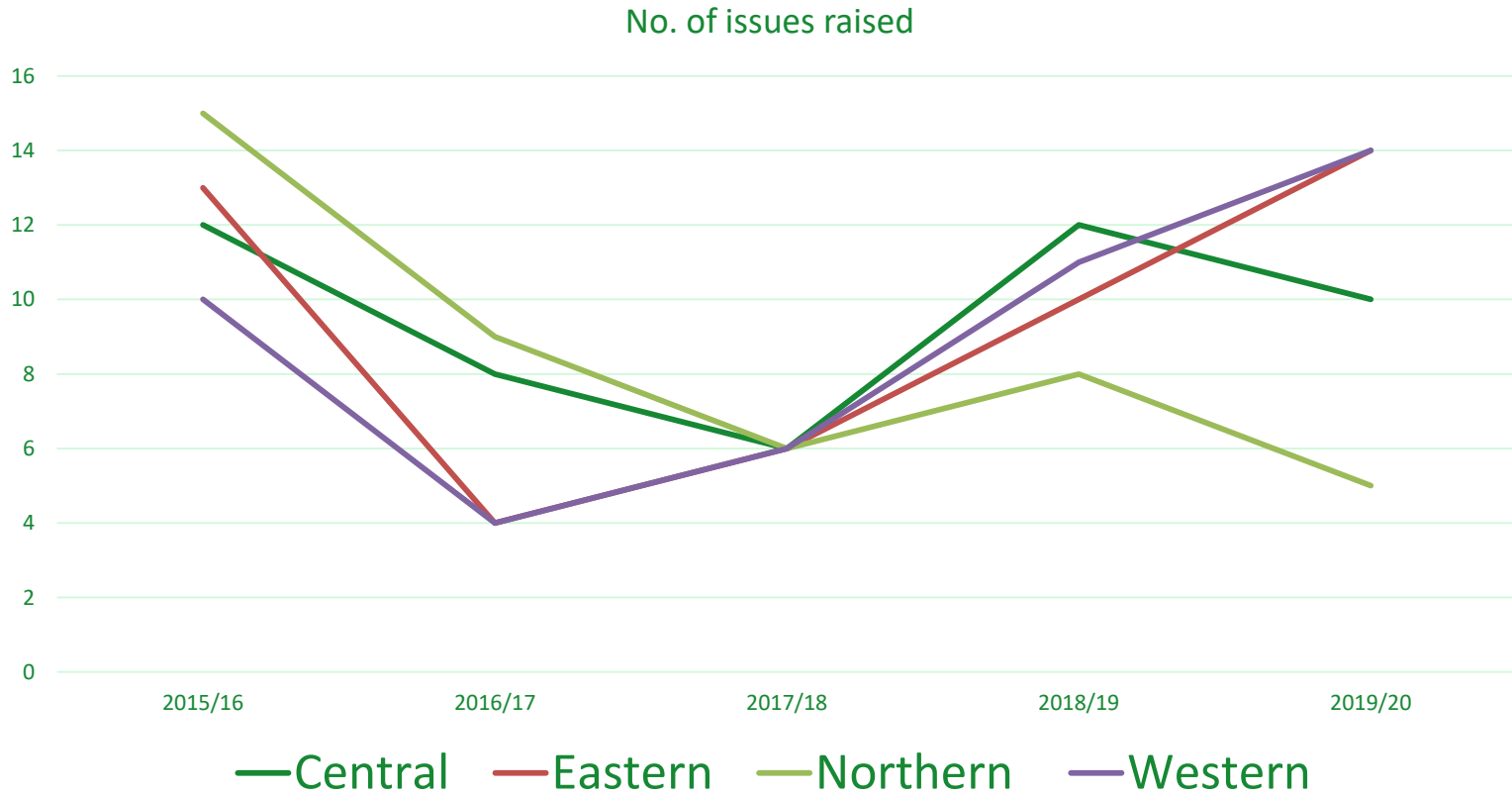


Q1. Amount of ATS Allocated Per Area

Total ATS over last 5 years



Q1. Number of Issues Per Area



Question 2

Is ATS a cost-effective process for involving the community in the decision-making process and is it achieving its aim? Officer time / resource required ?

	Community Engagement Team	Total officer time (Inc Community Engagement)	Civil's Costs	Total Cost	Percentage Officer Time
Meetings (Old Process)	£932	£ 14,366.00	£ -	£ 14,366	N/A
Meetings (Current Process)	£466	£ 906.00	£ -	£ 906	N/A
Typical Speed Management Scheme via ATS	N/A	£ 7,134.00	£ 30,000	£ 37,134	24%
Highway Maintenance scheme through Strategic Maintenance	N/A	£ 2,260.00	£ 30,000	£ 32,260	8%

- ATS could lead to 24 schemes being put forward for delivery in any one financial year. Potentially £7,000 fee x 24 schemes equals £168,000 of fee.
- If used for Strategic Maintenance the equivalent officer time cost would be £54,000.

Question 3

- *Do other Local Authorities involve the community in the selection of highway and transport schemes, and if so, how?*
 - All four other Tees Valley authorities were asked whether they operated a scheme similar to ATS.
 - Only Middlesbrough Borough Council operates a vaguely similar scheme. Officers receive issues and scheme suggestions from councillors and the general public, all are logged and then scored using a matrix to determine the benefits.
 - All other Tees Valley authorities rely on officer developed schemes.
 - The North East Transport Advisory Group were contacted for comment from wider North East authorities but not responses were received.

Question 4

How many and what types of projects are proposed; who are they being proposed by; what has been spent in recent years as a percentage of the overall budget, and on which geographical areas; any themes in terms of what is not funded?

ATS spend by category over last 5 years

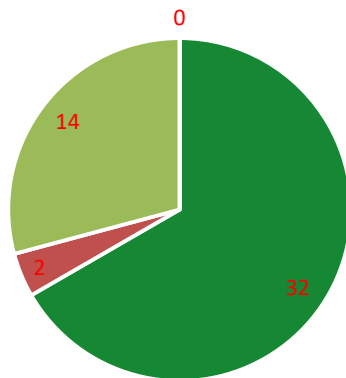
Category	Number	ATS Spend	
Speeding	88	£357,600	Any issue relating to speeding traffic
Parking	25	£38,500	An issue relating to parking causing an obstruction or request for additional parking
Sustainable Travel	51	£213,000	Issues relating to pedestrians, cyclists and buses having difficulties in an area
Other	19	£0	Issue relating to traffic flow, difficulty exiting a junction for example

Question 4 – 2017 ATS Area Priorities

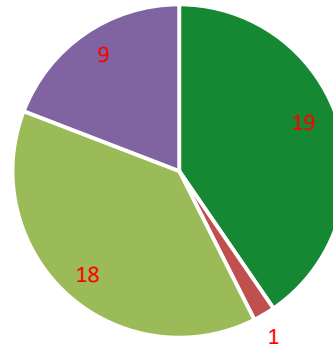
Central	Tackling congestion associated with the 'school run'.	Tackling inconsiderate parking.	Footpath maintenance is essential: highlighting kerbs on pedestrian crossings.	Improvements to Road Safety including provision of adequate street lighting and tackling excessive speed.	Improvements to public transport provision across the area.
Northern	Improvements to the walking and cycling network.	Tackling Excessive speeds on local roads.	Improvements to public transport provision across the area.	Addressing issues around the volume of Heavy Goods Vehicles passing through the area.	Improvements to Billingham Rail Station.
Eastern	Improvements to public transport provision across the area.	Tackling Inconsiderate parking.	Cycle lanes on the majority of Thornaby's major roads.	Addressing the issue of existing and future levels of congestion in Ingleby Barwick.	Support the actions associated with School Travel Plans by providing new / improved infrastructure where appropriate.
Western	School parking issues.	Improvements to Road Safety including tackling excessive speeds, reducing accidents and educating vulnerable users.	Reduce unnecessary commercial vehicle movements in the Yarm and Eaglescliffe area.	Improvements to footpaths and cycleways.	Reduce delays on Yarm High Street to secure viability of bus routes.

Question 4 – Type of scheme by ATS area

Central

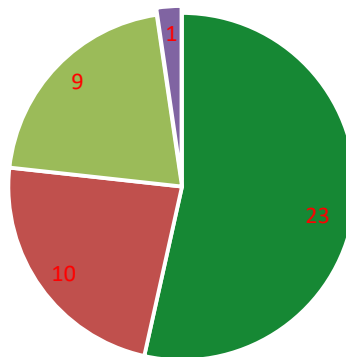


Eastern

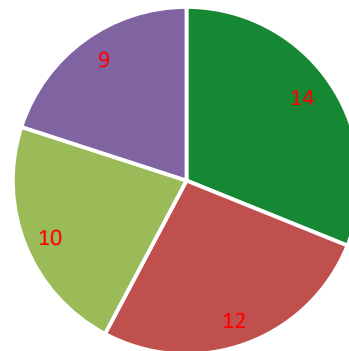


- Speeding
- Parking
- Sustainable Travel
- Other

Northern

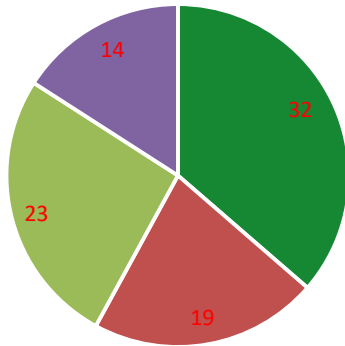


Western

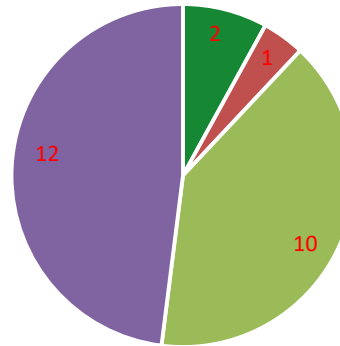


Question 4 – Scheme Type By ATS Area

Speeding

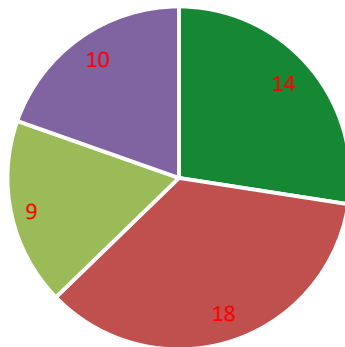


Parking

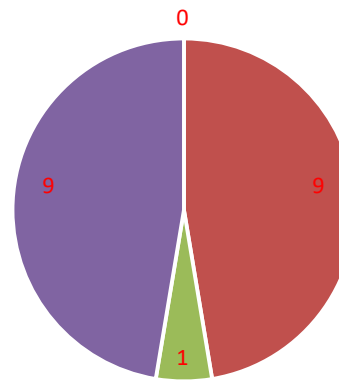


- Central
- Eastern
- Northern
- Western

Sustainable Travel



Other



Question 5

How / what schemes would be delivered if the funding was used for core LTP work; what would not?

The Local Transport Plan of funding is split across the following objectives:

1. Supporting Economic Growth
2. Road Safety
3. Network Management
4. Accessibility

Schemes are programmed which meet these objectives.

Question 5 – LTP Spend

Examples from the 2019/20 Local Transport Plan Program

Supporting Economic Growth

Blair Avenue left turn filter advance design
Preston Farm Industrial Estate Toucan Crossing
Yarm Long Stay Parking
Crossroads Roundabout, Yarm

Network Management

Station Road/Junction Road scheme
Reactive small scale Traffic Management interventions
Low Grange Ave bus route improvements
Lanehouse Road bus route improvements
Bishopton Road West Signals
Bridge Road/Yarm Lane stop line
Strategic Asset Management and Maintenance

Road Safety

Crash Route action plans
A177 Crash Cluster site
School Crossing Patrol Site Improvements
Yarm Road/A66 Review pedestrian and cycle facilities at this junction
Strategic Road Safety Partnership
SID/Advisory 20mph replacements
Horse & Jockey Road Safety improvement
Partnership working with police - IB sites

Accessibility

Bus Stop Infrastructure Improvements
LGF Cycle schemes (Acklam)
Yarm Rail Halt pedestrian link
A689 footway between interchange and WP
Debenhams Bus Stop
Belasis Cycle Scheme

Any Questions?



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