Economy and Enterprise Overview and Scrutiny Committee

3 November 2016

Local Transport Plan

Report of Ian Thompson, Corporate Director, Regeneration and Local Services

Purpose of the Report

1 To provide Members of the Economy and Enterprise Overview and Scrutiny Committee with a brief overview of the Local Transport Plan and its current position.

Background

2 The Local Transport Plan (LTP) was originally introduced by the Department for Transport (DfT) in 2001 and is a statutory document as set out in the Transport Act (2000).

3 The duration of each plan was originally set at five years, but the Transport Act (2008) removed the duration requirement.

4 In line with Department for Transport (DfT) guidance, our third Local Transport Plan (LTP3) was introduced in April 2011 following approval by Cabinet in March 2011.

Local Transport Plan

5 The role of LTP3 is to provide a transport strategy and delivery plan that supports economic growth in County Durham whilst setting out the authority's policies and objectives for the improvement of all modes of transport.

6 With the set duration requirement removed, for our LTP, no end date was set meaning it could be updated and replaced whenever it is deemed suitable.

7 In the guidance for the preparation of Local Transport Plans, the DfT set out National Transport Goals and associated challenges/objectives and it was expected that individual LTPs would reflect these as their overarching priorities.

8 As suggested, these national goals were adopted for the County Durham LTP3. However, they were worded more appropriately as a local interpretation to link with other council priorities. The goals and objectives adopted are:

Goal - A Stronger Economy through Regeneration	
1	Maintain or improve reliability and predictability of journey times on key routes for business, commuting and freight.
2	Improve connectivity and access to labour markets of key business centres.
3	Deliver transport improvements required to support sustainable housing provision.
4	Ensure local transport networks are resistant and adaptable to shocks such as economic shocks, adverse weather, accidents, attacks and impacts of climate change.
Goal - Reduce Our Carbon Output	
5	Reduce greenhouse gas emissions.
Goal - Safer & Healthier Travel	
6	Reduce the risk of death or injury from accidents.
7	Reduce the cost to health of transport including air quality impacts
8	Improve health by encouraging and enabling physically active travel.
9	Reduce crime, fear of crime and anti-social behaviour on transport networks.
10	Ensure disadvantaged people in deprived or remote areas can access employment opportunities, key services, social networks and goods.
Goal - Improve Quality of Life and a Healthy Natural Environment	
11	Reduce numbers of people and dwellings exposed to high levels of transport noise.
12	Minimise impacts of transport on natural environment, heritage and landscape.
13	Improve the whole journey experience for transport users.
14	Enhance quality of life by improving accessibility to key services, social networks, goods and places.
15	Integrate transport into streetscapes and connections between neighbourhoods.
Goal - Maintain the Transport Asset	
16	Maintenance of the Transport Asset to reflect the importance of the existing highway network.

9 For County Durham, the five national transport goals were complemented by a sixth – Maintenance of the Transport Asset and the associated 16th objective to reflect the importance of the existing highway network.

Alignment and Priorities

10 In addition to this, LTP3 was written to align with the Sustainable Community Strategy, Regeneration Statement and County Durham Plan Core Strategy. In line with these other strategies and council priorities, the goals were prioritised.

- A Stronger Economy through Regeneration is considered to be the top priority. However, given the intrinsic role and reliance of transport infrastructure in supporting economic activity, Maintain the Transport Asset must be considered the second priority goal.

- Sustainable growth without irreversible and increasing damage to the environment is something we have to strive for and, therefore, Reduction of Carbon Output is considered to be the third priority goal.

- The remaining goals of Better Accessibility, Safer & Healthier Travel, Improving Quality of Life & a Healthy Natural Environment are each considered to have equal ranking.

11 Therefore, it follows that prioritisation of the goals in this order also determines the relative importance of the objectives for LTP3, at least until the point at which the Plan is next reviewed.

12 There are also 36 policies contained within LTP3 to support the delivery of the goals and objectives. Details of how these policies align with the goals and objectives are shown in Appendix 3 and 4.

Delivering the Local Transport Plan

13 There are various areas of work and funding associated with the delivery of the LTP goals and objectives, ranging from the Block capital funding allocated by the DfT/North East Combined Authority (NECA) to the day-to-day work of certain DCC teams. These areas include:

Core Programme

14 In order to best utilise the capital funding to meet the objectives, it has been aligned to the following delivery areas:

- Sustainable Travel
- Economic/Transport Corridors
- Whole-Town Approach
- Revenue Support
- Maintaining the Transport Asset

15 Within these delivery areas, the allocation is further disaggregated to budget headings relating to specific areas of delivery. See Appendix 2 for more detailed information.

Major Schemes

16 There are some larger scale transport related improvement schemes that are outside the scope of delivery from LTP capital funding alone. These can be funded from a variety of sources, such as:

- Developer contributions
- DfT funding bids (e.g. Local Pinch Point Funding)
- DCC Capital Programme
- North East Combined Authority (LSTF Capital/LGF)

DCC Activities

17 The delivery of these wide ranging goals, objectives and interventions, is greater than the direct influence of the LTP3, its capital budgets and major

schemes or associated projects. Therefore, there are other areas or work needed to be able to deliver the full scope of LTP3.

18 These areas are delivered by various teams throughout the council via their general work and/or services they provide.

Sustainable Transport Transition Year Funding & Access Fund

19 There have been two Local Sustainable Transport Fund (LSTF) schemes undertaken in County Durham:

- Local Motion, promoting the use of sustainable travel in the south of the county, took place between 2011 – 2016
- Walk to School Outreach/Walk To, in conjunction with Living Streets to promote walking in schools (and work places in the final year) took place between 2012 – 2016

20 Following the end of LSTF funding in 2016, as Transport Authority duties are now held by the NECA, it is for the Combined Authority to bid for future funding from DfT.

21 The NECA bid for Sustainable Transport Transition Year Funding (STTYF) (the successor to LSTF) for the 2016/17 financial year is based on the already established 'Go Smarter' campaign in Tyne & Wear and Northumberland and were successful in obtaining this funding. This programme is now being implemented in County Durham extending the excellent work done in LSTF into the Chester-le-Street and Durham City areas.

22 We have since bid (as NECA) for further DfT funding from the Access Fund (a 3-year programme succeeding STTYF) for which an announcement is expected in December 2016.

LTP Capital Funding

23 The DfT provides capital grant funding via two formula based block allocations of Integrated Transport Block (ITB) and Maintenance Block.

24 At the start of LTP3 the ITB funding allocation was significantly reduced across the country and the impact for DCC was the previous annual allocation of around £6million was reduced to £2.984million for the first year of LTP3 (2011/12).

25 Although central government increased the overall transport funding allocation nationally for the fifth year (2015/16), this was 'top-sliced' to allow the formation of the Local Growth Scheme fund that local authorities could bid into although this meant a further reduction to their ITB funding.

Year	Maintenance Block (£million)	Integrated Transport Block (£million)

1 – 2011/12	11.212	2.984
2 – 2012/13	10.679	3.183
3 – 2013/14	10.132	3.183
4 – 2014/15	9.780	4.475
5 – 2015/16	11.886	2.689
6 – 2016/17	10.897	2.689

26 In Year 4 the ITB was to increase whilst the maintenance block continued to be reduced. However, we decided that a better reflection of council priorities would be achieved by diverting the additional IT Block funding into Highway Maintenance.

27 In addition to this, due to various adverse weather events, the DfT also provided additional Highways Maintenance funding over 2013/14 and 2014/15. These, combined, resulted in the following updated allocations.

Year	Maintenance Block (£million)	Integrated Transport Block (£million)
3 – 2013/14	11.968	3.183
4 – 2014/15	12.079	3.183

Other Funding

28 Improvement schemes of a greater scale (such as roundabouts or new bus stations) are generally outside the scope of LTP capital funding and require support from other services.

29 The Council's capital programme has funded Sunderland Bridge Roundabout, SCOOT and a proportion of Northlands Roundabout amongst others. We were also awarded Office for Low Emission Vehicle (OLEV) funding to introduce further electric vehicle charging points at County Council offices.

30 Nationally, there has now been four tranches of Local Pinch Point Funding made available by the DfT. We were successful in securing funding from Tranche 2 to relieve congestion at A1(M) Junction 63 and Picktree Lane Roundabouts in Chester-le-Street.

31 In addition to this capital funding support, we have benefitted from DfT revenue funding for two Local Sustainable Transport Fund (LSTF) projects concluding in 2015/16, Sustainable Transport Transition Year Funding for 2016/17 and are hopeful of a successful bid for the Access Fund which, if NECA are successful, will extend funding to 2020.

The Future of the LTP

32 The creation of the NECA (comprising of Durham, Tyne & Wear and Northumberland) from April 2014 has seen the legal status of 'Local Transport

Authority' transfer from the County Council to the new Authority. As a result, the statutory powers previously held by the County Council were transferred to the NECA. While most of these powers have been delegated back to the respective local authorities, NECA will oversee the delivery of transport functions for Durham County Council and the other six local authorities.

33 Following the NECA's publication of the 'Transport Manifesto "Our Journey"', development of a new 'Transport Strategy for the North' to cover the whole combined authority area is now underway. It is anticipated this will be published in 2017/18.

34 Until this new Plan is agreed, adopted and a delivery strategy for Durham is produced, our existing LTP3 will remain in place.

Recommendations

35 Members of the Economy and Enterprise Overview and Scrutiny Committee are asked to note and comment upon the information provided during the presentation of this report.

Background Paper(s)

Local Transport Plan 3 – Transport Strategy (April 2011)
Local Transport Plan 3 – Delivery Strategy (April 2011)
Local Transport Plan 3 – Appendices (April 2011)
NECA – Transport Manifesto "Our Journey"

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Appendix 1: Implications

Finance – The budget for LTP3 in 2016-17 is £2.689m for the Integrated Transport Block and £10.897 for the Maintenance Block.

Staffing – None.

Risk – None

Equality and Diversity – Schemes within each project take into consideration equality and diversity

Accommodation – None

Crime and Disorder – Schemes within each project seek to discourage antisocial behaviour through their design.

Human Rights - None

Consultation – Consultation is carried out on individual schemes

Procurement - None

Disability Discrimination Act – It is ensured that people with disabilities are considered in the design of individual schemes.

Legal Implications – None

Appendix 2: Delivery Area Information

Below is a list of the delivery areas with an explanation of what they cover and some highlighted schemes that have been delivered.

Sustainable Travel

- **Public Transport Information**
  Improvements to timetable provision, travel information and real-time displays to ensure the public have accurate information available to them.

- **Community Transport**
  Providing support to the community transport sector in the provision of vehicles supporting communities and bringing greater accessibility to people.

- **Bus Infrastructure**
  Improvements to physical elements of bus stops including bus shelters, bus box markings, raised access kerbs and access to the bus stops.

- **Bus Priority**
  In order for bus travel to be a more attractive choice for commuting and travelling generally, delays from congestion and infrastructure issues need to be reduced. This may involve altering junctions, re-phasing of traffic signals, introducing bus gates, reallocation of road space for bus priority and other similar improvements to support the running of bus services. Until 2015/16, this had been prioritised and funded by Transit 15.

- **Taxis**
  Improvements to taxi facilities, waiting areas and signage.

- **Workplace Travel Planning & Attitudinal Change**
  Looking at attitude change through publicising the importance of reducing dependence on the private car and encouraging the use of alternative modes of transport, especially for journeys that are made on a regular basis and those of a shorter distance.

- **Casualty Reduction**
  This work involves the analysis of accident data from the police to identify a programme of Accident Investigation and Prevention (AIP) schemes looking at the issues and identifying remedial works accordingly. These works are delivered as a mix of area, route, specific sites and mass action initiatives.

- **Driver Information/UTMC**
  Providing reliable information for drivers can assist the movement of traffic by enabling better informed decision-making by the drivers themselves. Introduction of a UTMC database in County Durham will be of considerable benefit in helping to provide reliable journey times, reduce congestion and assist people in making more sustainable travel choices.

- **Demand Management**
  Demand responsive budget, linked with civil parking enforcement, where issues arising require the provision of new road markings, signage, bollards or other related measures along with their required TROs. There is also the need to ensure signs and markings are appropriate for their locations.

- **Electric Vehicle Charging Infrastructure**
  Supporting the use of electric vehicles by the provision of and improvements to charging points throughout the county.

- **Air Quality/Noise**
  Support for the monitoring of air quality issues in the AQMAs

- **Walking & Cycling**
  Developing and improving the pedestrian and cycling networks to make these sustainable modes of transport more attractive and accessible for all. This has a direct link to the Rights of Way Improvement Plan, Cycling Strategy and County Durham Plan to assist in the delivery of making travel in the County more sustainable.

- **Rail Infrastructure**
  Improvements to rail stations and access to them.

- **Local Accessibility**
  Access improvements to existing local routes often involving the introduction of dropped crossing points (managed by the former Neighbourhood Services).

Economic/Transport Corridors

These schemes involve the identification and improvement of the main freight and commuter routes across the county by removing or reducing delay points. These tend to be the bigger more expensive schemes and can lead to the requirement of additional capital funding for schemes developed that are beyond the scope of LTP funding to deliver. Schemes recently completed include:

- A167 Sunderland Bridge Roundabout,
- A167/A693 Northlands Roundabout Improvements
- A693 Pelton/Perkinsville Junction Improvements

The introduction of cycling super routes also comes under this area where we are looking to provide core cycle routes through the county. The initial corridor, where some infrastructure is already in place, is the A167 which forms part of the proposed Great North Cycleway (Blyth to Darlington). Due to the scale of this scheme and the limited funding available each year, new sections of this route will be completed in stages.

Whole-Town Approach

Focusing on transport improvements within the twelve main settlements in the county in line with the Regeneration Statement ambition for ‘Vibrant and Successful Towns.

Maintaining the Transport Asset

The transport asset is a significant part of the county infrastructure and is used in some part by almost everyone on a daily basis. In order to maintain this diverse asset, there are three areas of work:

- **Highway Maintenance**
  As part of the transport asset, the County Council is responsible for the maintenance and management of 3,700kms of highway of which 359kms are Principal or A-class roads, including 3,400kms of footway. These roads are the economic/transport corridors across the county, providing essential links to the motorway A1(M) and the trunk roads A19 and A66.

- **Bridge Maintenance**
  The County Council is responsible for the maintenance and structural integrity of 635 bridges, culverts and underpasses, 83 cattle grids, 446 footbridges on public rights of way and a number of retaining walls on the highway network. In addition to these, structures owned by Network Rail and Rail Property Board, which carry the highway, also need to be maintained in an acceptable condition that affords safe and ready access to all users.

- **Street Lighting**
  The County Council is responsible for 80,000 streetlights and some 5,500 illuminated road signs. A high priority is therefore placed on maintaining and managing the existing lighting infrastructure to make it safer. Addressing this, together with the objective of reducing crime and the fear of crime are all associated with the need for a well-maintained lighting network.

Appendix 3: Goal and Objective Alignment

LTP3 Goals & Objectives	1 Corridor Improvements	2 Cross Boundary Connections	3 Electric Vehicles and Charging Points	4 Traffic Management	5 New Road Infrastructure	6 Climate Change & Carbon Emissions	7 Attitude Change	8 Freight	9 Road Charging and Workplace Parking	10 Demand Management	11 Road Safety	12 Speed Management	13 Traffic Calming	14 Powered Two Wheel Vehicles	15 Walking	16 Cycling	17 Active and Sustainable School Travel	18 Workplace Travel Plans	19 Air Quality	20 Young People and Children	21 Less able, disadvantaged and older people	22 Bus Travel	23 Public Transport Information	24 Bus Partnerships	25 Community Transport	26 Taxis	27 Transport Interchange	28 Passenger Rail	29 Public Parking	30 Noise	31 Security	32 Rural Areas	33 Natural and Historic Environment	34 Highway Maintenance	35 Bridge Maintenance	36 Street Lighting	Regeneration Statement Key Ambitions: Thriving Durham City	Vibrant & Successful Towns	Competitive & Successful People	A Top Location for Business	Sustainable Neighbourhoods & Rural Communities	Maintaining the Transport Asset	Council Plan / Sustainable Community Strategy 2010 - 2030: Altogether Wealthier	Altogether Healthier	Altogether Greener	Altogether Safer	Altogether Better for C&YP
A Stronger Economy through Regeneration																																																
1 Maintain or improve reliability and predictability of journey times on key routes for business, commuting and freight	■	■		■	■			■	■	■							■	■				■	■	■				■	■					■			■	■		■			■	■			■
2 Improve connectivity and access to labour markets of key business centres.	■	■			■										■	■		■				■	■	■			■	■									■	■	■	■			■				
3 Deliver transport improvements required to support sustainable housing provision.	■	■	■		■				■	■					■	■	■	■				■	■	■				■									■	■			■		■		■		
4 Ensure local transport networks are resistant and adaptable to shocks such as economic shocks, adverse weather, accidents, attacks and impacts of climate change	■					■					■																						■	■					■		■	■		■		■	■	
Reduce Our Carbon Output																																																
5 Reduce greenhouse gas emissions.			■			■	■		■	■					■	■	■	■	■			■						■								■					■		■	■	■		
Safer & Healthier Travel																																																
6 Reduce the risk of death or injury from accidents.					■						■	■	■	■		■																									■	■	■	■	■	■	■		■	
7 Reduce costs to health of transport including air quality impacts.			■		■											■	■		■																					■	■			■	■	■		■
8 Improve health by encouraging and enabling physically active travel.	■						■			■					■	■	■	■				■																			■		■	■	■		■
9 Reduce crime, fear of crime and anti social behaviour on transport networks.												■	■							■		■				■	■	■			■					■		■					■	■		■	■
Better Accessibility to Services																																																
10 Ensure disadvantaged people in deprived or remote areas can access employment opportunities, key services, social networks and goods.		■												■	■	■					■	■	■		■	■		■				■							■	■	■		■	■	■		■	■
Improve Quality of Life and a Healthy Natural Environment																																																
11 Reduce numbers of people and dwellings exposed to high levels of transport noise.			■		■			■																						■								■			■			■	■		
12 Minimise impacts of transport on natural environment, heritage and landscape.			■			■	■			■									■												■	■				■				■	■	■		■		
13 Improve the whole journey experience for transport users.	■	■			■															■	■	■						■			■			■	■		■						■		■		
14 Enhance quality of life by improving accessibility to key services, social networks, goods and places.	■	■			■										■	■	■	■		■	■	■	■	■	■	■		■								■	■	■				■	■		■	■
15 Integrate transport into streetscapes and connections between neighbourhoods.	■														■	■											■					■	■				■	■			■		■		■		

Alignment of LTP3 policies with LTP3 Objectives

Alignment of Regeneration Statement with LTP3 Objectives

Alignment of Council Plan/ Sustainable Community Strategy with LTP3 Objectives

Please note that this matrix shows the potential relationships between the LTP3 objectives and objectives of other strategies. Actual relationships will depend upon the measures put in place.

Appendix 4: Policy Alignment

LTP3 Policy No.	LTP3 Policy Topic	LTP3 Goals (2011-2016)					LTP3 Objectives (2011-2016)																	Council Plan / Sustainable Community Strategy Themes					Regeneration Statement Key Ambitions				
		A Stonger Economy Through Regeneration	Reduce Carbon Output	Better Accessibility To Services	Safer and Healthier Travel	Improve Quality of Life and A Healthy Natural Environement	1 Maintain or improve reliability and predictability of journey times on key routes for business, commuting and freight.	2 Improve connectivity and access to labour markets of key business centres.	3 Deliver transport improvements required to support sustainable housing provision.	4 Ensure local transport networks resistant to adverse weather, accicents, terrorist attack and climate change.	5 Reduce greenhouse gas emissions.	6 Reduce the risk of death or injury from accidents.	7 Reduce costs to health of transport including air quality impacts.	8 Improve health by encouraging and enabling physically active travel.	9 Reduce crime, fear of crime and anti social behaviour on transport networks.	10 Ensure disadvantaged people in deprived or remote areas can access employment opportunities, key services, social networks and goods.	11 Reduce numbers of people and dwellings exposed to high levels of transport noise.	12 Minimise impacts of transport on natural environment, heritage and landscape.	13 Improve the whole journey experience for transport users.	14 Enhance quality of life by improving accessibility to key services, social networks, goods and places.	15 Integrate transport into streetscapes and connections between neighbourhoods.	Altogether Wealthier	Altogether Healthier	Altogether Greener	Altogether Safer	Altogether Better for Children & Young People	Thriving Durham City	Vibrant & Successful Towns	Competitive & Successful People	Sustainable Neighbourhoods & Rural Communities	A Top Location for Business
1	Corridor Improvements	■		■	■	■	■	■	■	■				■					■	■	■	■	■	■		■			■			■
2	Cross Boundary Connections	■		■		■	■	■	■							■	■		■	■		■							■			
3	Electric Vehicles & Charging Points	■	■		■	■			■		■		■				■	■				■	■	■			■					
4	Traffic Management	■					■															■			■							
5	New Road Infrastructure	■		■	■	■	■	■	■			■	■				■		■	■		■			■		■	■				■
6	Climate Change & Carbon Emissions		■			■				■	■							■				■	■	■						■	
7	Attitude Change		■		■	■					■			■				■						■						■	
8	Freight	■				■	■										■					■									■
9	Road Charging & Workplace Parking	■	■				■		■		■													■				■			
10	Demand Management	■	■		■	■	■		■		■			■				■													
11	Road Safety	■			■	■				■		■													■	■					
12	Speed Management				■	■						■			■							■			■	■					
13	Traffic Calming				■	■						■			■							■			■	■					
14	Powered Two Wheel Vehicles			■	■							■				■									■						
15	Walking	■	■	■	■	■		■	■		■			■		■				■	■		■	■	■			■		■	
16	Cycling	■	■	■	■	■		■	■		■	■	■	■		■				■	■		■	■						■	
17	Active and Sustainable School Travel		■		■	■	■		■		■		■							■			■	■		■				■	
18	Workplace Travel Plans	■	■		■	■	■	■	■		■			■						■			■	■							■
19	Air Quality		■		■	■					■		■					■				■	■	■		■	■				
20	Young People & Children			■	■	■									■				■	■		■	■		■	■			■		
21	Less Able, disadvantaged and older people			■		■										■			■	■		■	■	■	■	■				■	
22	Bus Travel	■	■	■	■	■	■	■	■		■			■	■	■			■	■		■		■	■			■			
23	Public Transport Information	■		■		■	■	■	■							■				■		■						■			
24	Bus Partnerships	■				■	■	■	■											■		■									■
25	Community Transport			■		■										■				■		■	■		■				■		
26	Taxis			■	■	■									■	■				■				■							
27	Transport Interchange	■	■		■	■		■							■						■	■						■			
28	Passenger Rail	■	■	■	■	■	■	■	■		■				■	■			■	■		■									■
29	Public Parking	■					■																	■				■			
30	Noise					■											■						■	■							
31	Security				■	■									■				■				■		■	■					■
32	Rural Areas		■	■		■										■		■			■	■		■		■				■	
33	Natural and Historic Environment					■												■			■	■		■							
34	Highway Maintenance	■			■	■	■			■									■			■			■			■			
35	Bridge Maintenance	■			■	■				■									■			■			■			■			
36	Street Lighting				■						■				■								■		■	■					