

## Cabinet

4 December 2008



### Local Transport Plan 2 – Submission of First Progress Report Key Decision Env/EN/08/08

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### Report of John Richardson, Corporate Director, Environment (Cabinet Portfolio Member for Environment – Councillor Young)

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#### Purpose of the report

- 1 To seek approval to submit to DfT, the first Progress Report on the Authority's second local transport plan, LTP2, covering the period April 2006 to March 2008.

#### Background

- 2 The Department for Transport (DfT) requires local authorities to review progress in implementing their LTP2 and to prepare and publish progress reports. DfT Guidance on the preparation of progress reports, issued earlier this year, looks for the reports to be submitted in December to allow them to feed effectively into the remaining years of the 5-year plan period to March 2011.
- 3 The Progress Report is primarily aimed at DfT and is written in compliance with the guidance which outlines the way content should be expressed. It is of necessity, therefore, a fairly comprehensive document although progress reports are also to be used for informing the public (who are the users and customers of transport in the county), as to how things have changed and hopefully improved over the last two years. For this latter purpose, a much shorter, summary-type document will be produced.
- 4 An opportunity to read the report and to provide feedback and comments, albeit limited in terms of time to respond, has been afforded to all 126 Members, the 7 LSPs in the county (including the transport and environment sub-groups) and the current membership of the County Durham Transport Partnership Forum (the collective body of transport-related organisations established in 1999/2000 at the outset of the first Local Transport Plan, LTP1 and which continues to play a "critical friend" role).
- 5 As part of the process, it has been acknowledged that providing feedback and comments is not just limited to this one opportunity and that continuous feedback throughout the whole of the Plan period is welcomed and encouraged. Depending on the level of response,

consideration will be given, in liaison with the portfolio holder, to incorporating constructive feedback received into the finalised document itself.

## Content

- 6 The report is structured in a similar way to LTP2 and progress is reported against each of the national shared priorities for transport - improved access to jobs and services, particularly for those most in need, in ways which are sustainable; improved public transport; reduced problems of congestion, pollution and road safety but also reflecting local priorities as well.
- 7 To measure progress, a monitoring framework including set targets measured through performance indicators was put in place at the outset of the Plan period. Within the report, the extent of progress is self-assessed with supporting evidence, some being in the form of case examples of completed schemes.
- 8 As well as reviewing delivery over the previous two years, the report also takes a brief forward look at the remaining years of the Plan period and the risks associated with successful delivery in the future.
- 9 Looking back at the first two years of the Plan period, progress has been made with the following:
  - On track to achieving the 20 objectives of the Plan.
  - Good progress on implementing our commitments on 38 of 43 Plan policies that are helping to deliver the transport strategy.
  - Of the Year 2 targets set for the 14 mandatory indicators, 11 have been achieved or nearly achieved.
  - Good outcomes from a completed West Auckland Bypass.
  - Increased community satisfaction through public realm enhancements.
  - Increased public satisfaction with the Authority's management and co-ordination of all works on the highway.
  - Condition of the principal road network (road and bridges) improving significantly.
  - Greater investment in street lighting.
- 10 Progress has been less effective with the following:
  - Increasing satisfaction of public transport users;
  - Tackling accessibility issues more fully in the rural areas;
  - Take up by employers of workplace travel planning has been disappointing;
  - Numbers of people killed or seriously injured in road accidents still exceeding the milestone targets;
  - Greater investment needed for the Public Rights of Way network;
  - Footway condition still behind target;
  - Outcomes from transport/health initiatives less than envisaged.

## **Recommendations and Reasons**

- 11 It is recommended: -
- a) That approval be given to submit a finalised version of the Progress Report to DfT and GONE, in compliance with the stated date of December 2008, as per the DfT guidance.
  - b) That the Corporate Director, Environment, in liaison with the Portfolio Member for Environment, be given delegated authority to include feedback in the finalised version of the report.

## **Background Papers**

Guidance on Second Local Transport Plan (LTP2 Progress Reports (2008) issued by DfT.

Local Transport Plan 2 (2006-2011)

Advice/correspondence with GONE.

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## **Appendix 1: Implications**

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### **Local Government Reorganisation**

#### **(Does the decision impact upon a future Unitary Council?)**

The Department for Transport (DfT) requires local authorities to review progress in implementing their second local transport plans (LTP2) and to prepare and publish progress reports, which are expected to be submitted to DfT and GONE in December 2008. There is a current expectation that DfT will again review progress with local authorities towards the end of the Plan period (which is March 2011) and so the Unitary Council will be obliged to submit another progress report at that time.

### **Finance**

During LTP1, annual progress report submissions to DfT on local transport plans have influenced funding allocations (and possible reward funding) in the subsequent capital settlements. This is now no longer the case and the block allocations for integrated transport and maintenance for the remaining years of the LTP2 Plan period are known and will be unaffected by this progress report.

### **Staffing**

N/A

### **Equality and Diversity**

N/A

### **Accommodation**

N/A

### **Crime and Disorder**

Reducing the fear of crime and anti-social behaviour is one of the LTP2 objectives. The progress report makes reference to achievement of the Plan objectives including this one on crime and disorder and provides an example of how better street lighting, for instance, is contributing to an improved sense of security for people.

### **Sustainability**

Encouraging more sustainable travel and accessibility for people is common to a number of LTP2 objectives. The progress report makes reference to achievement of the Plan objectives including those relating to sustainability and provides a number of varied examples of progress on the more sustainable means of travel such as walking and cycling, the recycling of materials in road construction and sustainable drainage design.

### **Human Rights**

N/A

**Localities and Rurality**

Increased access to rural areas and improving the quality of the environment in towns and villages are LTP2 objectives. The progress report makes reference to achievement of the Plan objectives related to these issues and provides examples of how transport-related initiatives are contributing to better places to live.

**Young People**

Improving access for young people to a wide range of opportunities is one of the LTP2 objectives. The progress report makes reference to achievement of the Plan objectives including this one on young people and provides an example of how community transport schemes (Wheels to Work for instance) are contributing to better accessibility for young people.

**Consultation**

Feedback on the content of this progress report has been invited from all LSPs in the county and the County Durham Transport Partnership Forum (the collective body of transport-related organisations established in 1999/2000). A short summary leaflet of the progress report is to be produced at a later date for informing the public and to similarly invite feedback.

**Health**

Addressing the health agenda is made through the wider objectives of LTP2 and the progress report makes reference to school travel planning and walking as examples of how transport-related initiatives are contributing to better health for people.

## Appendix 2: Risk Assessment for Key Decision

Risk Description	Potential Impact	Treatment (if not already in place, state implementation date)	Risk Owner
<p>Unfavourable assessment of progress by DfT and GONE.</p>	<ul style="list-style-type: none"> <li>• Adverse perception of the authority from DfT and GONE as a result of poor performance over Years 1 and 2 of the Plan period.</li> <li>• Potential loss of Centre of Excellence status as a good authority in delivery of local transport improvements.</li> </ul>	<ul style="list-style-type: none"> <li>• No financial penalties would arise from poor performance as the block allocations of LTP2 capital funding for the each of the remaining years to the end of the Plan period have already been notified to the Authority.</li> <li>• Close liaison with GONE has been maintained throughout the preparation of the Progress Report and draft versions have been supplied at appropriate junctures. A feedback meeting with GONE officers is to be held in December.</li> <li>• As normal procedure, progress of implementation and expenditure of the LTP2 capital programme is monitored monthly by the Programme Management Group (a collective of budget holders and the Head of Service – Finance) and a mid-term budget review carried out to allow any necessary corrective action to be taken to avoid underspend or overspends on the capital programme.</li> <li>• Strategic alliance with consultants and contractors in place to ensure sufficient capacity for design and construction if in-house provision is exceeded.</li> <li>• As normal procedure, LTP2 targets are regularly monitored and where necessary practical, corrective action taken to get targets back on track.</li> </ul>	<p>Harris Harvey, Business Manager, Highways Group</p>