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**Ian Thompson, Corporate Director, Regeneration and Economic Development**  
**Councillor Neil Foster, Cabinet Portfolio Holder for Regeneration and Economic Development**  
**Terry Collins, Corporate Director, Neighbourhood Services**  
**Councillor Neil Foster, Cabinet Portfolio Holder for Regeneration and Economic Development**  
**Councillor Bob Young, Cabinet Portfolio Holder for Strategic Environment and Leisure**

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### **Purpose of the Report**

- 1 This report is to seek approval for the new local transport plan, LTP3, which is to come into effect 1 April 2011 on expiry of the current plan.

### **Background**

- 2 The Transport Act 2000, as amended by the Local Transport Act 2008, places a statutory duty on the County Council to produce a local transport plan and to keep it under review.
- 3 This is the third local transport plan for County Durham and is the successor plan to LTP2, covering the 5-year period from April 2006 to March 2011.
- 4 It has been drawn up in accordance with Department for Transport (DfT) guidance on the preparation of third generation local transport plans, issued in July 2009 and is in two parts:
  - A **Transport Strategy** that looks some 10 years ahead and the key issues facing the county and the actions we need to take to achieve our objectives.
  - A **Delivery Programme** firmed up for the first year of the plan period, with an indicative programme for subsequent years, subject to agreement within the Council's capital programme.

*Note: LTP3 is also supported by a volume of **Appendices** that provides more detailed information on some aspects of the Plan referred to within the Transport Strategy and/or the Delivery Programme.*

### **Strategic Framework and Statutory Assessment**

- 5 Nationally, we need to move towards more sustainable forms of transport. The expectation is for local authorities to focus on a number of **national transport goals and challenges** in delivering sustainable and safe transport

systems that will allow economies to flourish, reduce our carbon output while protecting our environment and the quality of life for all.

6 These new goals provide the LTP3 framework and replace the shared priorities of LTP2:

- Support economic growth
- Reduce carbon emissions
- Promote equality of opportunity (in relation to accessibility)
- Contribute to better safety security and health
- Improve quality of life and a healthy natural environment
- Maintenance of the Transport Asset\*\*

*\*\*Although not strictly one of the national transport goals stated within the original guidance, maintaining our transport asset clearly needs to be considered a priority.*

7 However, we also need to address local priorities as set out in the **Sustainable Community Strategy** for creating an 'Altogether Better' Durham, the **Regeneration Statement** that promotes our aspirations and ambitions for economic transformation and the direction of the emerging **County Durham Plan**. In aligning with these key strategies and taking into account feedback from the stakeholder and public consultation phases in the latter half of 2010 as part of the development process for the plan, LTP3 gives priority to supporting economic growth, followed by maintaining the transport asset and reducing our carbon output, with each of the remaining goals having equal priority.

8 In accordance with the Guidance and as part of the development process, the plan has been subject to the required assessments – environmental, habitat regulations, health impact and equality. In each case, the plan content (policies mainly) has been revised accordingly.

### **Delivery Programme**

9 A major change for LTP3 is that all DfT block funding is now being provided to the authority as direct grant whereas previously it has been a mix of direct grant (one third) and borrowing approval (two thirds). In December 2010, DfT announced firm allocations for Years 1 and 2 with indicative figures for Years 3 and 4. Following a recent confirmation of the corporate capital programme by the Member / Officer Working Group (MOWG), the approved transport provision for Year 1 was increased from the DfT figure of £2.984m to £3.305m (for **Integrated Transport**) and from £11.212m to £11.303m (for **Maintenance**).

10 The potential **LTP3 Capital Programme** for the first 3 years has been planned against funding levels as shown in the following table:

	<b>Integrated Transport</b>	<b>Maintenance</b>	
Year 1 2011/12	£3.305m	£11.303m	
Year 2 2012/13	£3.183m	£10.679m	} Indicative
Year 3 2013/14	£3.183m	£10.132m	
Year 4 2014/15	£3.183m	£11.072m	

*Note: Excluded from the table above is the approved funding from the Corporate Capital programme for Neighbourhood Services in respect of continuing with the Area Programmes and Member provision for Local Area Measures.....over Years 1-3 this is circa £6.3 million in total. Both of these stem from LTP2 and are no longer part of the new strategic approach put forward by LTP3.*

- 11 The Capital Programme, as set out in Appendix 2, is divided into two distinct blocks - Integrated Transport (addressing the first five goals in the bulleted list above) and Maintenance (addressing the sixth goal). Integrated Transport is further sub-divided into 3 spending sectors:
- **Sustainable Travel** continues to address the improvement of the bus network/infrastructure, road safety and the management of traffic on the highway network. It also looks to tackle new problems in relation to air quality and noise.
  - **Economic/Transport Corridors** funding tackles the problems of congestion and delays for the movement of people and goods by improving junctions and other infrastructure on key corridors across the highway network.
  - **Whole - Town Approach** funding is targeted at transport gateways such as bus and railway stations in the first instance but also in support of the Place-Shaping initiative by accessibility improvement and other transport-related issues in the main towns.
- 12 LTP3 also contains information on anticipated **Other funding**, as set out in Appendix 3, for specific transport projects from the corporate capital programme and potential developer funding as well as normal highways **Revenue expenditure**, both of which help to support the delivery of the planned Capital Programme.

## Keeping LTP3 under review

- 13 In compliance with our statutory duty, LTP3 (both parts - the Transport Strategy and the Delivery Plan) will be reviewed on an annual basis to provide a provisional 3-year rolling programme going forward. To enable the review process, a progress update/summary would be produced from data collected through the monitoring framework (described in Section 6.0 of the Delivery Plan) at the end of each year - the first of these for Year 1 would be completed and published by July 2012 and made available to the public on the DCC website.

## Accessing LTP3

- 14 Copies of the current version of LTP3 - the Strategy and the Delivery Plan - will be placed in the Resource Centre for those Members interested in the detail and the final version will be available on the County Council web site from 1 April 2011 or shortly afterwards. A copy will also be on deposit in each library throughout the county, at the Helpdesk here in County Hall and at all other County Council offices, to be made available to the public on request. Additional copies can also be provided in CD format on request to the Strategic Transport Planning Manager.

## Recommendations

- 15 County Council are recommended to:
- Approve the third Local Transport Plan (LTP3), comprising the Transport Strategy and the Delivery Plan including the capital programme for 2011/12 and recommend its adoption by full Council;
  - Note the intended annual review (in compliance of the statutory requirement) and reporting regime that will monitor and update the ongoing performance and delivery of the Plan's objectives.

## Background Papers

DfT Guidance on Local Transport Plans (July 2009)  
County Durham Local Transport Plan 1 (2001-2006)  
County Durham Local Transport Plan 2 (2006-2011)  
County Durham Sustainable Community Strategy (2010-2030)  
Regeneration Statement (January 2010)  
County Durham Plan - Issues and Options  
Council Plan (2010-2013)  
Building *Altogether Better* Lives – A Housing Strategy for County Durham (2010-2015)  
Draft Rights of Way Improvement Plan (2011-2021)  
Destination Development Plans  
Medium - Term Financial Plan 2011/12 – 2014/15  
Local transport settlement (2011/12 - 2012/13) letter from DfT dated 13 December 2010.

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**Contact: Harris Harvey      Tel: 0191 383 3459**

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## **Appendix 1: Implications**

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**Finance** – The funding for LTP3 comes through direct grant from central government under the two block allocations of Integrated Transport and Maintenance. Other complementary funding is anticipated from the authority's own capital programme and from planning gain through S106 or S278 funding. The opportunity will also be taken to submit a bid for capital to the new Local Sustainable Transport Fund, for which bidding guidance has just been issued in January. Revenue support for transport-related activities is drawn from the existing corporate provision.

**Staffing** – Existing staffing arrangements in place for delivery of the outgoing LTP2 will remain largely the same. Strategic Transport Planning (and other staff) within RED will oversee delivery of LTP3 and undertake the monitoring, review and further development of the plan. Design work on the planned interventions will be done mostly by Neighbourhood Services in-house design staff while construction will mostly be undertaken by Highways Ops.

**Risk** – Government have announced firm funding allocations for years 1 and 2 of the plan. The Government funding for years 3 and 4 is indicative only.

**Equality and Diversity** - An Equalities Impact Assessment (EQIA) was carried out during the development period and the results taken into account in finalising the plan content.

**Accommodation** - None

**Crime and Disorder** – Some of the planned interventions, such as improved street lighting and public transport infrastructure to be implemented through LTP3 will contribute to the prevention of crime and disorder

**Human Rights** – Consultation on the plan and in connection with individual schemes and measures is carried out and should ensure there is no detrimental effect on people's human rights.

**Consultation** – A Consultation Draft was made available to the public over a 12 week period between October and December 2010. The County Durham Transport Partnership, of stakeholder organisations with transport-related interests has been fully involved throughout the development of the plan. Information has also been provided to a number of AAPs and a stakeholder workshop including Members was held in October. A schedule of comments received and our response in each case is published on the DCC web site.

**Procurement** – All construction works arising from the implementation of the plan will be procured in compliance with standard DCC procurement rules.

**Disability Discrimination Act** - This is considered to have been addressed under the EQIA referred to above.

**Legal Implications** – None





## Other Funding

INTEGRATED TRANSPORT			LTP3		
Regeneration Statement Ambition	Location	Budget	Year 1 2011/12 (£)	Year 2 2012/13 (£)	Year 3 2013/14 (£)
<b>Sustainable Travel</b>					
	Countywide	Public Transport Information			
	Countywide	Community Transport			
	Countywide	Bus Infrastructure			
	Countywide	Bus Priority			
	Countywide	Taxis			
	Countywide	Workplace Travel Planning & Attitudinal Change			
	Countywide	Casualty Reduction			
	Countywide	Driver Information/UTMC			
	Countywide	Demand Management			
	Countywide	Electric Vehicle Charging Infrastructure			
	Countywide	Air Quality/Noise			
	Countywide	Walking & Cycling			
		<b>Sub-Total</b>	0	0	0
<b>Economic/Transport Corridors</b>					
Vibrant & Successful Towns	North & East Durham, Durham City, South Durham	Transit 15	Remaining T15 funding from LTP2 - amount not yet known		
Vibrant & Successful Towns	North & East Durham, South Durham	A167 Corridor			
		B6300 Sunderland Bridge Junction	750,000	1,000,000	
Vibrant & Successful Towns	North & East Durham	A692 Corridor			
		Scheme(s) to be identified and assessed		500,000	100,000
Vibrant & Successful Towns	North & East Durham	A693 Corridor			
		C11 Oxhill Junction			
		C5 Pelton/Ouston Junction			500,000
Vibrant & Successful Towns	Durham City	A691 Corridor			
Vibrant & Successful Towns	Durham City	A690 Corridor			
		C13 Belmont Business Park Junction			
Vibrant & Successful Towns	Countywide	Other Corridors			
		<b>Sub-Total</b>	750,000	1,500,000	600,000
<b>Whole Town Approach</b>					
Thriving Durham City	Durham City	Durham City			
		Durham City P&R Extension (Belmont & Sniperley sites)	250,000		400,000
Vibrant & Successful Towns	West Durham	Bishop Auckland			
		Rail Station	900,000		
Vibrant & Successful Towns	North & East Durham	Consett			
Vibrant & Successful Towns	West Durham	Barnard Castle			
Vibrant & Successful Towns	North & East Durham	Stanley			
Vibrant & Successful Towns	North & East Durham	Seaham			
		B1404/B1285 Junction			400,000
Vibrant & Successful Towns	North & East Durham	Chester-le-Street			
Vibrant & Successful Towns	North & East Durham	Peterlee			
		New Rail Station	300,000	1,000,000	2,000,000
Vibrant & Successful Towns	South Durham	Newton Aycliffe			
Vibrant & Successful Towns	South Durham	Spennymoor			
Vibrant & Successful Towns	West Durham	Crook			
Vibrant & Successful Towns	South Durham	Shildon			
		<b>Sub-Total</b>	1,450,000	1,000,000	2,800,000
		<b>TOTAL ANTICIPATED FUNDING</b>	2,200,000	2,500,000	3,400,000
		DCC Corporate Capital Programme			
		Section 106/278 Funding			
		LTP2 Capital Funding Carryover			