

**REGENERATION, COMMUNITY AND CULTURE
OVERVIEW AND SCRUTINY**

13 JANUARY 2009

LOCAL TRANSPORT PLAN – DELIVERY REPORT

Report from: Robin Cooper, Director of Regeneration, Community and Culture

Author: Mark Johnson, Senior Transport Planner
Integrated Transport

Summary

This report seeks to inform members of the following:

- key aspects of the submitted Local Transport Plan (LTP) mid term Delivery Report.
- Government response to the LTP Delivery Report.

1. Budget and Policy Framework

1.1 The recommendations of this report are within council's policy and budget framework.

2. Background

2.1 Medway's second Local Transport Plan (LTP2) was adopted by Full Council on 23 February 2006 and became effective from 1 April 2006. The five year plan is operational until the end of March 2011. Government issued in December 2008 draft guidance for the third LTP document required from April 2011 and this will be the subject of a future report.

2.2 In May 2008, overview and scrutiny Members were informed of the reporting process required for a Delivery Report covering the first two years of Medway's LTP. The Delivery Report was prepared and submitted to Government Office for the South East (GOSE) in accordance with the guidance and timescales required.

2.3 Following submission of the delivery report at the end of July 2008, GOSE held an informal feedback meeting with officers on the 1 October 2008 and suggested some amendments to the report. Their advice was incorporated in the final Delivery Report which was submitted on the 2 November 2008. A formal response meeting to discuss the Delivery Report took place with GOSE and the Audit Commission on Tuesday 25 November 2008. At the time of writing this report the formal response letter from Government had not been received.

3. Advice and analysis

3.1 The Delivery Report

3.2 Medway Council's Delivery Report covering the first two year period of LTP2 details the excellent achievements so far, in particular the success in delivering real benefits to the community as well as reaching challenging targets set out in the LTP. A key feature is the completion of a range of transport schemes focusing on improved highway maintenance, better public transport and improved road safety. These schemes have made our road network more accessible for vulnerable road users and helped us maintain our success in reducing the number of casualties killed or seriously injured in road traffic accidents in Medway.

3.3 During the first two years of LTP2 a new Local Area Agreement (LAA) has been agreed with our partners, which complements the priorities of our LTP and sets three challenging transport targets focusing on tackling congestion, road safety and accessibility. The LTP also contributes to other targets in the LAA, for example: tackling obesity in adults and young people; promoting independent living with a focus on vulnerable groups and tackling CO2 emissions.

3.4 A large number of schemes have been completed which contribute to the overarching priorities of the LTP to tackle congestion, improve accessibility, make roads safer, improve air quality, deliver sustainable regeneration and improve health. In summary, the Delivery Report identifies that during the two year period the schemes have included:

- 82 carriageway maintenance schemes
- 72 bus boarders
- 72 supported bus services Medway (including 13 contracts operated in partnership with Kent County Council)
- 69 local safety schemes
- 64 footway maintenance schemes
- 45 school travel plans and 8 walking buses
- 28 variable message signs including 12 parking guidance signs
- 13 new cycle routes and 18 permanent cycle counters installed
- 11 new pedestrian crossings

- 6 higher quality bus shelters
- 7 schemes linked to major new development

3.5 The Delivery Report demonstrates the success of LTP2 mid term. 21 out the 25 targets in Medway's LTP are achieved or on track to be achieved by 2011, two targets are to be removed from the list and the remaining two targets require further work. The focus for each target and the status is shown in table 1 of this report. More detailed explanations can be found in the Delivery Report.

Target	Target focus	Status July 2008
1.1	People killed or seriously injured (KSI)	Target achieved
1.2	Children killed or seriously injured	Target achieved
1.3	Slightly injured casualty rate	Target achieved
1.4	Principal road network	Target on track
1.5	Non-principal classified	Target on track
1.6	Unclassified road network	To be removed
1.7	Footway network	To be removed
1.8	Accessible bus stops	Target on track
1.9	Bus patronage	Target on track
1.10	Air Quality Management Areas	Further work required
1.11	Pupils travelling to school by car	Further work required
1.12	Limit traffic growth	Target on track
2.1	Bus passengers satisfaction	Target achieved
2.2	Buses running on time	Target on track
2.3	Cycling on the cycle route network	Target on track
2.4	Reduction in congestion	Target on track
3.1	Length of Medway's cycle network	Target achieved
3.2	Monitoring existing traffic levels	Target on track
3.3	Applications for residential development	Target on track
3.4	Key public service partnerships	Target achieved
4.1	Pedestrian casualties (aged 0 – 15)	Target on track
4.2	Controlled pedestrian crossings	Target achieved
4.3	Accessibility of footpaths	Target achieved
4.4	Increase cycling at 2 pilot schools	Target on track
4.5	Cycling to a railway station	Target achieved

3.6 The two targets that require further work are:

- 1.10 To seek to ensure that three of the declared Medway Air Quality Management Areas (AQMA) be revoked by 31 December 2010 from the base line of making the declaration of Medway's AQMA's in May 2004
- 1.11 No increase in proportion of pupils travelling to school by car (excluding car share) between 2006/07 and 2010/11

- 3.7 At the formal feedback meeting GOSE raised concerns regards the Air Quality target. There are currently six Air Quality Management Areas (AQMA's). Monitoring indicates that removal of three AQMA's may not be achieved in the life of the plan. This is partly due to certain national trends in air pollution chemistry that are making it harder to meet the UK air quality objectives for nitrogen dioxide. A key project is the quality bus corridor improvements funded through the Community Infrastructure Fund (CIF), which will seek to assist public transport and this in turn will bring improvements to air quality. The new CTRL domestic fast train services commencing in December 2009 should contribute to reducing CO2 emissions. In addition, an action plan is being developed which will detail further options to tackle air quality.
- 3.8 Also identified at the meeting was the travel to school target not on track. Using the Government instruction, the 2007 school census value of 31% was used as the target for the entire period of the LTP. The school census showed a slight increase in the percentage of 2% to a figure of 33% in 2008. Whilst the trend is only based on two sets of data covering a two year period, officers are currently reviewing resources and developing an action plan to tackle this target. The action plan will consider ensuring all schools in Medway have an active travel plan by 2011, increasing the number of walking buses building on the success of the current level of usage, improved pedestrian infrastructure to schools, together with options to improve parking enforcement and cycle to school initiatives. Furthermore the process for using the data taken from the schools census will be refined so that future years results can be compared more robustly.
- 3.9 Government feedback
- 3.10 A draft government letter was received by officers as part of the feedback meeting discussions with GOSE and the Audit Commission on the 25 November 2008.
- 3.11 A key action resulting from Government feedback will be the development of an action plan to tackle the targets which are not on track. In December Divisional Management Team and Corporate Management Team considered a response to Government feedback. Taking into account senior management discussions, officers were able to send a detailed reply to GOSE within the agreed timescale by the 12 December 2008. Appendix A details the response sent to GOSE. At the time of writing this report the formal letter from GOSE covering the Delivery Report had not yet been received. On receipt, the letter will be circulated separately. The formal letter will enable a final action plan to be proposed.

4. Consultation

- 4.1 All key milestones associated with the production and consultation of the Delivery Report set out in the report to O & S in May 2008 have been achieved. The final submitted Delivery Report is accessible on the Council's website (link shown below), hard copies of the report will be available at the meeting.

www.medway.gov.uk/index/environment/transplanning/43663/80026.htm

5. Financial and legal implications

- 5.1 The Government response will not affect the final two year LTP settlement to March 2011.
- 5.2 The financial settlement for LTP2 over the period of the plan will draw into the council the total sum of £24.4 million split between £14.3 million for Integrated Transport measures and £10.1 million for Highway Capital Maintenance. The funding is used to implement capital schemes that contribute to the targets of the plan. Achieving LTP targets is likely to influence future funding settlements.
- 5.3 The draft letter indicates that at the end of LTP2 a further full term Delivery Report will be required. This will have a bearing on the LTP3 funding allocation; it is also likely that the content of the interim delivery report will feed into this process.
- 5.4 The LTP forms the policy basis for other bid applications as and when opportunities arise. In September 2007 a number of bids were submitted for Community Infrastructure Funding and three submissions were successful totalling £23.5million. Business cases were prepared in May 2008 and confirmation of funds was received at the end of November 2008. The following are the successful projects:
- £13 million will be used to enhance public transport through Medway to improve the quality, accessibility and reliability of services
 - £9 million will be spent on improvements to the A228 between Ropers Lane and Grain
 - £1.5 million will fund improvements at Gillingham railway station.

6. Recommendations

- 6.1 That Members support the proposed actions as detailed in the response letter to Government as attached in Appendix A and any comments are referred to Cabinet for consideration on 27 January 2009.

Lead officer contact

Steve Hewlett
Integrated Transport Manager
Ext: 1103
Email:
steve.hewlett@medway.gov.uk

Mark Johnson
Integrated Transport
Ext: 1505
Email:
mark.johnson@medway.gov.uk

Background papers

Local Transport Plan 2006 – 2011 Delivery Report

Appendix A – Letter to government dated 11 December 2008

Please contact: Steve Hewlett
Our ref: LTP2 Delivery Report
Your ref:
Date: 11 December 2008

Susan Stuart
Deputy Regional Director - GOSE
Bridge House
1 Walnut Tree Close
Guildford
GU1 4GA

Development, Economy and Transport Division
Regeneration, Community and Culture Directorate
Medway Council
Compass Centre
Chatham
Kent ME4 4TR

Telephone: 01634 306000
Facsimile: 01634 331184
Direct line: 01634 331103
Email: steve.hewlett@medway.gov.uk

Dear Ms Stuart

LTP2 Mid-term progress review

Thank you for the very useful feedback session and constructive comments on Medway's Local Transport Plan (LTP2) Delivery Report at the meeting on the 25 November 2008 and for extending the period to respond to your letter. This has enabled much constructive discussion on the important issues at a high level in the authority – the matter was considered at Directorate Management Team on 4 December and Corporate Management Team on 10 December. In January Cabinet will be considering actions resulting from your final comments.

Your draft letter recognised Medway Council's success in achieving the majority of its 25 LTP targets, with only two targets requiring further work. As part of the meeting other GOSE concerns were discussed, which can be summarised in four main areas:

- LTP contributing to Medway's broader aims and ambitions including the Local Area Agreement targets
- Future Challenges
- Targets
- LTP2 budget profile

The following is a response to the issues discussed.

- **LTP contributing to Medway's broader aims and ambitions including the Local Area Agreement**

With the introduction of the Local Area Agreement (LAA) and restructured Medway Local Strategic Partnership (LSP), strong links have been formed with the overarching policies and targets in Medway's LTP. Medway's LSP operates in three interconnected ways:

- The LSP Board and LSP Plenary
- The LSP Operational Group
- The main lead Thematic Partnership Groups

An appendix to this letter shows the organisation of Medway's LSP in diagrammatic form. Transport forms a key element of the Economic thematic partnership. Transport operators and officers attend the partnership, which enables close linkage between economy and transport. When the LAA was agreed in June 2008, transport issues were seen as a key element, with three targets focusing directly on transport issues, these being:

- NI 47 Killed and Serious injured
- NI 167 Congestion
- NI 175 Accessibility

As set out below, Medway's LTP has demonstrable links to a number of other National Indicators, with the work of transport professionals linking with colleagues in health, adult social care, the Police, PCT, travel plan coordination and transport assessment of new developments. Key contributions that the transport service makes to the other National Indicators in Medway's LAA include:

- Tackling obesity in adults and young people, and reducing the mortality rate (NI 8, 56 & 121) through encouraging active travel. Medway Council now has a dedicated officer focusing on encouraging active travel, including organising walking and cycling activities, working with health care professionals and removing barriers to movement for pedestrians and cyclists.
- Promote and support independent living with a focus on vulnerable groups (NI 141). Transport officers are working closely with colleagues in adult social care to develop a transport buddy scheme to train people with learning difficulties to travel independently.
- Deliver the target for new homes, supported by appropriate infrastructure (NI 154). Transport officers work closely with developers and development control officers to ensure development is delivered in a sustainable, accessible way with minimal impact on the local highway network. Contributions are secured for improvements to public transport and cycle networks, together with the implementation of residential travel plans.
- Increase the number of affordable and student homes (NI 155). Transport officers work closely with developers, housing officers, social regeneration and development control officers to achieve development that is accessible to services.
- Tackle CO2 emissions in the local authority area (NI186). Sustainable transport initiatives delivering increased bus patronage and cycling contribute towards improving air quality.

You considered that the report did not adequately demonstrate the positive linkages to other organisations and sections of the council and requested further information. Medway Council works closely with public services to achieve improvements, including:

- Medway Council works closely with the PCT and the Medway Hospital to improve accessibility to health services and to tackle the impact of health related trips through travel planning.
- Partnership working with Network Rail and Southeastern Trains has advanced proposals for improvements at Rochester and Strood stations, and secured funding for accessibility improvements at Gillingham Station.
- The transport service works with schools to tackle the school run – details are contained in the Delivery Report. In addition, Medway Council is working closely with further/higher education establishments to address student trips to college and universities. This currently includes working with a travel planner employed by the Universities and implementing an area-wide Controlled Parking Zone linked to the new Mid Kent College site to control student parking and encourage trips by public transport, foot and cycle.
- A transport procurement team operates in Medway, which procures transport for children with special education needs and adults with learning difficulties or disabilities. This has led to a consolidation of Council resources and better Council wide coordination between day centres.
- An initiative by the Police through the Community Safety Partnership has commenced with the ambition to run a night time SOS bus, operated by both professional and volunteers specifically aimed at being located in the nightclub areas of Medway to prevent escalation of incidents. Medway Council is fully committed to working with the emergency services on this important initiative, which also gives opportunities for sexual health initiatives, which have been identified as a priority in Medway.

From the above examples Medway Council can demonstrate successful partnership working which delivers measurable outcomes, but does recognise the importance to continue to improve arrangements. We are developing an action plan to improve the way transport contributes to wider objectives.

• **Future Challenges**

Major challenges seen over the remaining part of LTP2 and onwards to LTP3 includes responding to the regeneration agenda (including close linkage to the Local Development Framework (LDF) process) and tackling the environmental impacts of increased demand for travel arising from a growing population. During 2009 transport officers will link closely to the LDF process to develop a future transport strategy, enabling the delivery of sites in the LDF - this will play a vital role in preparing the foundation for LTP3.

Medway is a focus for major growth in the Thames Gateway. The challenge is to deliver regeneration in a sustainable way including controlling growth in car use and congestion. Medway Council has been successful in securing Community Infrastructure Funds (CIF) for three key projects including significant improvements to the quality and accessibility of public transport and these projects will be implemented during the remaining life of LTP2. Improvements to public transport

will benefit all local people and will encourage both existing and new residents to use public transport more.

In moving forward this challenge, Medway Council has worked in close partnership with the Highways Agency (HA) to address development impacts. This has included jointly developing a Medway wide SATURN model to forecast future road network capacity issues up to 2026. The SATURN base year model has been calibrated and validated, and the HA are now close to signing it off. The next stage is to undertake forecasting and test transport options to tackle the growth agenda.

In addition, Medway Council have also become involved in partnership working with adjoining authorities with the view to entering into a Multi Area Agreement (MAA) covering the Kent part of the Thames Gateway. As part of this work, it is planned to agree a sub-regional transport strategy covering north Kent.

Medway's Developer Contributions Guide is now operational in the form of a Supplementary Planning Document. The guide seeks to secure funding for a comprehensive range of travel interventions including: cumulative impact of development on the network; accessibility; safer routes to school; highway capacity; highway safety; travel plans; and traffic calming. As detailed in the Delivery Report, over £1m has been secured during the first two years of LTP2, and Medway Council will continue to robustly secure realistic developer contributions to reduce the impact of development on the public purse.

- **Targets**

You identified that consideration should be given to revising two of the LTP targets, these being the road casualties associated with slight injuries and the bus patronage targets.

As you will be aware, the road accident targets were set in the late 1990's with an end target date of 2010. While officers expressed reservation at the meeting on a proposed amendment of the road casualty target associated with slight injuries, we will consider the suggestion.

Whilst the bus patronage target is on track, it had not been achieved, so Medway Council are not supportive of revising the target set only two years ago.

You identified that the Air Quality target was not on track and at the meeting you requested an explanation of how Air Quality schemes are progressed and linked to LTP2. An air quality officer liaison group meets quarterly to coordinate issues. In addition, the existing LTP Client Officer Group takes responsibility for linking transport schemes to overarching priorities and it is proposed to improve the responsibilities of this group to focus more on air quality. A key project is the quality bus corridor improvements funded through CIF, which will seek to reduce car use and improve air quality. The new CTRL domestic fast train services commencing in December 2009 should contribute to reducing CO2 emissions. In addition, an action plan is being developed which will detail further options to tackle air quality.

You also identified that the travel to school target was not on track. Whilst the trend is only based on two sets of data covering a two year period, Medway Council is currently reviewing resources and developing an action plan to tackle this target. The action plan will consider ensuring all schools in Medway have an active travel plan by 2011, increasing the number of walking buses building on the success of the current level of usage, improved pedestrian infrastructure to schools, together with parking enforcement and cycle to school initiatives.

- **Budget profile**

At the meeting you requested more information regarding the spend profile for the final two years of LTP2 and a demonstration of how the underspend will be addressed.

A review of the budget profile taking into account the under spend is underway. The results will be reported to Medway's management team early in the New Year, which will include proposals to alleviate the finance issue within the next few months.

Furthermore, the procurement arrangements for the delivery of LTP projects were reviewed at Directorate Management Team on 20 November 2008. Additional resource and alternative procurement arrangements were agreed at that meeting, which will by early 2009 have a positive impact on our delivery.

- **Traffic Management Plan**

At the meeting you advised that DfT would be providing feedback on this section of the report in November 2008. Medway Council will finalise the Traffic Management Plan once this information is received and the outcomes of the SATURN modelling are known.

To summarise, Medway Council is now developing action plans to address the two LTP targets that require further work and to improve the way transport contributes to wider objectives.

We thank you for the constructive comments received at the feedback meeting and hope the letter goes some way to assuring you that action is being taken to effectively respond to your concerns.

Yours sincerely

Steve Hewlett
Integrated Transport Manager

CC Stephen Dapaah (GOSE); Karen Esson (Audit Commission)
Neil Davies; Robin Cooper; Stephen Gaimster; Mark Johnson (Medway Council)

Appendix – Organisation of Medway's LSP

