

# North Tyneside Council

## Report to Cabinet

Date: 12 March 2012

**ITEM 7(b)**  
Title: Local Transport  
Plan (LTP) 2012 to 2013  
Revised Capital  
Expenditure Budget

<b>Portfolio(s):</b> Transport and the Green Environment	<b>Cabinet Member(s):</b> Cllr E Hodson
<b>Report from Directorate:</b> Chief Executive's Office	
<b>Report Author:</b> Ken Wilson, Head of Regeneration, Development and Regulatory Services	<b>Tel:</b> 643 6091
<b>Wards affected:</b> All	

### PART 1

#### 1.1 Purpose:

The purpose of this report is to seek approval from Cabinet for proposed changes to the previously approved expenditure of Local Transport Plan capital funding (LTP) for the financial year 2012/13 and for the Council formally to support The Times' 'Cities fit for Cycling' campaign.

#### 1.2 Recommendation(s):

It is recommended that Cabinet:

- (1) note the contents of the report; and
- (2) authorise the Head of Regeneration, Development and Regulatory Services as follows:
  - i. to progress the implementation of the revised Local Transport Plan programme covering the financial year 2012/13 in accordance with the existing joint arrangement with all appropriate partners;
  - ii. in consultation with the Cabinet Member for Transport and the Green Environment and the Elected Mayor, to review the programme to reflect the Council's Highway Asset Management Plan, public engagement and any value for money issues;
  - iii. to express formal support for The Times' 'Cities fit for Cycling' campaign on behalf of the Council.

#### 1.3 Forward plan:

This item is listed on the Forward Plan for the period 1 February to 31 May 2012.

## **1.4 Council plan, policy framework**

This report relates to the following themes/programmes/projects in the Council Strategic Plan 2011-2015:

Priority 2: Our Businesses

Theme 2.5: Ensuring an effective and efficient transport system

Outcome: our transport networks will be kept in good condition

Outcome: our networks will be managed to provide for the safe and efficient flow of traffic, including freight (including the use of real time management to monitor flow)

Outcome: major scheme investment will be pursued to improve our transport networks.

Priority 4: Our Environment

Theme 4.4: Working with partners to keep North Tyneside safe

Outcome: Road Safety schemes will be in place.

Theme 4.5: Improving roads and pavements

Outcome: the condition of the local roads and pavements network will be improved.

## **1.5 Information:**

### **1.5.1 Background:**

The Transport Act 2000 and the Local Transport Act 2008 require the Tyne and Wear Integrated Transport Authority (ITA) to prepare and manage a Local Transport Plan for Tyne and Wear in accordance with guidance issued by the Secretary of State for Transport. In Tyne and Wear the LTP is produced by the ITA, working jointly with the five local authorities and Nexus (Tyne and Wear Passenger Transport Executive). The third Tyne and Wear Local Transport Plan (LTP3) was approved by Council in March 2011 and submitted to the Secretary of State by the ITA.

In December 2010 the Department for Transport (DfT) issued the LTP3 capital settlement for 2011/12 and 2012/13 for Tyne and Wear along with indicative figures for 2013/14 and 2014/15, as set out in the LTP settlement letter to the Chief Executive, attached as Appendix 1. The capital settlement for 2012/13 was confirmed in a letter to the Clerk to the ITA dated 22 December 2011, attached as Appendix 2. In December 2011, DfT announced an additional one-off allocation to the Tyne and Wear Integrated Transport block (see letter to the Clerk to the ITA, attached as Appendix 3) for 2011/12 and this will be carried forward to 2012/13.

### **1.5.2 Cabinet Report 7 March 2011: Local Transport Plan (LTP) 2011 to 2013 Capital Expenditure Settlement**

The original allocation of LTP capital for 2012/13 was approved by Cabinet on 7 March 2011. However following discussions with the Cabinet Member for Transport and the Green Environment, it was decided to bring a further report to Cabinet requesting a re-allocation of LTP capital to support highway maintenance in 2012/13 for the following reasons:

- i. Increasing the capital allocation for highway maintenance will allow additional works to improve the condition of roads and pavements in the borough, which is recognised as a key concern for local residents. The recently adopted Highway Asset Management Plan (HAMP) for North Tyneside sets out how the condition of the highway asset will be maintained in the long term.

- ii. To redress the adverse impact of the last two severe winters on the highway network.
- iii. To carry out essential works on the footway network identified by technical surveys.
- iv. To implement skid resistance works at sites which have experienced above average numbers of road traffic accidents
- v. A number of strategic network improvement projects are nearing completion, such as the installation of 20 mph zones in residential areas and around schools in the borough
- vi. The successful Tyne and Wear Local Sustainable Transport Fund (LSTF) key components bid will support the delivery of road safety education and the promotion of walking and cycling at schools in the borough
- vii. If the Tyne and Wear large bid for £16m to the LSTF is successful, the Council will implement several sustainable transport projects such as improving cycling and walking access to employment sites and our town centres; supporting the aims of national campaigns such as 'The Times' ' Cities fit for Cycling'.
- viii. Most major parking schemes across the borough have been completed.

It is proposed to increase the Highways Capital Maintenance allocation by £500,000 and reduce the Integrated Transport (IT) allocation accordingly, as detailed in section 1.5.4.

### 1.5.3 Detail:

The original Integrated Transport and Capital Maintenance block allocations for the Tyne and Wear joint plan area in 2012/13 were:

<b>Block - Tyne and Wear Joint Plan</b>	<b>2012/13 £'000s</b>
Integrated Transport	12,392
Highways Capital Maintenance	10,704

At its meeting on 26 January 2012 the ITA agreed to re-distribute the additional Integrated Transport allocation to the Tyne and Wear partners in accordance with the established method, and the Tyne and Wear Highways Capital Maintenance block capital allocations in accordance with the DfT formula. The LTP3 allocations for North Tyneside are as follows:

<b>Block</b>	<b>2012/13 £'000s</b>
Integrated Transport	1,371
Highways Capital Maintenance	1,753
<b>Sub-total</b>	<b>3,124</b>
Additional Integrated Transport block funding Dec 2011	236
<b>Total</b>	<b>3,360</b>

The Council is able to move funding between Integrated Transport and Capital Maintenance blocks.

## 1.5.4 Proposed Capital Programme 2012/13

The proposed distribution of the capital programme by theme, under the general headings of Integrated Transport and Maintenance, is shown in Table 1. The themes are as agreed by LTP partners, reflecting the priorities within LTP3.

**Table 1 Proposed Capital Programme 2012/13  
(also showing previously agreed capital programme 2011/12)**

	2011/12 £('000)	previous 2012/13 £('000)	now proposed 2012/13 £('000)
<b>Maintenance Block</b>			
Highway Maintenance	758	758	1258
Highway Asset Management	60	50	30
Bridges & Infrastructure	954	870	870
<b>Maintenance Total</b>	<b>1772</b>	<b>1678</b>	<b>2,158</b>
<b>Integrated Transport Block</b>			
Congestion Reduction	170	200	200
Town Centre Parking	50	70	40
Network Management	103	147	100
Sustainable Travel Initiatives	72	90	90
Accessibility	90	90	80
Road Safety	640	634	477
Residential Parking	110	90	90
<b>Integrated Transport Total</b>	<b>1235</b>	<b>1321</b>	<b>1,077</b>
<b>Tyne &amp; Wear top- slice</b>	<b>125</b>	<b>125</b>	<b>125</b>
<b>Overall Total</b>	<b>3132</b>	<b>3124</b>	<b>3,360</b>

The proposed programme has prioritised maintenance, following guidance from DfT as contained in the settlement letter (Appendix 1) and noted in the Cabinet Report of 7 March 2011. The DfT guidance states that:

“With limited resources available, the Department believes that it is essential highways maintenance continues to be prioritised, reflecting the economic and social importance to local communities, the need to safeguard the largest single local public asset, and the liabilities for future years that can be created from short-term cuts in maintenance.”

North Tyneside has consistently outperformed its road safety targets over recent years, having, for example, seen a significant reduction in the number of serious road accidents involving children, while the additional external funding secured through Tyne and Wear’s successful key components bid to the Local Sustainable Transport Fund (LSTF) is funding further initiatives, such as increased child pedestrian training, to promote road safety and more sustainable travel.

### **1.5.5 The Times 'Cities fit for Cycling' campaign:**

North Tyneside has seen substantial growth in cycling over recent years and in 2010 the Council adopted its third Cycling Strategy, for 2010-14. This includes 'Vision 2030', with the aim of making North Tyneside the North East's cycling borough.

In February 2012 'The Times' newspaper launched a national campaign, 'Cities fit for Cycling'. Details of the campaign are on the newspaper's website:

<http://www.thetimes.co.uk/tto/public/cyclesafety/contact/>

The campaign includes an eight-point 'manifesto' of measures to improve the ease and safety of cycling, particularly in urban areas, and requests local authorities to sign up to support the campaign.

The Council has already put in place several of the measures which the campaign advocates, notably the introduction of 20mph zones in residential areas, and delivers national standard 'Bikeability' cycle training to increasing numbers of young people in the borough. The campaign is in line with the aims of the Council's adopted Cycling Strategy. It is recognised that some of the detailed points in the campaign's 'manifesto', such as those relating to the fitting of additional mirrors on heavy goods vehicles and the suggestion that cities appoint a cycling commissioner, will be taken forward at Tyne and Wear level.

### **1.6 Decision options:**

Cabinet may:

1. Approve the recommendations set out in 1.2.
2. Not approve the recommendations set out in 1.2.

Option 1 is the recommended option.

### **1.7 Reasons for recommended option:**

Option 1 is recommended as the revised Local Transport Plan implementation programme has been developed to address issues identified by the Council's Highways Asset Management Plan and the impact on our highway network of the severe winter weather of 2009/10 and 2010/11, and as The Times' 'Cities fit for Cycling' campaign is in line with the aims of the Council's adopted Cycling Strategy.

### **1.8 Appendices:**

Appendix 1 – Local Transport Plan Settlement Letter dated 13 December 2010 to the Chief Executive

Appendix 2 – Local Transport Plan Settlement Letter dated 22 December 2011 to the Clerk to the ITA

Appendix 3 – Local Transport Plan additional IT block funding letter dated 14 December 2011 to the Clerk to the ITA

Appendix 4 – ITA Standards and Audit Committee report 24 February 2012, 'Strategic Risk Update', including a copy of the risk register for the Tyne and Wear Local Transport Plan

## **1.9 Contact officers:**

Derek Smith, Senior Manager, Regeneration, Development and Regulatory Services, 0191 643 6106

Mark Newlands, Highways and Infrastructure Manager, 0191 643 6129

Andrew Flynn, New Developments Manager, 0191 643 6083

Kevin Ridpath, Network and Transportation Manager, 0191 643 6089

Stephen Bland, Team Leader Transportation, 0191 643 6117

Alison Campbell, Financial Business Manager, 0191 643 7038

## **1.10 Background information:**

The following background papers and research reports have been used in the compilation of these reports and are available for inspection at the offices of the author:

Tyne and Wear Local Transport Plan 2011 onwards

North Tyneside Network Management Plan

North Tyneside Highway Asset Management Plan (HAMP)

North Tyneside draft Parking Strategy

North Tyneside Road Safety Strategy

North Tyneside Cycling Strategy

North Tyneside Sustainable Modes of Travel to School Strategy

Tyne and Wear Rights of Way Improvement Plan

Tyne and Wear Integrated Transport Authority and Nexus Bus Strategy

## **PART 2 – COMPLIANCE WITH PRINCIPLES OF DECISION MAKING**

### **2.1 Finance and other resources**

From 1 April 2011, LTP block funding for Tyne and Wear has been awarded to the ITA for distribution between its constituent authorities and Nexus, the Tyne and Wear Passenger Transport Executive.

The Local Transport Plan 2011-onwards is included in the 2011-2021 Capital Plan.

This report recommends the allocation of the Transport Capital Programme for North Tyneside for 2012/13 as set out in the body of the report.

### **2.2 Legal**

Under Part II of the Transport Act 2000 (as amended by the Local Transport Act 2008), Tyne and Wear Integrated Transport Authority (ITA), as the local transport authority for Tyne and Wear, has a statutory duty to prepare and adopt a Local Transport Plan by April 2011 and to keep it under review thereafter. In delivering such a Plan, the ITA has a duty to take into account policies announced by Government and Statutory Guidance issued by the Secretary of State in relation to environmental issues.

Accordingly, the Tyne and Wear third Local Transport Plan (LTP3) was submitted to the Secretary of State for Transport in March 2011 by the ITA. This report concerns funding allocated to the Integrated Transport and Capital Maintenance blocks as part of LTP3.

## **2.3 Consultation/community engagement**

The Local Transport Plan programme is a capital programme of transport funding which all metropolitan authorities are expected to implement in order to deliver on our aspirations relating to asset management and sustainability.

Schemes in the LTP capital programme are initially identified from the approximately 4000 requests for service which North Tyneside Council receives annually, from Members on behalf of residents and at the many events and interest groups which Council officers attend (e.g. the Older People's Forum; North Tyneside Coalition for Disabled People; Local Area Forums), and from the Council's HAMP and other critical technical data, e.g. accident statistics, speed surveys, and cycle and pedestrian survey data.

LTP capital funding is also used to implement strategies and policies which the Council has developed, such as the Highway Asset Management Plan, Network Management Plan, Road Safety Strategy, Parking Strategy, Cycling Strategy and Tyne and Wear Rights of Way Improvement Plan, each of which has involved considerable consultation and has its own engagement strategy.

Schemes identified from the funding programme will be subject to full statutory and non-statutory consultation during the year.

## **2.4 Human rights**

There are no human rights implications directly arising from this report.

## **2.5 Equalities and diversity**

There will be positive outcomes for equality and diversity primarily through improved accessibility. A full Equality Impact Assessment has been undertaken for LTP3 as a whole.

## **2.6 Risk management**

LTP3 is an item on the ITA's strategic risk register, which is regularly updated and reported to ITA committees. A copy of the most recent update report, to the ITA Standards and Audit Committee of 24 February 2012, is attached as Appendix 4 to this report and includes a copy of the risk register.

## **2.7 Crime and disorder**

The programme will have a positive impact in reducing crime and disorder through improvements to the built environment.

## **2.8 Environment and sustainability**

A full Strategic Environmental Assessment (SEA) of the Tyne and Wear third Local Transport Plan (LTP3), incorporating a Health Impact Assessment (HIA), Equality Impact Assessment (EqIA) and Habitats Regulation Assessment (HRA) was carried out by consultants. As a result of the assessment, a Draft Environmental Report made a series of recommendations that aimed to improve the overall sustainability performance of the Draft LTP3. These were considered and/or incorporated into the Final LTP3.

The revised programme will allow the Council to deliver the North Tyneside element of the Tyne and Wear Local Sustainable Transport Fund Key Components project 'An Active Future for Tyne and Wear' to schools in the borough. £4.9m of additional funding has been made available to Tyne and Wear to promote active sustainable travel modes and reduce congestion associated with the 'school run'.

### **PART 3 - SIGN OFF**

- Strategic Director(s)
- Mayor/Cabinet Member(s)
- Chief Finance Officer
- Monitoring Officer
- Strategic Director with responsibility for Community Engagement