



delivering better local transport

KEY ACHIEVEMENTS AND GOOD PRACTICE FROM THE FIRST ROUND OF LOCAL TRANSPORT PLANS



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Chapter 1

Introduction

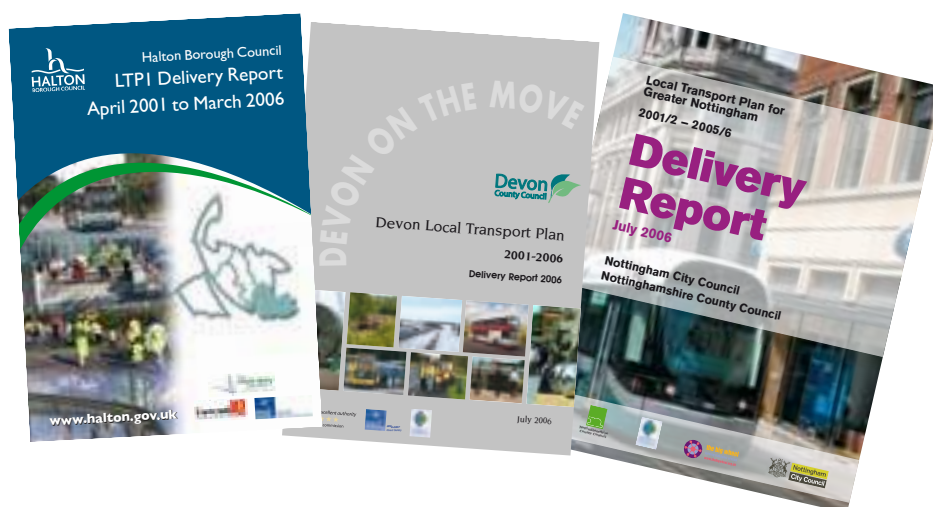
The Local Transport Plan Framework

Local transport in England is a vital public service. More than 40% of all trips are under two miles in length and around 58% of all car trips are less than 5 miles¹. Virtually all journeys, regardless of length or purpose, commence or end on local transport networks and therefore the condition and quality of these facilities is a visible influence on the lives and daily experience of most individuals, communities and businesses.

Good local transport is also a vital contributory factor to wider policy aims. The ability to travel efficiently, safely and in a sustainable manner contributes to national and local priorities such as healthier lifestyles, social inclusion and economic regeneration. Likewise, problems with, or resulting from, the operation of the transport system, such as congestion, personal insecurity or air pollution, can undermine quality of life and limit the capacity of communities to develop to their full potential.

In the 1998 White Paper *A New Deal for Transport: Better for Everyone*, the Government introduced a new policy for Local Transport Plans (LTPs). This replaced the previous framework for local transport delivery, *Transport Policies and Programmes (TPP)* in order for local authorities outside of London to plan and deliver safer, more integrated, efficient and sustainable transport infrastructure and services in their areas. This new policy, which was given statutory status in the 2000 Transport Act, provided for:

- a greater focus on consultation and partnership in developing and delivering transport strategies and programmes;
- the holistic planning and delivery of transport measures as part of an integrated package contributing to clear objectives and aimed at addressing local issues;
- coverage of a wide range of transport modes and themes, including highway maintenance, road safety, traffic management, public transport, walking and cycling, smarter measures, freight and travel to school;
- development of costed programmes linked to greater certainty of funding, with indicative capital allocations awarded for a five year period and with greater local discretion on how these resources should be spent;
- enhanced performance management, with transport programmes intended to deliver on quantified targets against desired outcomes, and with monitoring put in place to demonstrate effectiveness and value for money; and
- a framework of Annual Progress Reports (APRs) through which authorities could report key information on programme expenditure, delivery and outcomes to the Government, as well as local stakeholders.



¹ National Travel Survey: 2005 (Transport Statistics, Department for Transport, September 2006)

LTP1 Delivery Reports

The first round of LTPs commenced in April 2001 and provided a five year framework for local transport delivery which concluded in March 2006. As well as regular APR reporting, the Government required authorities to report on their record of achievement for the period through the submission of Delivery Reports. These were published at the end of July 2006 and include:

- information on key achievements and evidence of what difference LTP delivery has made to local areas and communities;
- analysis on the delivery of specific LTP strategies, comparing what was planned in 2000 to what has actually been achieved;
- evidence of how local transport improvements have contributed to wider policy aims; and
- explanations of successful practice and the establishment of firm foundations for the future.

The Delivery Reports show that the first round of LTPs has led to significant success and a record of achievements in the planning and delivery of local transport on the ground. In particular:

- significantly larger capital budgets have been allocated and spent on local transport;
- larger and more complex programmes are being delivered and with a broader range of transport initiatives, particularly on measures to manage car use more effectively and encourage alternative means of travel;
- a greater range of stakeholders and the public are being consulted and encouraged to become more actively involved in improving their local areas;
- the quality and effectiveness of the schemes delivered has progressively improved and delivery has become increasingly focused on the intended outcomes; and
- councils are increasingly demonstrating a range of positive outcomes in terms of achieving their LTP targets and contributing to national and local priorities.



This Report

The Department for Transport (DfT) is keen that authorities are given full recognition for their LTP achievements between 2001 and 2006 as set out in their Delivery Reports.

This report has been written to highlight these achievements and illustrate examples of good practice, both to support authorities in the delivery of their second LTPs for 2006-2011 by providing lessons on what works, and also to strengthen the case for continued investment in local transport as a vital public service. Whilst we expect the evidence provided to be of primary relevance to transport officers and lead members in local authorities, we also expect it to be of interest to the wider stakeholder community involved in local transport, including transport operators, local communities, businesses, transport interest groups and the transport planning profession, as well as other council service areas and Other Government Departments.

The report is structured along the lines of DfT's Full Guidance on LTP Delivery Reports which was published in March 2006 as follows:

- Chapter 2 provides an overview of LTP delivery in the 2001-2006 period, including key statistics on expenditure, delivery and key targets;
- Chapter 3 focuses on the delivery of LTP strategies such as road safety, public transport and sustainable transport with a focus on specific case studies of successful delivery;
- Chapter 4 provides a range of examples of how LTP strategies and measures have contributed to wider policy objectives;
- Chapter 5 set outs aspects of LTP delivery which are seen as working particularly well, lessons learnt and foundations for the second round of LTPs; and
- Chapter 6 sets out some key conclusions.

This report focuses on good practice and does not claim to provide a full assessment of the Government's and local authorities' experience of delivering their LTP programmes in the first round². This latter objective is being fulfilled by the ongoing research programme for the Long-Term Process and Impact Evaluation of the Local Transport Plan Policy. This programme is due to report in the first half of 2007. An Interim Report setting out a range of research findings was published in August 2005 and is available from the DfT website.

Acknowledgements

This report has been prepared by Atkins Transport Planning and is based on a review of all 82 LTP1 Delivery Reports submitted by authorities across England in July 2006. This review was conducted independently of DfT's formal assessment of the Delivery Reports against the criteria set out in the Delivery Report Guidance which was used to inform the December 2006 Local Transport Settlement for authorities' capital allocations from 2007 to 2011.

The review does not include London, where boroughs are required to prepare and submit Local Implementation Plans to the Mayor and Transport for London.

Although the examples quoted in this report have been selected to illustrate the various approaches and achievements of local authorities in the first round of LTPs, it has not been possible to include a comprehensive analysis of all the good practice arising, and there will be numerous other examples which have not been included.

Atkins is grateful to those authorities where permission has been given to reproduce photographs and other illustrative material sourced from their Delivery Reports.

² Good practice examples have been selected from a sample of at least 25% of authorities for each topic. Samples were selected to include a representative selection of authorities and to ensure that all authorities were represented across the full set of topics.

Chapter 2

What Have the First Round of LTPs Delivered?

Introduction

Over the past 5 years, Central Government has allocated around £6.9 billion of capital funding to local authorities including supplementary and performance-related funding for the delivery of their LTP strategies. This represents a substantial increase in funding for local transport— a rise of 145% compared to the four years preceding the LTP first round, with some authorities seeing a three- or even a four-fold increase compared to their previous TPP allocations. This funding has been allocated to:

- integrated transport schemes (individual or packages of schemes costing less than £5 million);
- maintenance schemes (also costing less than £5 million); and
- major schemes (individual schemes costing more than £5 million);

Expenditure and Delivery in LTP1

Compared to their LTP allocations, authorities actually report spending £7.9 billion³ of LTP-related capital on delivering a wide range of schemes over the period. This includes some funding carried forward from previous years through the two-year Supplementary Credit Approval process which was in place until 2002/03, and authorities own contributions to LTP schemes in 2005/06.

In addition, authorities have spent an estimated £12.45 billion revenue funding⁴ and an estimated £2.5 billion funding from other (non-LTP) sources, such as regeneration grants and developer contributions⁵.

Total expenditure on local transport between 2001 and 2006 therefore amounts to an estimated £23 billion (Figure 2.1). This has been used to support over 320,000 schemes wholly or partly funded through the LTP process,⁶ as well as a range of maintenance activity and support for local public transport.

Specifically:

- Authorities spent £3.53 billion on delivering over 85,000 maintenance schemes. This consisted of £2.30 billion on carriageway maintenance, £0.37 billion on structural maintenance and enhancement of existing highway structures, £0.36 billion on strengthening structures to carry 40 tonne goods vehicles, £0.20 billion on footway maintenance schemes, £0.11 billion on noise reducing surfaces, and £0.19 billion on other maintenance schemes.

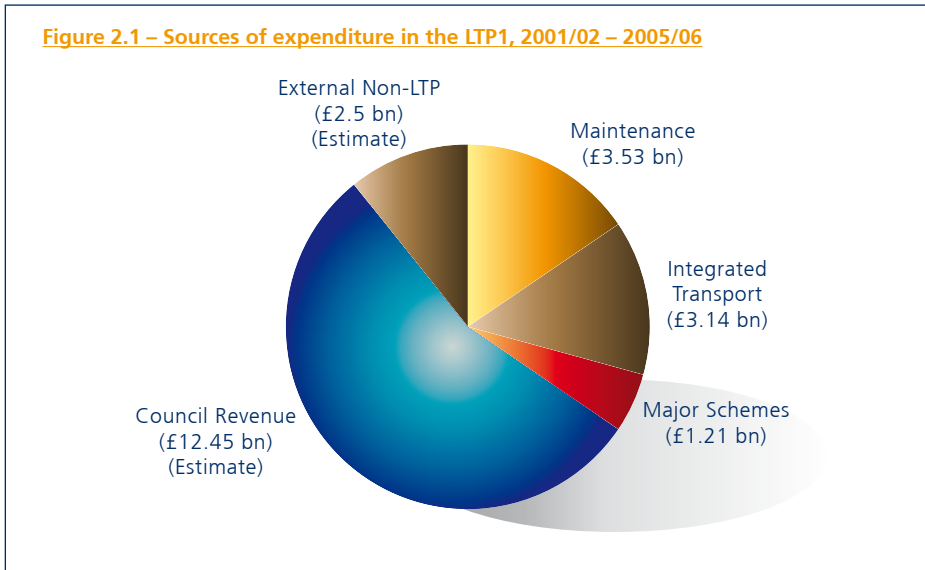
³ Annual F2 and F3 Finance Form returns. Actual outturn figures have been used for 2001/02-2004/05, and forecast outturn figures for 2005/06. Until 2005/06 all expenditure reported needed to relate to LTP funds provided by DfT. Despite this it is believed that some authorities included some non-LTP funding in their Finance Form returns. In 2005/06, the requirement was changed to include authorities' own contributions to a project. A further change to the reporting requirements was the move from cash-based to accruals-based reporting in 2004/05, at the request of local authorities and the audit commission.

⁴ Annual Revenue Outturn Returns (RO2 Transport) for 2001/02 – 2004/05 report total expenditure of £9.96 billion. This figure has been pro-rated for 2005/06 to provide an estimated spend of £12.45 billion.

⁵ 31 authorities provided details of external funding (from non-LTP sources) in their Delivery Reports, amounting to £1.02 billion. The corresponding expenditure on Integrated Transport and Maintenance for these authorities is £2.67 billion suggesting an LTP Block Expenditure:External Funding Ratio of 1:0.38. This ratio has been used to estimate the total contribution of external funds, based on expenditure on Integrated Transport and Maintenance across all 85 LTPs. It is not clear whether these 31 authorities have been consistent in reporting external funding or whether they are typical of all 85 LTPs. This figure should therefore be used with caution.

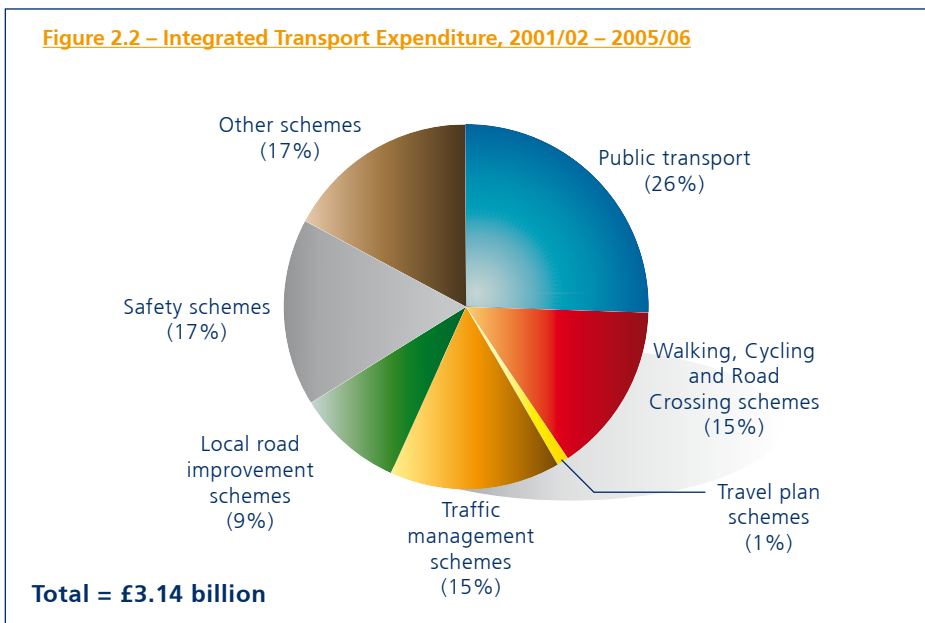
⁶ Annual F4 Form returns. Confirmed figures have been used for 2001/02-2004/05 (e.g. 2003/04 figures are based on updated figures provided in the 2004/05 returns) and the latest available figures (from the 2005/06 returns) have been used for 2005/06.

Figure 2.1 – Sources of expenditure in the LTP1, 2001/02 – 2005/06



Authorities also spent £3.14 billion on delivering over 243,000 integrated transport schemes (Figure 2.2), covering such areas as road safety, traffic management, public transport and walking and cycling. A detailed summary of expenditure on and delivery of specific scheme types is provided in Appendix A.

Figure 2.2 – Integrated Transport Expenditure, 2001/02 – 2005/06



LTP expenditure on smaller schemes was accompanied by £1.21 billion on Major Schemes. This was focused on main works on 103 major schemes, of which 36 were public transport related, 57 were road (car-based), 9 were maintenance related and 1 was categorised as an 'other' scheme (North Manchester Business Park). The final gross cost of these schemes is estimated to be £2.37 billion, with LTP funding supported by a range of other resources.

Some 58 Major Schemes were successfully completed during LTP1, of which 34 were started after 2001 (see Figure 2.3) and 24 were started prior to this date (Figure 2.4). A further 3 schemes – Liverpool South Parkway Interchange (Merseyside), Warrington Town Centre Bus Interchange (Warrington) and Crawley Fastway (West Sussex) – were completed between March 2006 and July 2006. Authorities are continuing with main works on 42 Major Schemes, which are expected to be completed during LTP2. A full list of these schemes is provided in Appendix B.

In addition, Nottingham Express Transit was completed at a cost of £200 million, funded via the Private Finance Initiative.

Authorities have also undertaken minor works or scheme development work on 50 further Major Schemes, many of which will be completed during LTP2.

Some examples of completed major schemes are shown below. Other examples, particular public transport schemes, are provided elsewhere in this report.

Staffordshire – Biddulph Bypass Major Scheme

The town of Biddulph abuts the boundary of the North Staffordshire conurbation and is 4 miles south of Congleton in Cheshire. The town has experienced the closure of traditional mining and heavy engineering employers which has caused the town to suffer from economic, environmental and social decline over the last 20 years.

The Biddulph Bypass cost £11.8 million (largely funded through the LTP process) and was opened in 2003.

The scheme has allowed inaccessible brownfield sites to be opened up for development and has removed through traffic, reducing congestion and improving air quality. Since opening, traffic in the town centre has declined by 69% between 09:00 and 12:00. This will allow further regeneration of the town over the next few years.



Fleet of vintage vehicles driving along the Biddulph Bypass after the opening ceremony in 2003 Source - Staffordshire County Council

West Midlands – Masshouse Circus Major Scheme

This scheme was completed in 2003 and focused on the removal of a grade-separated junction and pedestrian subways on the eastern side of Birmingham City Centre. The road infrastructure was a product of the 1960s and although designed to segregate traffic and pedestrians, it has proved a barrier to pedestrian movements and constrained development. The scheme has transformed the urban environment, allowing traffic to gain access to this part of the city centre, but vastly improving conditions for pedestrians, cyclists and buses. It has acted as a catalyst to new developments on the released land and access to the award winning Bullring scheme.

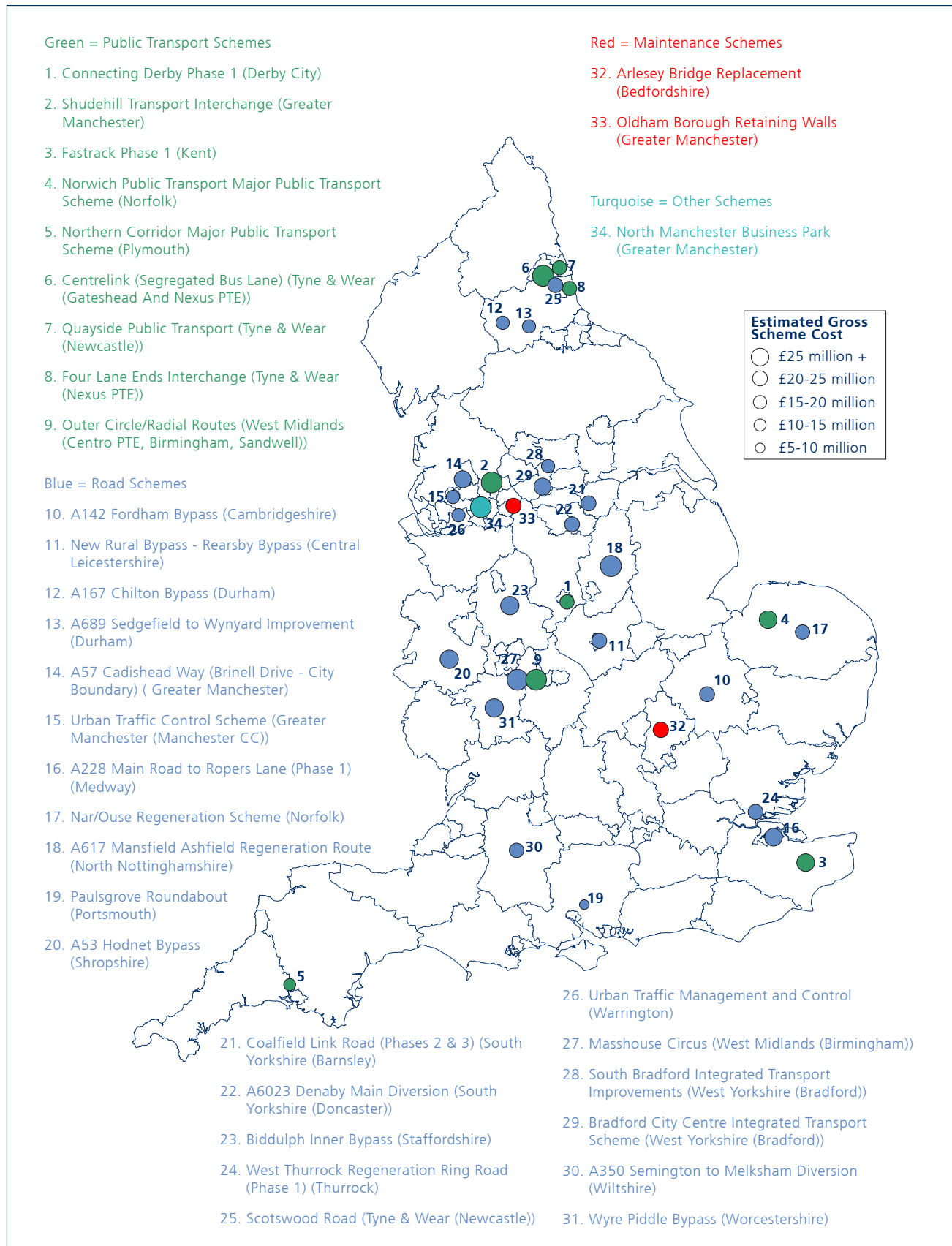


Masshouse Circus Source - Birmingham City Council

⁷ Based on data provided by authorities in their annual F2 Finance Form returns. From 2005/06 authorities were also required to report any resources switched to a Major Scheme from their Single Capital Pot allocations.

⁸ Based on estimates provided by authorities in the most recent relevant F2 Finance Form returns.

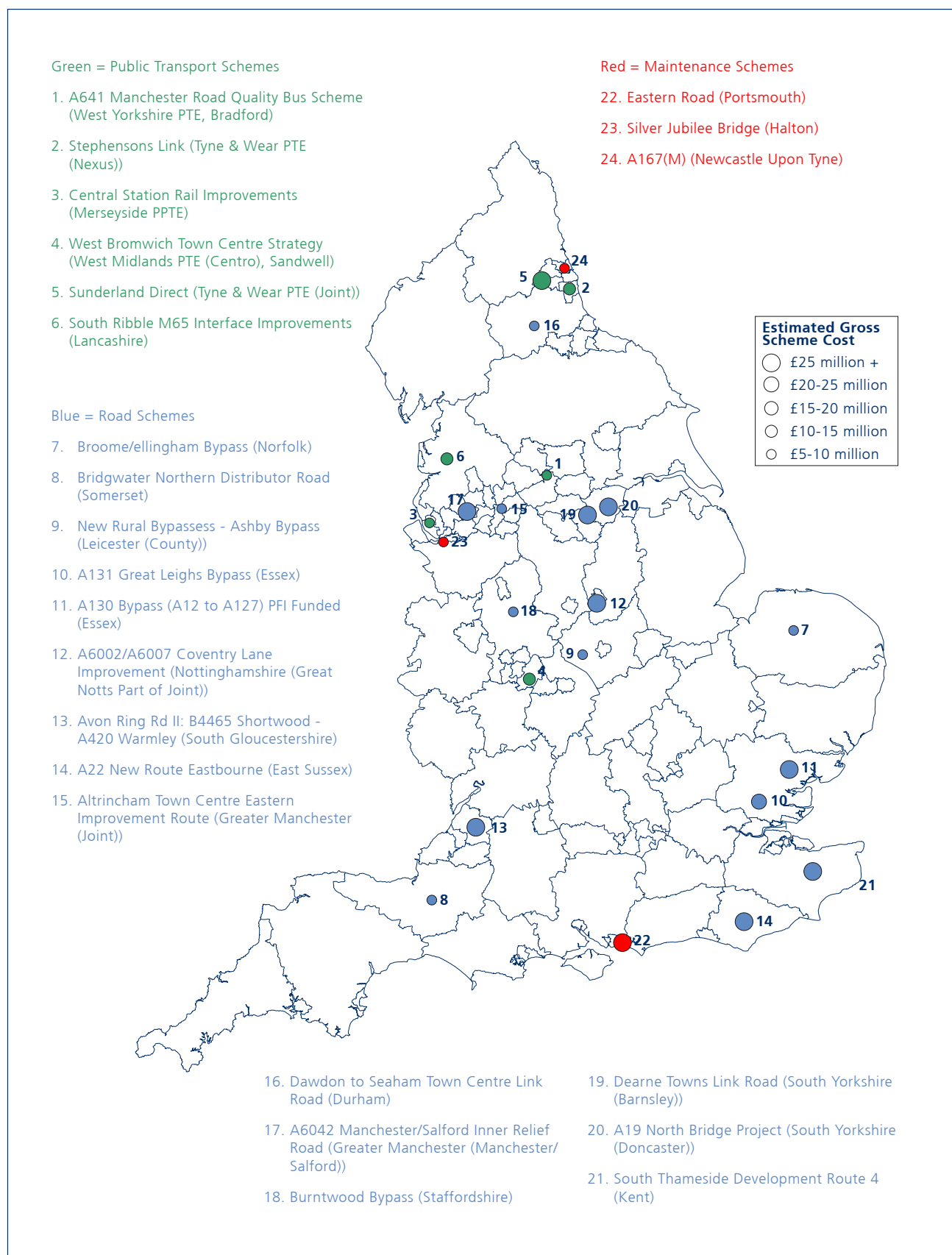
Figure 2.3 – Major Schemes Completed in LTP1 (Schemes started after 1st April 2001)



The above map is based on data provided by authorities in their F2 Finance Form returns. A detailed review of the Delivery Reports shows that a small number of other schemes were substantially completed during LTP1, even though they are still incurring some Major Scheme costs. Examples include Somerset's North West Taunton Package (Public Transport scheme), and Durham Park and Ride scheme (Public Transport scheme).

N.B. Although identified in Portsmouth's F2 Finance Form, Paulsgrove Roundabout (No. 19) was not actually a major scheme but was a supplementary bid which resulted in a final scheme outturn of well over £5 million.

Figure 2.4 – Major Schemes Completed in LTP1 (Schemes started before 1st April 2001)



The above map is based on data provided by authorities in their F2 Finance Form returns. A detailed review of the Delivery Reports shows that a small number of other schemes were substantially completed during LTP1, even though they are still incurring some Major Scheme costs. Examples include South Stockton Link (Road scheme).

Overall Summary of Expenditure

Figure 2.5 summarises overall LTP capital expenditure (on integrated transport, maintenance and Major Schemes) by scheme type. Maintenance schemes account for 46% of total LTP expenditure; public transport schemes account for 17%; and local road improvements for 11%.

Figure 2.5 – Summary of all LTP expenditure by scheme type, 2001/02 – 2005/06

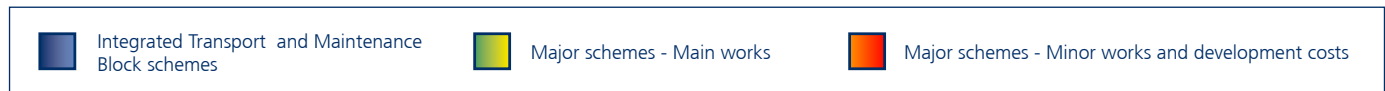
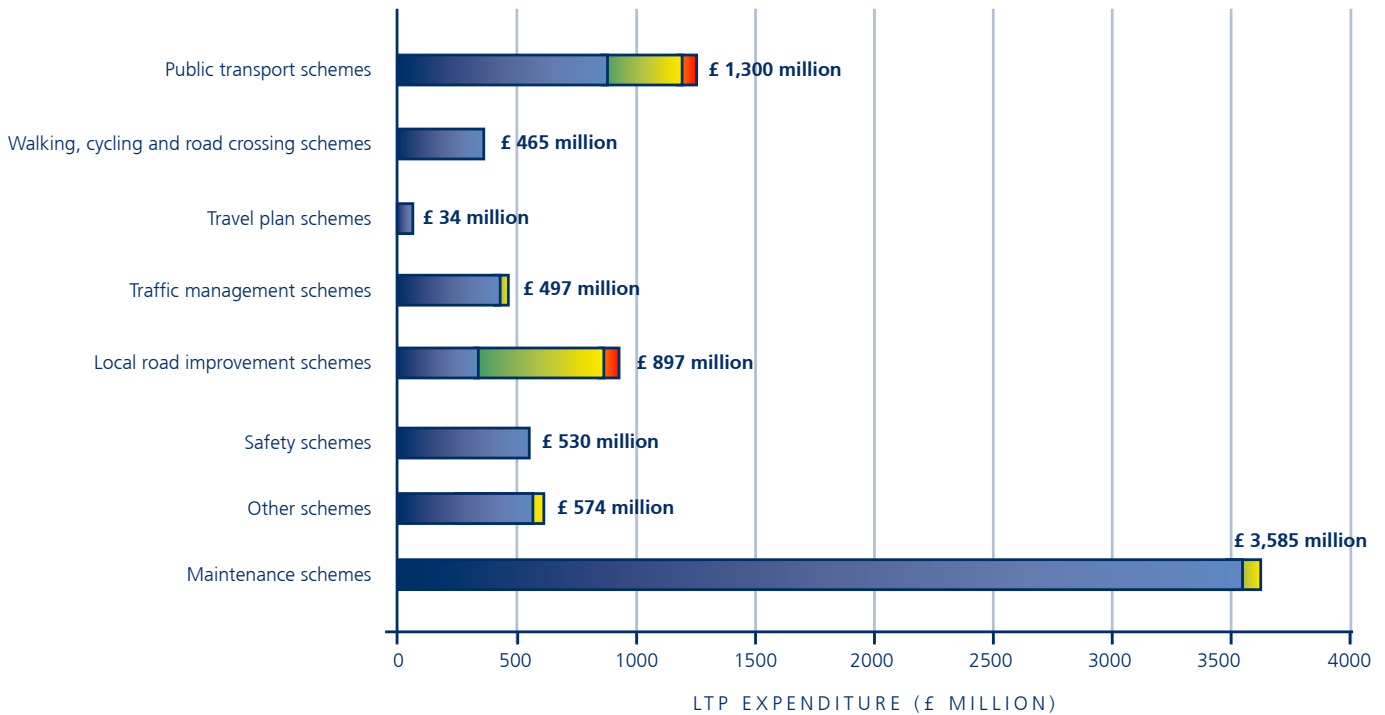


Table 2.1 – Average expenditure per head of population in different types of LTP authorities

Authority Type	Maintenance	Integrated Transport	Major Schemes	Revenue	Total
County	£102	£61	£20	£295	£469
Metropolitan	£65	£102	£57	£287	£511
Unitary	£63	£78	£15	£313	£469

Metropolitan authorities have typically spent £27,270 on maintenance per mile of road length, Counties have spent £19,365 and Unitary Authorities have spent £16,860. Expenditure per person on Major Schemes has been considerably higher in the Metropolitan Areas compared to Counties and Unitary Authorities.

Table 2.2 shows average levels of expenditure per head of population across the different regions. Excluding external funding, the North West has spent the most per head of population in delivering their LTP (reflecting the presence of two Metropolitan areas). The South West has spent the most on maintenance, the North West the most on integrated transport schemes, the North East the most on major schemes, and the North West the most on revenue.

Authorities in the South East have generally spent less per head of population on delivering local transport, although this figure excludes the high level of investment being made by the Mayor and Transport for London within London.

Table 2.2 – Average expenditure per head of population in different regions

Authority Type	Maintenance	Integrated Transport	Major Schemes	Revenue	Total
East of England	£98	£75	£25	£297	£496
East Midlands	£93	£67	£21	£321	£502
North East	£83	£78	£54	£287	£503
North West	£76	£97	£50	£340	£563
South East	£70	£56	£16	£273	£416
South West	£101	£66	£18	£321	£505
West Midlands	£81	£83	£24	£258	£445
Yorkshire and the Humber	£83	£80	£31	£281	£475

Key Outcomes

Good progress has been made on delivering outcomes relating to national targets and objectives. In particular, authorities have achieved an improvement in the condition of local roads and halted the previous decline in the condition of footways; and have significantly reduced the number of people (including children) killed and seriously injured in road accidents. Progress on increasing bus patronage and levels of cycling is more mixed, but with a number of authorities demonstrating good practice and some positive outcomes. Access to rural bus services has improved in many authorities.

Maintenance

Changes in the collection and reporting of Best Value road maintenance indicators prevents an overall assessment of road condition for individual authorities at this stage. However, it is clear that authorities have contributed to an improvement in the condition of local roads over the LTP period, reflecting an increase in funding since the 1990s.

The National Road Condition Survey confirms a significant reduction in the average defects index for local authorities between 2000 and 2005, representing a significant improvement in the visual condition of roads across all regions. The greatest improvements have been recorded by LTP authorities in the South East (25%), the North East (19%), and the West Midlands (17%). Improvements have generally been most significant on built-up principal roads. Structural surveys on principal roads show some increase in the percentage of roads requiring close monitoring due to deterioration in structural condition.

The survey also shows that footway condition has remained stable in recent years. The percentage length of footways in England and Wales affected by deterioration has been around 25 to 26% for the last four years and the number of trip hazards has declined from, 23% in 2001 to 16% in 2005⁹.

Further improvements to authorities' maintenance activities are expected during LTP2, through the introduction of Transport Asset Management Plans.

⁹ Data is not available for LTP authorities only.

Bus Patronage

Authorities have delivered a wide range of public transport schemes. This includes 16 completed and 16-on-going bus-related Major Schemes with expenditure of £268 million over the LTP1 period.

In addition, LTP1 funding has been used to facilitate delivery of:

- 101,652 improvements at new and existing bus stops (£221 million);
- 946 quality bus corridors, bus lanes/bus-ways, and high occupancy vehicle lanes covering approximately 5,250 kilometres (£210 million);
- 812 other bus priority schemes (£48 million);
- 1,020 new or improved single mode interchanges (£100 million);
- 530 new or improved multi-modal interchanges (£175 million); and
- 87 bus-based park and ride schemes (in 41 authorities) and 81 rail-based park and ride schemes (in 21 authorities) (£73 million).

In addition, greater use of public transport has been promoted through the development of travel plans, with 256 council-based, 8,169 school-based, 171 further education-based, 220 hospital-based, and 2,718 employer-based initiatives undertaken at a capital cost of £34 million and with further support through revenue funding.

LTP capital expenditure has been supported by an estimated £3.5 billion revenue support to operators and £1.4 billion on concessionary fare schemes¹⁰. Further improvements to concessionary fare provision are now being implemented across England under LTP2.

While bus patronage across LTP authorities has declined by 7% between 2000/01 and 2005/06¹¹. Nevertheless, 58% of authorities state that they have met or are on track to meet their bus patronage targets. Some 25 report patronage increases of more than 2% per annum and 45 authorities have seen an absolute increase since 2001.

Authorities reporting the greatest increases in bus patronage are¹²:

- Rutland – 116% increase (23% p.a.) since 2000/01;
- York City – 56% increase (11% p.a.) since 2000/01;
- Thurrock – 30% increase (8% p.a.) since 2001/02;

- West Sussex – 35% increase (7% p.a.) since 2000/01; and
- Cambridgeshire – 21% increase (5% p.a.) since 2001/02.

National targets for increasing bus patronage are likely to be further supported during LTP2, through recent and planned changes in arrangements for concessionary fares for local bus services.



Free Metro Shuttle bus in Manchester Source – Atkins



Park and Ride in Worcester Source – Atkins

¹⁰ Based on annual Revenue Outturn Returns (RO2 Transport) for 2001/02 – 2004/05, pro-rataed to estimate expenditure over the full LTP period.

¹¹ Public Transport Statistics Bulletin 2006, DfT, Sep 2006, Table B

¹² Wokingham, Derbyshire and Stoke all report large increases in bus patronage but all identify issues relating to the consistency of the data reported.

Rural Bus Accessibility

68 authorities have monitored their progress in improving access to bus services in rural areas. 63% of these have increased the percentage of rural households within 13 minutes walk or 800 metres of an hourly or better bus service, improving access to services and facilities in rural areas.

Authorities reporting the greatest increase in rural bus accessibility are¹³:

- Hertfordshire – 43% increase (11% p.a.) since 2001/02;
- Cumbria – 33% increase (11% p.a.) since 2002/03;
- Greater Nottingham – 27% increase (9% p.a.) since 2002/03;
- Derby City Joint – 24% increase (8% p.a.) since 2002/03; and
- Bracknell Forest – 28% increase (7% p.a.) since 2000/01.

Bus Satisfaction

Evidence from a national survey of bus passenger satisfaction undertaken by DfT shows that overall satisfaction with local bus services has remained broadly stable between 2000/01 and 2005/06¹⁴. However, some 62 authorities (73%) reported an increase in user satisfaction with local bus services between 2000/01 and 2003/04, in their 2004 Annual Progress Reports¹⁵.

Those authorities which have seen the biggest improvements are:

- Kent – 26% increase from 41 to 67%;
- Wiltshire – 25% increase from 45 to 70%;
- Brighton & Hove – 24% increase from 58 to 82%;
- Kingston Upon Hull – 22% increase from 60 to 82%; and
- Swindon – 19% increase from 48 to 68%.

Road Casualties (Killed and Seriously Injured)

Authorities report delivery of a large number of safety-related schemes, through their Integrated Transport budgets. This includes 4,965 'first' safer routes to school schemes, 173 'safer routes' schemes at other sites, and 13,009 other safety schemes, with LTP investment of £470 million.

In addition, authorities report delivery of the following safety-related schemes:

- over 35,000 road crossing schemes;
- 11,850 walking schemes, together with 1,672 urban 20 mph zones, 136 Home Zones, and 3,682 other urban traffic calming schemes;
- 1,742 rural 20 mph zones, 141 Quiet Lanes, and 1,441 other rural traffic calming schemes; and
- 9,352 other traffic management schemes.

Furthermore a number of completed Major Schemes include safety-related elements.

Revenue expenditure on road safety education, other traffic management, and safe routes (including school crossing patrols) has amounted to £500 million over the LTP1 period, and authorities are now spending at least 60% more on these activities than in 2001/02¹⁶.



Safer Routes to School Challenge in Stoke-on-Trent Source – Stoke City Council

¹³ Northumberland also reported a large increase in cycling but identified issues relating to the consistency of the data reported.

¹⁴ Public Transport Statistics Bulletin 2006, DfT, Sep 2006, Table 1.1

¹⁵ Bus satisfaction is monitored every three years as part of the Best Value process.

¹⁶ Based on annual Revenue Outturn Returns (RO2 Transport) for 2001/02 – 2004/05, expanded to estimate expenditure over the full LTP period.

These schemes have contributed towards the significant progress authorities have made towards delivering the national targets of a 40% reduction in the total number and a 50% reduction in the number of children killed and seriously injured (KSI) on local roads between 1994-98 and 2010. Overall, authorities report a 30% reduction in the total KSIs and a 45% reduction in Child KSIs.

The biggest improvements in total KSIs¹⁷ have been reported by:

- Reading – 69% reduction since 1994-98 (annual data);
- Blackpool – 65% reduction since 1994-98 (3 year average);
- Plymouth – 61% reduction since 1994-98 (annual data);
- Telford & Wrekin – 56% reduction since 1994-98 (annual data);
- Slough – 52% reduction since 1994-98 (annual data).

Authorities reporting the biggest reductions in Child KSIs¹⁸ are:

- West Berkshire – 86% reduction since 1994-98 (annual data);
- Plymouth – 82% reduction since 1994-98 (annual data);
- Wokingham – 82% reduction since 1994-98 (annual data);
- Devon – 75% reduction since 1994-98 (annual data); and
- Thurrock – 71% reduction since 1994-98 (annual data).



Safer Routes to School Challenge in Stoke-on-Trent Source – Stoke City Council

¹⁷ Most of these authorities (particularly Reading, Blackpool, and Plymouth) achieved a significant reduction in KSIs prior to 2001, which has contributed to the strong performance recorded by these authorities. However, an analysis of performance based on average annual change since 2000 or 2001 also shows these authorities to be the strongest performers.

¹⁸ Those authorities reporting the biggest reductions since 2000 are Medway (72%), West Berkshire (71%), Bracknell Forest (67%), Luton and Dunstable (67%), and Kent (66%).

Number of Cycling Trips

Authorities have used LTP funding, together with a range of other resources, to substantially improve facilities for cyclists. Many Major Schemes and maintenance activities include cycling-related elements, while schemes implemented through the Integrated Transport budget include:

- 4,416 cycle lane/track schemes covering over 14,000 kilometres (£133 million);
- 2,321 advanced stop lines for cyclists (£0.5 million);
- 11,098 new cycle parking facilities (£4.6 million); and,
- 1,772 other cycling schemes (£37.7 million).

While some authorities have struggled to demonstrate an increase in cycling levels and others have struggled to collect reliable and consistent data, two-thirds of authorities have reported greater levels of cycling over the LTP period. 13 authorities report increases in cycling levels of 30% or more.



Seafront Cycle Route, Southend Source – Southend-on-Sea Borough Council

Authorities reporting the greatest increase in cycling are¹⁹:

- Halton - 133% increase (44% p.a.) since 2002/03;
- Redcar & Cleveland – 166% increase (42% p.a.) since 2001/02;
- Isle of Wight – 144% increase (29% p.a.) since 2000/01;
- Devon – 113% increase (28% p.a.) since 2001/02; and,
- Staffordshire – 79% increase (20% p.a.) since 2001/02.

Following difficulties of accurately ascertaining cycling levels in their areas in LTP1, many authorities are implementing or proposing significant improvements to the monitoring of cycling activity during LTP2.

What Difference Has LTP Investment Made?

Authorities report a range of positive impacts associated with significant investment in transport infrastructure and policies over the last 5 years. These include additional opportunities for bus travel; substantially increased mode choices for journeys to work, school and town centres; reductions in the impact of traffic on residents, shoppers, school children, etc.; improvements in the quality of highways infrastructure; and substantial improvements in safety for road users.

Satisfaction surveys undertaken by some authorities illustrate the impact that this investment has had on the transport experiences and attitudes of the public.

Greater Nottingham

Key achievements during LTP1 are set out below:

- Traffic growth across the city has been contained to under 1% over the period.
- Public transport use has grown by 8% from an already high base whilst the trend for public transport use outside London has been in decline.
- Road casualties in terms of numbers of people killed or seriously injured has reduced by 35% meaning the authorities are ahead of schedule to meet the Government's target.
- Economic growth has been sustained over the period demonstrated by continued falls in the number of people registered as unemployed.
- Delivery of Nottingham Express Transit at a cost of £200 million, funded via the Private Finance Initiative.

32% of Nottingham residents say good public transport is the reason they are satisfied with the City as a place to live, the second most popular category (Nottingham City Council Residents Survey; Mori, 2005).

Buckinghamshire

"Buckinghamshire in 2001 was very different to today. Bus patronage was falling in both urban and rural areas, our roads and pavements were in a poor condition and car-based lifestyles seemed set to stay. Customer satisfaction with our services was low, and MORI surveys of residents identified the condition of roads and pavements, and public transport services as top priorities for improvement."

Between 2001 and 2006, the Council completed 2,190 schemes, and significantly improved the condition of the roads, pavements and other assets. Customer satisfaction has increased in all areas, with the biggest change in maintenance where net satisfaction was up by more than 50% in just two years.

Greater Manchester

Key achievements of the LTP1 period include:

- A revitalised Regional Centre, meeting targets of increasing the number of trips to it whilst improving the modal share of non-car modes, due in part to the completion of the Manchester-Salford Inner Relief Route, a network of Quality Bus Corridors, better traffic management and Metroshuttle free bus service.
- Reinvigorating other key and local centres, and stabilising the modal split of trips to them, by improvements in accessibility by other modes, environmental enhancements and car parking pricing policies to discourage long stays.
- Meeting our targets to increase rail and Metrolink use, through improvements to stops and stations, and major investment in the West Coast Main Line by the rail industry.
- Limiting the growth of traffic on local roads, through provision and reallocation of roadspace for alternative modes, parking policies and workplace and school travel plans.
- Starting to turn round the long term decline of cycling and walking levels, by investing in routes and facilities, and promotion of these modes.
- Reduction in the numbers of people killed and seriously injured on roads, following targeted investment in local safety schemes.
- Meeting our air quality targets for nitrogen dioxide and particulates.
- Performing better than other Metropolitan areas with regard to bus patronage, by investing in a network of radial and orbital Quality Bus Corridors in all districts, and making major improvements to public transport interchanges, journey planning and information provision.
- Addressing specific accessibility problems in rural and deprived areas, including the introduction of arranged or demand responsive transport services.
- Improving physical accessibility of public transport and highways, including raised kerbs at bus stops and upgraded signalised crossings.
- Investment in the maintenance of the road network and associated structures, halting the deterioration in condition in most Councils highways.

¹⁹ Durham also reported a large increase in cycling but identified issues relating to the consistency of the data reported.

Kingston-upon-Hull

Notable outcomes over the LTP period are summarised below:

Travel Choice

- Bus passenger numbers are up by 13%; park and ride patronage is up by 121% mainly due to the opening of the purpose built site at Priory Park; and bus satisfaction is up by 18%.

Roads are Safer

- All killed and seriously injured casualties are down by 34%; child killed and seriously injured casualties are down by 51%; and total slight casualties are down by 28%.

Air quality has improved

- Levels of nitrogen dioxide (NO2) have fallen by 39% since 2001 and are now well below the National Air Quality objective level.

Traffic Growth

- Improvements in travel choice and travel information have helped to keep traffic growth in the city relatively stable (A decrease of 2% when compared against the 2000 base and judged against an increase of 5% nationally).



Integration improvements in Manchester Source – Atkins

Warwickshire

Warwickshire's Local Transport Plan has delivered the following outcomes:

- A Safer Warwickshire, with a 43% reduction in people killed or seriously injured on Warwickshire's roads and a 57% reduction in the number of child KSIs.
- A Better Environment, through reducing the impact of traffic in town centres and average speed reductions of 6mph in villages where Speed Limit Reviews have been carried out.
- More choice and promotion of sustainable transport options, particularly for journeys to school. Travel Plans have been adopted in 78 schools and more than 100 schools have benefited from Safer Routes to School schemes, bringing about an average reduction in car use of 4%. This contrasts to an increase in car usage of 4% in schools without a scheme.
- Additional opportunities for bus travel in the County, including the upgrading of 9 key urban and inter-urban bus routes, 4 new bus interchanges and a park & ride scheme. Patronage growth Countywide has increased by almost 5% over the last year, bucking the national trend of declining patronage.
- Improved access for rural areas, with a 5% improvement in the number of households within easy reach of an hourly or better bus service, 330 young people assisted into employment or training through the Wheels to Work scheme and growing patronage on employment specific demand responsive services (e.g. Busterwerkenbak). In addition, the Flexibus network has been expanded from 5 to 9 vehicles using Local Transport Plan funding.
- Protecting value of asset, with a stable or improving condition for roads, footways and bridges in the County.

The Council's annual Public Satisfaction Survey shows that the percentage of respondents satisfied with the Warwickshire County Council transport services has increased year on year, from 50% in 2001/02 to 68%.

Chapter 3

Delivery of Transport Strategies

Introduction

LTPs were intended to deliver a broader agenda compared to the former TPP process with a greater focus on strategies and measures to promote alternative modes to the car, improve network safety and efficiency, and influence travel attitudes and behaviour. In responding to this aim, authorities report on delivery of a range of transport strategies implemented during the LTP1 period. These include:

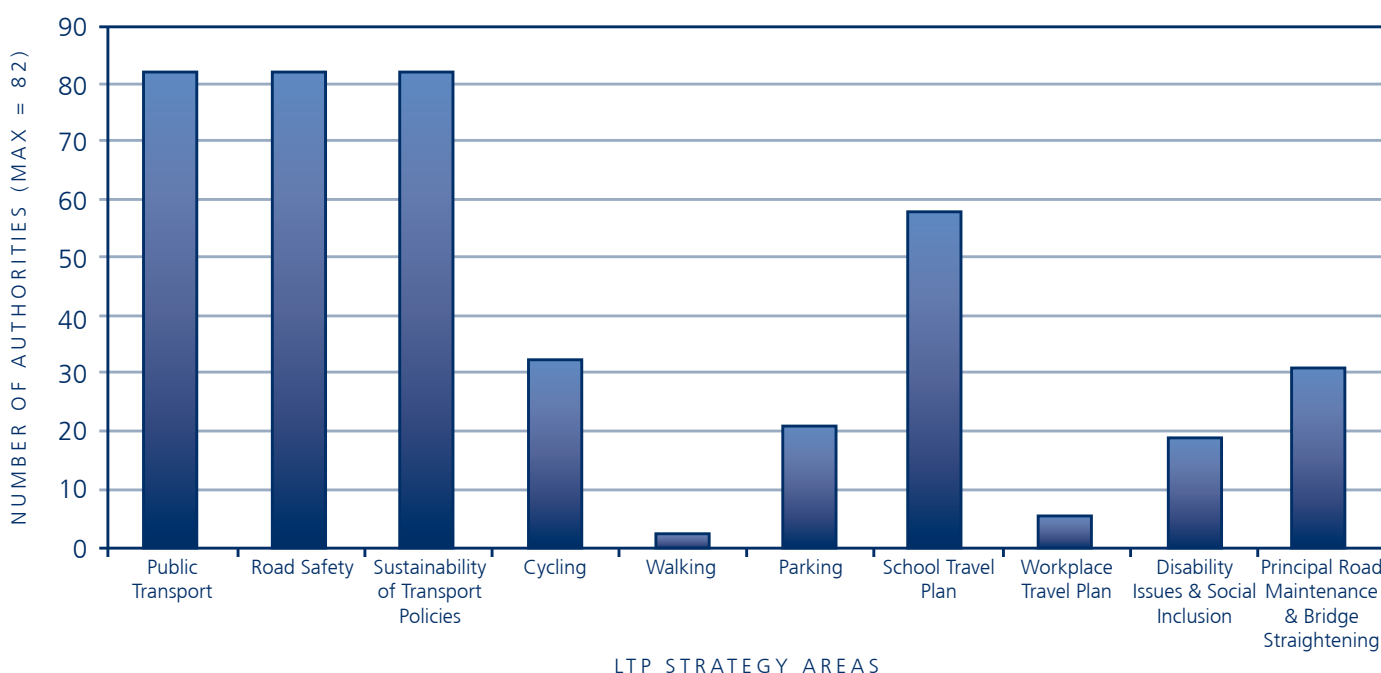
- Public transport (including buses, rail, taxis, interchanges, and information);
- Road safety; and
- Sustainability of transport policies (including airport access, air quality, climate change, rural transport and sustainable distribution).

Authorities also report on a range of strategies of specific local importance, including:

- Cycling;
- Walking;
- Parking;
- Reducing car use and improving children’s safety on the journey to school;
- Voluntary adoption of travel plans by major employers;
- Disability issues and social inclusion;
- Principal road maintenance and bridge strengthening.

Figure 3.1 illustrates the range of transport strategies authorities choose to focus on in their Delivery Reports.

Figure 3.1 – Transport Strategies Reported by Authorities During LTP1



The following sections review delivery of these strategies and provide a number of specific case studies for individual authorities with evidence of some of the positive outcomes achieved.

Public Transport

All authorities report on their achievements in promoting public transport. This covers implementation of authorities' bus strategies, public transport information strategies, improvements to public transport interchanges and ticketing initiatives, passenger rail improvements and the role of taxis and private hire vehicles.

Improvements to Bus Services and Networks

Authorities have improved bus services and networks through Quality Bus Partnerships, by investing in the tendered network, and by using LTP capital funding to purchase new vehicles. This has resulted in more extensive network coverage and greater frequency of services, improved journey times, vehicle improvements, better waiting environments for passengers, and patronage growth on certain routes. Partnership working has helped develop good working relationships between authorities and operators, and has delivered further service improvements.

44% of the full size local bus fleet are now accessible compared with 23% in 2001/02²⁰, and 99% of scheduled services ran in 2005/06 compared with 98.2% in 2000/0.

Examples of enhancements to the statutory minimum concessionary fare scheme, demand responsive services, and community and voluntary transport schemes are presented elsewhere in this report.

York – Quality Bus Partnership

In September 2001, as part of their commitment towards the QBP, First York rationalised its service network in partnership with the Council to introduce a network of high frequency services branded as 'Metro' routes. As part of the project, the Council invested over £16.5 million (with £1.5 million from LTP funding), in improving the image of 'Metro' routes through improvements to bus stops, accessibility and information. First York invested £15 million in a new fleet of 103 low floor vehicles.

Following the introduction of 'Metro' routes, the Council, in partnership with First York, has piloted **ftr** - a hybrid vehicle that takes the best from the bus in terms of affordability, accessibility and flexibility and merges this with the best from trams in terms of image and perceived reliability. The service began full operation in May 2006. In developing the project, the Council has spent £827,000 (all LTP funded) in infrastructure improvements to accommodate ftr vehicles. First have made an investment of almost £4 million in purchasing 12 of these new vehicles.

Surveys carried out by First in September 2006 on Route 4, the route adopted by ftr, indicate 26% growth in patronage compared to a year earlier and overall growth of 53% on the route since 2005.



Next generation of buses launched in York

Source – Atkins

Rutland – Service Improvements

At the start of the plan period the network provided services along the main corridors at a two hourly rate. This has been increased to hourly rates on most main routes and additional services to villages have been introduced. As a result the proportion of the population within 800 metres of an hourly or better service has increased from 14% in 2000/01 to 57% in 2005/06.

This has been achieved through two Rural Bus Challenge bids, other funding support and by integrating education transport services where possible.

Herefordshire – Investment in Low Floor Buses

Herefordshire Council secured £2.3 million supplementary LTP funding and additional funding from the Countryside Agency to help overhaul the rural bus fleet through the Low Floor Bus Project. Some 50 new buses were secured through the project resulting in a step change in the quality and accessibility of the rural fleet. Monitoring of patronage has indicated a 23% increase since the start of the project in 2001/02.

²⁰ Data provided directly by the Department for Transport (December 2006).



New low floor buses have led to an increase in user satisfaction
Source - Herefordshire Council

Bus Stop Improvements

Authorities have invested £221 million in new and improved bus stops which provide bus passengers with a better waiting environment, better at-stop information and ease of boarding and alighting.

Central Leicestershire – Bus Stop Improvements

Councils in Central Leicestershire have improved 1,155 bus stops.

£2.75 million has been spent on providing 926 level access platforms at bus stops incorporating varying additional facilities such as dropped crossing points, refuges, timetables, litter bins and bus shelters. All stops with new shelters have level access kerbs. This was coordinated with the provision of low floor buses by local bus operators. In addition, bus stops were relocated or reconstructed on 'build-outs' into the road to maximise accessibility and minimise adverse effects on other road users. 66% of bus stops now have level access kerbs compared with 6% in 2001/02.

A total of 386 new bus shelters have been provided across the network. There are now maintenance contracts covering all shelters in Central Leicestershire to ensure continued high standards. The standard advertising bus shelter from JC Decaux includes seating, lighting and an information display case.

£1.5 million has been invested in providing StarTrak real-time information at bus stops and the complementary StarText service (information by text to mobile phones) on 47% of routes operating in Central Leicestershire. StarTrak is a key element behind the increased bus patronage and increased satisfaction levels with local bus service information that has been recorded. The 'on-bus' equipment has been funded by the bus operators.

Bus Priority

Authorities have provided buses with greater priority through implementation of guided busways, quality bus corridors, bus lanes and junction priority, high occupancy vehicle lanes and traffic management measures. Successful schemes are delivering shorter and more reliable journey time savings, and more punctual services. Joint working with bus operators and other stakeholders is often critical to the success of these schemes.

West Sussex – Crawley Fastway (Guided Bus)

Fastway is a state of the art bus service for people around Crawley, Gatwick and Horley, with high quality new buses running on priority routes comprising bus lanes, approximately 2.5km of guideway, and junction priority. Fastway has been designed to speed past congestion hotspots. Satellite based global positioning system (GPS) technology enables the Fastway system to give up-to-the minute timetable information to passengers, track the location of vehicles to help maintain schedules and give priority at traffic lights.

The scheme has been delivered by West Sussex County Council, Surrey County Council, Crawley Borough Council, Reigate and Banstead Borough Council, BAA Gatwick, Metrobus, The Go-Ahead Group and British Airways.

Phase I services began in September 2003, and proved to be highly successful. In total, 96% of passengers were satisfied with the service and patronage in the period to September 2004 was 41% ahead of the forecast provided in 2000, reaching 7,300 trips per day. Some 8% of those using Fastway travelled by car before the scheme's introduction.

Phase 2 was completed in December 2005 and Phase 3 in February 2006.



One of the new Fastway vehicles on the section of guided busway in the Manor Royal industrial/business area.
Source – West Sussex County Council

Greater Manchester – Quality Bus Corridor (QBC) Network

Greater Manchester's QBC Network as proposed in LTP1 is substantially complete, with 172 miles of QBC, involving 24 radial and orbital routes connecting the main centres in Greater Manchester. The project, costing over £32 million, is overseen by a joint board comprising representatives of the Greater Manchester Passenger Transport Authority, Councils and operators.

The QBC network involved the introduction of many facilities which have not only benefited bus journeys, but also improved the journeys of bus passengers to and from bus stops, and aided users of other modes as well. Measures have included:

- upgrading of 60% of bus stops to QBC standards, with easy access kerbing, new improved boarding platforms, and new stop poles and shelters where required;
- 81 bus lanes covering 17 miles;
- 149 traffic management measures to facilitate general traffic improvements and to ease the passage of buses;
- 182 traffic signal improvements, with 319 pedestrian facilities being introduced across existing junction arms; and
- 131 existing junctions included within the SCOOT Urban Traffic Control system.

The scheme aims to create a step change in the quality of bus travel in Greater Manchester in order to increase reliability, patronage and customer satisfaction, and provide a credible alternative to the car. Passenger interviews have shown that a higher proportion of QBC passengers, compared to non-QBC passengers, thought that their service had got better since they started using it, and users' perceptions of the service were considerably more positive on the QBC routes than non-QBC routes.



Part of the Quality Bus Corridor network in Bolton, Greater Manchester
Source – Greater Manchester Passenger Transport Executive

Greater Nottingham – Bus Lanes and City Centre Clear Zone

Nottingham City and Nottinghamshire County Councils have spent approximately £400,000 per annum on implementing bus lanes, and have introduced 4.2kms over the plan period.

In addition, a 'Clear Zone' was introduced in the city centre in 2001, to coincide with an overhaul of bus services. All non-essential vehicles are restricted from accessing the City Centre during the day, resulting in reduced delays to bus services. Bus punctuality has risen from 96.4% in 2002 to 97.5% in 2005.

Plymouth – Bus Gate Scheme

The Derriford Road/Plymbridge Lane bus gate, which was partly funded by developer contributions, provides bus priority between the A386 and Derriford Hospital, enabling buses from the north to bypass Derriford roundabout completely. Observations via CCTV indicate that buses are negotiating the junction and Derriford Road more easily. Improved traffic flows have brought benefits for potential development, existing businesses and the environment near the A386. Delays to public transport have also been reduced giving improved access to the hospital.

The scheme has been cited by DfT as an example of best practice.

Greater Bristol – High Occupancy Vehicle (HOV) Lanes

South Gloucestershire Council has implemented three sections of HOV lane on the A4174 Avon Ring Road totalling 1.79 km, and North Somerset Council has implemented 1.42 km of HOV lane on the A370 Long Ashton Bypass. The lanes can only be used by public transport vehicles, taxis, cars carrying two or more people, motorcyclists and pedal cyclists. The scheme on the A370 (along with the installation of selective vehicle detection at traffic signals) has decreased journey times for HOVs by 21%.

West Midlands – Red Route Traffic Management Measures

Development of a network of 'Red Routes' has commenced in the West Midlands, with one of the main objectives being to provide shorter journey times and better reliability for bus passengers. Red Routes use a package of measures to deter inconsiderate parking and stopping to improve traffic flow. The most obvious measures are red lines (either single or double) along the road and clearway signs for drivers. The scheme will provide 130 kilometres of Red Routes as part of a longer-term network of 419 kilometres.

Park and Ride

During LTP1, 41 authorities have introduced new bus-based park and ride facilities or expanded/improved existing bus-based facilities. Some 21 authorities have introduced new rail-based park and ride facilities or expanded/improved existing rail-based facilities.

Park and ride development is often part of a wider public transport and parking strategy to improve access to city or town centre areas and support economic vitality. Benefits include increased public transport patronage, and a reduction in town/city centre traffic levels in some authorities.

Cambridgeshire – Park and Ride

Cambridgeshire Council spent £8.6 million on park and ride in Cambridge City during LTP1. This secured the delivery of the City's fifth park and ride site, with 1,500 spaces, doubled the number of spaces at two other existing sites and improved waiting facilities at another. Buses operate from these sites, which have a combined capacity of 5,000 spaces, with a ten minute frequency. High-quality branded vehicles, which are low-floor accessible, are used on all routes. Whilst the services are run on a commercial basis, the operator works with the County to ensure that they complement the wider transport strategy for the city, for example by co-ordinating park and ride fares with parking charges in the city centre.

In addition, the Council has invested over £3.9 million in its Cambridge Access Strategy, which restricts general traffic (excluding buses and taxis) from the core central area, pursued a range of public realm improvements, and introduced Local Authority Parking Enforcement.

Over the LTP period, park and ride patronage has increased from 950,000 trips in 2001/02 to 1.6 million in 2005/6, an increase of 71%, and intercepting 4.4% of traffic entering Cambridge. User satisfaction with the service is around 70%.



Babraham Road Park and Ride Cambridge
Source – Cambridgeshire County Council

Bedfordshire – Park and Ride

Bedfordshire's first purpose built park and ride site was developed in Bedford at the start of LTP1 with support from developers and LTP funding. At the same time the Council carried out resurfacing of the A6 incorporating two bus lanes, a cycle track, signalisation with Britannia Road junction and two new pedestrian crossings. The bus lanes provide park and ride users with a quick route to the local hospital, college and town centre. The site is also linked to the town by the local cycle network providing alternative means of getting into Bedford.

The site opened in Nov 2005, and was being used by over 1,000 passengers a week by the end of March 2006, of whom 83% had previously travelled into the town centre by car.

Integration of Conventional Bus Services with Health, Community Transport and the Voluntary Sector

Authorities are responsible for the provision of home to school transport, other education transport, social services transport and community transport. During LTP1 authorities have sought to achieve greater integration of passenger transport provision and a more co-ordinated approach to transport procurement.

Telford & Wrekin – Wrekin Connect

Wrekin Connect is the Authority's community based rural bus initiative. Using its existing education transport resources and working in conjunction with the Rural Transport Partnership, the Council has introduced a new network of fully accessible low cost bus services, meeting previously unmet rural transport needs. Through the introduction of high quality interchange points, guaranteed service connections and through ticketing, the Wrekin Connect initiative links Wrekin Riders and other sustainable and/or accessible modes (e.g. voluntary car services and cycling facilities) with conventional "interurban" bus services. The network was introduced following a comprehensive review of all subsidised public transport and has been partly funded through a successful Rural Bus Challenge bid (for nearly £300,000). The aim is to create a fully accessible, integrated rural transport network across the whole of rural Telford & Wrekin.

The vehicles combine the provision of services for the public (primarily in the rural areas) with designated home to school and social care transport thereby ensuring maximum vehicle utilisation.

Public Transport Interchanges

Alongside service improvements, authorities have improved the quality of public transport interchanges, to improve public perceptions and experiences of public transport.

West Yorkshire – Bus Station Improvements

During LTP1, £7.4 million was spent building 4 new bus stations, owned and operated by Metro, at Batley, Cleckheaton (purchased from Arriva), Keighley and Ossett. Metro also made a contribution to the construction of the operator owned Wakefield bus station. In 2002, the Keighley bus station won 1st prize in the Transport Award at the British Council of Shopping Centres Town Centre Environment Awards.

£4.25 million was also spent on 6 bus station refurbishment schemes with 3 major refurbishments delivered at Bradford, Huddersfield and Pontefract and 3 minor refurbishments and access improvements at Holmfirth, Todmorden and Wetherby.

Improvements include 24-hour monitored CCTV coverage, electronic departure information and new, high-quality flooring and seating. Real time bus arrival displays have been provided at Batley and Clackheaton bus stations.

In addition, a new concept to public transport and shopping in West Yorkshire - Metro Kio – has been introduced. Metro Kio is a purpose-built shop, based in the bus station at which passengers can buy newspapers, sandwiches, drinks, etc. Metro's pre-paid travel tickets such as Day Rovers and MetroCards will also be available, along with timetables and other information. The shops enhance the waiting environment for passengers and improve perceptions of personal safety.

Public Transport Information

Authorities have improved the provision of information relating to public transport, using a combination of technology and traditional approaches.

Real time passenger information has been introduced in many authorities. This technology enables accurate departure times for buses to be displayed at bus stops by using global positioning technology to track buses along their route. The information can also be made available through mobile phone technology and on the internet. Over half of authorities have invested in new dynamic information systems at interchanges during LTP1.

West Midlands – Real Time Information (RTI) Project

The RTI project, which began in 1998, is the world's largest GPRS-based on-bus satellite RTI communication system and continued throughout the LTP1 period. Centred in Birmingham, it is a result of a flagship partnership between the DfT, Centro, Travel West Midlands (the principal bus operator) and MATTISSE (a consortium of communications and traffic information specialists). The system is used on 366 buses, operating on over thirty services, with 208 customer displays and two comprehensive displays in the city centre. These give passengers accurate and dynamic information about how long it will be until the next bus arrives.

Bus stops are being given a unique text message code so customers can access bus information from anywhere, via their mobile phones, before setting off to the bus stop. Information is also available over the telephone and on the internet.

The system also enables operators to monitor and manage their fleet of buses from a control room. This allows them to maintain more even gaps between buses where traffic flow allows.

Telford and Wrekin – Public Transport Information Strategy

Promotion and marketing is a central element of the Council's strategy to counter the traditionally poor perceptions of bus services.

Telford Travelink was set up at the start of the LTP period to provide easily accessible public transport information services including telephone and "over-the-counter" enquiries; joint timetable production; bus, coach and train ticketing; a website; journey planning; computerised display screen information systems and the provision of information at bus stops.

Travelink has since developed into the much broader Mobility Management Centre, linking public transport information, ticketing and marketing with broader sustainable transport provision. It enables customers to access taxi and car sharing schemes, demand responsive services, concessionary travel and walking & cycling information, as well as public transport services, including bus, rail and coach information. The centre also actively promotes the Council's work place travel services.

The Mobility Centre has been supported by a ground-breaking agreement with Telford FM, a local radio company, who provide regular transport bulletins and service updates every fifteen minutes during peak hours. In return for advertising on Council vehicles, Telford FM

also provides advertising air-time to promote new and existing passenger transport services within the borough.

Net satisfaction ('good'-'poor') for the availability of public transport information has increased from a baseline of -37% in 1999 to +26% in 2005/06. This is believed to have contributed to the 20% increase in bus patronage observed between 1999/00 and 2005/06.

Ticketing Initiatives

Ticketing initiatives which make public transport easier to use and more flexible, have been introduced in many authorities. These include combined bus-rail tickets, multi-trip and cross-boundary tickets, and development of smartcard ticketing.

Solent Travelcard – Through-Ticketing Initiative

The Solent Travelcard, launched in March 2004, is a joint initiative between Hampshire County Council, Portsmouth City Council, and Southampton City Council and is promoted as a commercial venture by all the bus operators in the South Hampshire area. The travelcard allows bus travel throughout the Solent area for just £5.50 per day or £20.00 per week, and is designed to remove the perceived barriers to travel associated with bus operators not accepting one another's tickets.

Ticket sales have risen steadily from 10,700 in the first quarter, March to May 2004, to over 27,000 per quarter by February 2006. Due to its success, the Travelcard area has now been expanded, north to include Winchester and westwards to Marchwood, Hythe and Calshot.



Solent Travelcard Source – Southampton City Council, Hampshire County Council

NoWCard – Smartcard Ticketing

NoWcard has been set up jointly by Cumbria and Lancashire County Councils, Blackburn with Darwen and Blackpool Borough Councils, in conjunction with the District Councils of Lancashire and Cumbria.

The NoWcard allows the bus service operator and the local authority to account accurately for concessionary fares, so that the concessions are paid for correctly. Each NoWcard has a small microchip, which holds details of the concessionary fare discount. All bus operators based within Lancashire and Cumbria have now been equipped with on-bus smart card readers and compatible ticket machines. The ticket machine can read the NoWcard, check its validity and ensure that the correct fare is charged.

At present, the scheme is limited to concessionary pass holders who are over 60 or have a sensory, mobility or learning disability. However, the card will eventually be developed into a fully integrated transport payment system.

Light Rapid Transit

The first LTP period has seen the introduction of a new Light Rapid Transit system in Greater Nottingham. In addition, a 'refresh' of the Supertram system in Sheffield began in 2005, and Tyne and Wear has invested £14 million in improvements to the Metro system. Full approval for £32 million expenditure on extension of the Manchester Metrolink system (Phase 3a) was announced in July 2006.

Greater Nottingham – Nottingham Express Transit

The Nottingham Express Transit (NET) light rail system opened in March 2004 at a cost of £200 million mainly funded through credit under the Private Finance Initiative. Some £11 million was funded through the LTP Integrated Transport Block.

The service operates on a 14km route between the City Centre and Hucknall to the north, and includes a line to serve the Phoenix Park and Ride site close to junction 26 of the M1. A total of 8.5 million passengers were carried in the first year of operation, and 9.8 million in the second.

The scheme has resulted in significant modal shift – 30% of passengers are estimated as having transferred directly from their car or use the Park and Ride provision. The 300+ Park and Ride services account for some 5,000 trips per day.

Public transport patronage in the corridor is up by 20% in the peak, with users attracted by the provision of high frequency services, long stretches of segregated track and junction priorities to ensure a reliable service, and City Centre penetration giving direct access to jobs and facilities.

Operating performance is of a high standard with system reliability and punctuality figures in excess of 99%, as recorded in 2005/06. A customer satisfaction survey in 2006 indicated that 94% of users were satisfied with the service provided.



Trams in Old Market Square, Nottingham Source – Nottingham City Council

Approximately 40% of tram passengers use multi-modal tickets, and local bus services have been restructured to integrate with the tram, through agreements or commercial pressure.

The opening of NET Line One has coincided with an upsurge in development activity adjoining the routes, such as The Pod and Lace Market Square schemes. The area around the Hucknall terminus has seen a mixture of retail, commercial and residential development.

Given the success of Line One, the Government recently granted approval for programme entry to two further extensions of NET to Beeston and Clifton with PFI credits totalling £437 million available subject to Transport and Works powers and satisfactory completion of procurement tasks. Subject to these stages being cleared, Lines Two and Three could commence construction late in the LTP2 period in 2010.

Improvements for Rail

Authorities have improved integration with rail by improving access routes to rail stations for pedestrians and cyclists, increasing bus services to rail stations, improved parking arrangements for cars, taxis and cyclists, information improvements, and security enhancements. There are also examples of new rail stations and development of rail-based park and ride schemes.

West Yorkshire – New Station at Glasshoughton

In February 2005, a new rail station opened at Glasshoughton, the first new rail station opened in the UK since early 2003. Located at M62 Junction 32 adjacent to a large leisure and shopping complex, Glasshoughton Station is served by an hourly rail link to Leeds. Glasshoughton was delivered by Metro using LTP capital funding, at a cost of £2.5 million, with additional funding contributions from the Strategic Rail Authority and a local developer.

Shropshire – Rail Station Access Improvements

The Council has worked in close co-operation with the train operating companies, infrastructure authorities, neighbouring local authorities and community groups, to implement the following improvements:

- Information provision – Integrated bus-rail information boards at all 16 rail stations, and in 8 major settlements. Introduction of RTPI at Shrewsbury station.
- Car parking and interchange facilities – Major refurbishment of Gobowen station, including extension of car parking facilities, installation of CCTV and a new waiting room and toilets. Other improvements included a new booking office at Ludlow; car park refurbishments at Whitchurch, Shrewsbury and Craven Arms; and improvements to bus interchanges at four stations.
- Cycle parking provision – The number of stations with cycle parking facilities has increased from four to thirteen over the LTP period.
- Community Rail partnership and service improvements – The Council has supported the work of three Community Rail Partnerships in undertaking publicity, marketing and campaign work, including support for innovative marketing events such as “Soup and Stroll” and “Real Ale Trail” promotions.

These improvements are believed to have contributed to the 13% increase in rail patronage in Shropshire since 2000/01.

Taxis and Private Hire Vehicles

A number of authorities have introduced shared-taxi schemes to serve rural or isolated destinations. Examples of these types of schemes are presented elsewhere in this report. Other initiatives include provision of new taxi ranks and improved waiting facilities, and development of Taxi Quality Partnerships to improve driver training and encourage use of fully accessible vehicles.

Derbyshire – Taxi Ranks

In Derbyshire, taxis are now allowed to use bus bays at night. This has proved useful outside nightclubs, enabling people to be moved out of town centres quickly. The scheme was carried out in partnership with the 'Who's taking you home campaign' by Chesterfield Community Safety Partnership in partnership with Derbyshire County Council Community Safety team.

Northumberland – Shared Taxis

A shared taxi scheme (with 21 participating Hackney Carriages) has been implemented as part of the 'Blyth Connects' Urban Bus Challenge scheme. Two mini interchange hubs have also been introduced in Bebside and Newsham. The scheme allows passengers arriving at the interchanges by bus to complete their journey by taking a shared taxi to Newsham Farm, Isabella, Cowpen Farm, Cowpen, Beaumont Manor and Kitty Brewster in Blyth. When the taxi is ready to go, the total number of people in the taxi is counted and each passenger then pays the fare for their destination.

The LTP contribution to the scheme was approximately £22,000.



Road Safety

All authorities report on their achievements in promoting road safety, providing examples of engineering solutions; speed management; education, training and publicity initiatives; and partnership working. These measures have created a safer travelling environment, and have contributed to a 30% reduction in the total number of individuals and a 45% reduction in the number of children killed and seriously injured (KSI) in road accidents since 1998.

Engineering Solutions

Authorities describe a range of engineering approaches for achieving casualty savings, and ensuring schemes deliver good value for money. These include single site and area wide schemes, improvements targeted at specific road-users, and creation of safer school, home and shopping environments.

Authorities also provide examples which demonstrate a data-led approach to improving road safety, and integration with other LTP work such as initiatives to encourage sustainable travel and maintenance.

Data provided by 57 authorities show that casualty reduction schemes implemented during the first Local Transport Plan period have reduced the number of personal injury accidents (PIAs) by 21%. Data presented compares average annual number of PIAs 3 years before scheme implementation with data for three years post scheme implementation. Data for 2004/05 and 2005/06 is either based on data available or is forecast.

Examples of different approaches are provided below. Examples of schemes focused specifically on providing safer journeys to school are included in the Travel to School section of this Chapter.

Northamptonshire – Data-led Management of the Network

Northamptonshire has spent almost £11 million on local safety schemes during the LTP1 period, delivering around 150 schemes and resulting in a 33% reduction in KSIs. Now that accident cluster sites are rare the road network has been categorised as 'Red, Amber or Green' according to the level and classification of collisions over 1km length in a rural area and 500 metres in an urban area.

- **RED** = Sites with 4 or more KSI accidents requiring full collision and casualty profiling and focused activity.
- **AMBER** = Sites with 3 or more KSI accidents requiring close monitoring to ensure that effective measures can be taken to prevent escalation to a red site.
- **GREEN** = Sites with less than 2 KSI accidents requiring little attention at the present time.

The sites and routes chosen for casualty reduction intervention are on red or amber routes and where casualty and collision profiling indicates a high number of KSI casualties. Measures used to reduce casualties have included high-profile red-route signing, leaflets, targeted enforcement and engineering measures. Outcomes have included the A43 red route between Kettering and Corby being classified by the European Road Assessment Programme (EuroRAP) as the most improved route in Britain, and the A509 between Wellingborough and Isham which achieved a two-thirds reduction in KSIs as a direct result of works carried out.

Devon – Reducing Motorcycle Casualties

In 2003, the Council embarked on a campaign called Bringing Bikers out of the Blind Spot. Bikers were consulted through questionnaires and an online forum, and crash site analysis was undertaken in both urban and rural areas. This led to engineering improvements such as road signage and anti skid surfacing, as well as initiatives including 'Spiller Killer', rider training and the urban route strategies 'Think Biker' and 'Biker in Your Blind Spot.' Between 2002 and 2004 there has been a 30% drop in bikers killed or seriously injured, 100 riders have been through the risk reduction scheme, and the initiatives have been included in the Institute of Highways Engineers good practice guidelines.

Lincolnshire – Road Safety Red Routes

In 2003, the Lincolnshire Road Safety Partnership identified twelve routes which, although representing just 9% of the County road network, accounted for 49% of all killed and seriously injured casualties in the previous 3 years.

These routes were classified as “Road Safety Red Routes” and targeted with:

- high profile signing highlighting the road as a Red Route and giving information about the number of fatalities;
- leaflets explaining the problems, showing the collision hot spots and providing advice to drivers;
- high visibility Police enforcement and a high profile media campaign; and
- additional funding for engineering improvement schemes.



Red Route signing in Lincolnshire
Source - Lincolnshire Road Safety Partnership

The initiative has been very successful with the annual average number of KSI casualties after over two full years of operation showing a combined reduction of 30% compared with that for the three years immediately preceding the initiative.

Kingston Upon Hull – Mixed Priority Route Demonstration Project

The Newland Avenue scheme is part of a national initiative to improve road safety on mixed priority routes (i.e. those with competing activities). The scheme was designed to calm traffic and reduce street clutter, and to provide a more attractive environment with more space for pedestrians, better footway surfaces, better public transport access and improved management of parking. Various stakeholders participated in the development and design of the scheme.

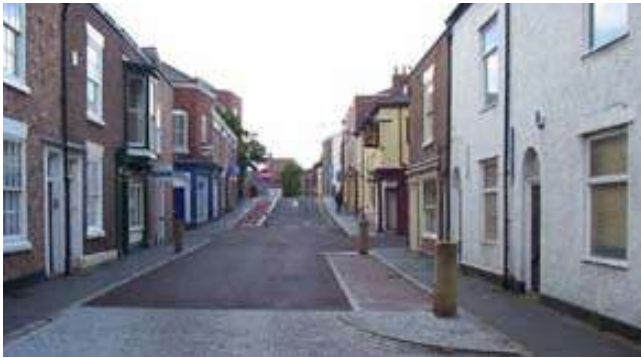
The scheme had a number of innovative elements one of which was the ‘informal crossing’ markings (see below), which required separate DfT approval. These are being monitored closely to observe their performance.



Newland Avenue Mixed. Priority Road Safety Demonstration Project. Photo illustrates ‘Informal Crossing’ markings which received special authorisation from DfT until 2009.” Source – Hull City Council

Initial evaluation has revealed the following:

- pedestrian crossing movements have increased by 18%;
- traffic flows on Newland Avenue have dropped by 5%; cycle flows have increased by 17%; and the number of people getting off buses (at the 4 busiest stops) has increased by 48%; and,
- property values within the Newland Ave postcodes increased by 60% between July 2003 (project launch event) and June 2005. This compares to a 20% rise within the whole of Hull over the similar period.



Chester Home Zone Source – Cheshire County Council

Cheshire – Chester Home Zone

The Chester Home Zone includes some 500 households and is located at the heart of a number of mixed-use regeneration projects. Predominantly a residential neighbourhood, the area possessed limited open space, anti-social behaviour was problematic and “rat-running” was a major problem.

Following detailed consultation, some 540 metres of street has been “home zoned” and a further length (in excess of 1,000 metres) is incorporated into a wider 20 mph zone. Approximately 500 metres of Francis Street and Crewe Street East are traffic calmed. Features include one way streets and cul-de-sacs to reduce through traffic, raised road surfaces to create “shared” areas, chicane layouts and parking bays, a de-cluttered streetscape and the use of sympathetic signing, new landscaping (including a children’s play area), improved lighting, a residents parking scheme covering the whole area and the upgrade of local bus stops.

Traffic impact has been dramatic with a reduction in mean speed from 21 mph to 15 mph on Egerton Street (Home Zone) and from 21 mph to 19 mph on Francis Street (traffic calmed and 20 mph zone). Traffic flows on Francis Street have been reduced by 37%.

There has been a high degree of community support from local residents for the project and lighting improvements have helped reduce concerns over anti-social behaviour. A post scheme survey shows that satisfaction is very high and a real sense of community pride has been engendered.

The scheme cost £650,000 and was funded through the DfT Home Zone Challenge (£300,000), the LTP budget (£140,000), Chester City Council (£113,000) and developer contributions (£100,000).



Normanton Home Zone, Derby Source – Derby City Council

Authorities have targeted speed-related accidents through vehicle activated speed warning signs; speed limit reviews and signage; traffic calming; and a range of education, training and publicity approaches.

Many authorities are also members of Safety Camera Partnerships involving the Police, and other stakeholders such as Primary Care Trusts, the Prosecution Service, and Her Majesty’s Court Service. An evaluation of outcomes in the 38 areas that were operating in the national safety camera programme between April 2000 and March 2004 shows that vehicle speeds at speed camera sites have dropped by around 6%; there has been a 22% reduction in personal injury collisions at sites after cameras were introduced; and 42% fewer people have been killed or seriously injured²¹.

Warwickshire – Review of Village Speed Limits

Warwickshire has undertaken a systematic review of speed limits in villages with A and B roads running through them. To date 25 villages have had lower speed limits introduced. Monitoring of vehicle speeds taken after speed reduction measures have been introduced indicate that vehicle speeds have been reduced by an average of 6mph. The introduction of village traffic calming schemes has been carried out in partnership with Parish Councils and local communities.

West Sussex – Use of Vehicle Activated Speed Warning Signs

West Sussex have made use of vehicle activated speed warning signs with over 45 installed during the LTP1 period – primarily on the A24 (Horsham to Capel). They are generally used to support compliance with the speed limits introduced in rural areas. Before and after monitoring of signs installed on the A24 at West Grinstead shows that average speeds have fallen by 7 mph and the number of vehicles exceeding 70 mph has fallen by 26%.

²¹ National Safety Camera Programme: Four year evaluation report (PA Consulting Group and UCL, Dec 2005)

West Berkshire – Reducing Speed Related Collisions

The Council has reduced the number of collisions where speed is an issue from over 90 at the start of the LTP period, to 70 in 2005. Initiatives have included:

- Partnership working with Neighbourhood Action Groups (NAGs) e.g. Pangbourne Speed Awareness Day.
- Joint working with Thames Valley Police in speed and seat belt checks, 6 monthly speed limit reviews, focused events and campaigns.
- A twice yearly Speed Limit Review involving Thames Valley Police, officers from Road Safety, Traffic Management, Transport Policy, the local community and Parish Councils.
- Use of 8 Speed Indicator Devices (SIDs) and 3 Speed Data Recorders at an average of 40 sites per week. 150 Parish Councillors have been trained in the use of SID machines to ensure more effective use and coverage of this work across the District.

These measures have contributed to a 42% reduction in the number killed and seriously injured and an 86% reduction in the number of children killed and seriously injured within the district.

Education, Training and Publicity Initiatives

Authorities have supported capital schemes with revenue-based education, training and publicity activity. Partnership working has been an important element of many initiatives.

(i) General

Kingston Upon Hull – SMARTRISK Project

The SMARTRISK project in secondary schools is delivered in partnership with NHS Primary Care Trusts, Humberside Police and the East Riding of Yorkshire, North and North East Lincolnshire Councils. SMARTRISK involves a presentation from an 'injury survivor' to secondary school pupils. It uses a light and music show with rapidly moving images to engage with pupils. The message is personal, powerful and often deeply moving. Since 2003 around 4,000 pupils a year have been given the presentation. Funding is from Roadaware Partnership which is reviewed annually.

(ii) Drivers and Motorcyclists

Cambridgeshire – Targeting Young Male Drivers

A road safety campaign in Cambridgeshire targeted young male drivers. In February 2005 around 10,000 valentine cards were sent out to secondary schools and colleges,

cinemas, leisure centres, pubs and clubs. The cards carried the rose symbol and played on the idea that driving dangerously could cause the death of a loved one. The cards were followed by posters in male washrooms in pubs and clubs carrying a similar message. Research into the success of the campaign found that 81% of respondents thought that the campaign was thought provoking and effective, while 77% said the campaign made them think about the consequences of driving too fast. In 2004 the campaign won the prestigious Prince Michael Road Safety Award.

(iii) Pedestrians/Cyclists

Merseyside – Child Pedestrian Training

Knowsley Council won a Beacon Award for Road Safety in 2006 for their 'Training Assessment Programme' for child pedestrians. Children in Year 1 or 2 are accompanied to the roadside and tested on a range of key pedestrian skills. An assessment report and training guide is then sent home to each parent or guardian. Children are re-assessed three months after their initial roadside session and evaluation has shown that the proportion of children who perform poorly falls from 60% to 30%.

Darlington – Cycle Training

In 2000/01, Darlington developed its on-road cycle training programme. By 2004/05 over 2000 children had been trained and a pilot scheme was introduced with year 7 children for advanced training. The Sustainable Travel Demonstration Town status has provided additional funding to enable cycle training to be offered for free, and take-up is currently being monitored, particularly in deprived areas. 90% of schools have taken up training and there has been a 42% increase in pupil take up of cycle training in the last year.

Darlington has also been accredited as a national cycle instructor-provider, one of only 5 in England, providing training to other local authorities enabling them to deliver cycle training to the national standard.



*Pupil participating in on-road cycle in Darlington
Source – Darlington Borough Council*

Sustainability of Transport Policies

Authorities have reported on strategies to improve surface access to airports, address pollution issues in Air Quality Management Areas and air quality 'hotspots', tackle climate change, address the needs of the countryside, and encourage sustainable distribution practices.

Surface Access to Airports

Authorities have worked with airport operators and other key stakeholders to deliver multi-modal interchange improvements at airports, introduce new public transport services, improve pedestrian and cycle links, and develop Travel Plans. This is helping to encourage greater use of sustainable transport modes by both passengers and employees.

West Midlands – Multi Modal Interchange and New Air-Rail link

In March 2003, a new LTP funded multi-modal interchange opened at Birmingham International Airport. This was a partnership scheme between Birmingham International Airport, Network Rail, the (former) Strategic Rail Authority, and the local authorities. The interchange provides a focal point for public transport services to the airport and the nearby National Exhibition Centre (NEC). It also complements other transport improvements being made, particularly the replacement of the former Maglev Station to Airport link with a new SkyRail link.

During the first year of the Air-Rail link and multi-modal interchange operating, arrivals by rail increased by 34%. Car journeys to the airport decreased from 71% in 2001 to 67% in 2006.



Birmingham International Multi Modal Interchange
Source – BIA Limited, Solihull Metropolitan Borough Council

Luton and Dunstable – Promoting Sustainable Access to Luton Airport

In 2002, a successful supplementary bid for £360,000 enabled a comprehensive package of transport improvements to be implemented at the airport.

Improvements include enhancements to the bus terminus; introduction of a payment system at the car drop-off zone to create additional priority for buses by preventing overstaying and removing waiting traffic; opening of a 'one-stop shop' for public transport information and sales in the terminal and installation of live rail and coach information.

To help pedestrians, additional footways and crossings have been built and part-time 'wig-wag' signals have been installed to calm traffic and allow pedestrians to cross safely. A bus lay-by and two new bus shelters have been installed.

The result of this investment is a continuing trend towards use of sustainable modes, now used by 41% of those arriving at the airport compared with 35% in 2000/01.

Actions in Air Quality Management Areas and Air Quality Hotspots

Since 1997 local authorities in the UK have been carrying out a review and assessment of air quality in their area. The aim of the review is to assist authorities in carrying out their statutory duty to work towards meeting the national air quality objectives. If a local authority finds any places where the objectives are not likely to be achieved, it must declare an Air Quality Management Area (AQMA) there.

Between April 2001 and March 2006, LTP authorities declared 190 AQMAs, associated with exceedences of the national objectives for nitrogen dioxide (NO₂) and particulate matter (PM₁₀)²². Approximately half are related to transport emissions on local authority roads, with most of the remainder associated with emissions on Highways Agency roads.

Authorities have reduced the contribution of road transport to pollution problems in AQMAs through effective traffic management measures and promotion of sustainable travel options, use of more environmentally-friendly vehicles, and by raising public awareness. At least 15 AQMAs were revoked during the LTP1 period²³.

²² Based on data provided by the Department for Environment, Food and Rural Affairs

²³ As above.

Cornwall – Traffic Management Measures to Improve Traffic Flow

Cornwall declared one AQMA and five air quality 'hotspots' during LTP1. The 'hotspots' are very localised and are due to slow moving traffic producing higher emissions under still weather conditions. Traffic management and measures to encourage sustainable travel are being implemented to reduce pollution:

- In Penzance, clearer signage, more provision for cyclists and a change in one-way flow for general traffic up hill on Market Street, has reduced levels of traffic using this street and diverted traffic on to the town's distributor road.
- Implementation of the Falmouth Transport Package has involved restricting town centre access for vehicles, pedestrian and cycling improvements, a bus and ferry park and ride site, and bus priority measures. Vehicles are now directed to more suitable routes and air quality has started to improve in the main shopping streets.

Greater Manchester – Actions in Air Quality Management Areas

Significant areas of Greater Manchester have been declared AQMAs. In response, a number of schemes and initiatives have been implemented, which have helped meet targets for exceedences of National Air Quality Strategy standards for NO₂ and PM₁₀ concentrations.

These include:

- an LTP-funded Cleaner Vehicles Campaign and vehicle emission testing scheme. The failure rate for diesel cars has improved from 11% in 2003 to 7% in 2005;
- grants for operators to fit particulate traps to existing buses. Some 350 buses have been fitted with devices since 2001. In addition contract conditions for subsidised parts of the bus network now require vehicles to be fitted with particular traps;
- a real time air quality information website.

Reducing Exposure to Noise

Authorities have reduced exposure of transport users, residents and visitors to transport-related noise through the use of noise reducing road materials, quieter public transport vehicles, partnership working with airport operators, and traffic management measures.

Surrey – Use of Noise Reducing Material

Surrey have implemented 443 resurfacing schemes using noise-reducing materials during the LTP period, covering a total of 256 km within residential areas. 14% of the population now benefit from these schemes, compared to 2% in 2000/01. The authority has adapted its approach to traffic calming techniques to reflect the growing concern regarding amongst other issues, the levels of noise generated by traditional vertical traffic calming measures. A greater focus is now being placed on horizontal measures and vehicle activated signs to control traffic speeds and behaviour without generating additional road traffic noise.

Climate Change

Councils are taking action to tackle climate change through travel plan activity; improvements for walking, cycling and public transport; travel awareness campaigns; use of environmentally friendly vehicles; and reducing the need to travel. These measures are contributing to a reduction in traffic related carbon dioxide emissions and a slowing of traffic growth in some areas. For example:

- the package of measures implemented in Shrewsbury over the LTP period has resulted in a 2% reduction in traffic entering the river-loop area, against a backdrop of a 1% increase in the number of people entering the town centre;
- traffic entering Exeter city centre has fallen by 5-10% on 2000 levels; and,
- traffic growth in Telford & Wrekin is now 1% p.a. compared with 4% p.a. in 1999.

West Sussex – Reducing Climate Change through the Council’s Travel Plan

The Council have invested in the Staff Travel Plan to encourage sustainable travel and provide a good practice example to other business in the County:

- Staff are encouraged to use pool vehicles, where car is the only practical option. In total, 19 out of the 55 pool vehicles run on LPG. In 2005 the financial benefits of using LPG vehicles amounted to a £9,000 saving to the car mileage budget.
- The Council introduced car share bays and a charging scheme in 2006, with staff paying between £100 and £200 per annum for entry to the car park. Income will be used for further staff Travelwise initiatives.
- An internet car share scheme (www.westsussexcarshare.com) was developed together with a separate system for staff based at schools. There are currently 120 staff registered (with about 670 in the public scheme). Current performance suggests that the scheme is saving 250,000 miles per year and reducing annual CO₂ emissions by over 50 tonnes.
- To encourage cycling on business journeys the Council have invested in three pool bikes and increased the cycle mileage allowance in line with the Inland Revenue tax threshold. In addition, the motorcycle/scooter loan criteria have been reviewed to enable staff to select from a broader range of Powered Two Wheelers. Over the LTP1 period, the Council supported 20 bike loans and 4 motorcycle loans and 94 passenger transport season ticket loans.

Greater Nottingham – Travel Awareness Campaign

The Big Wheel travel awareness campaign, managed by the Greater Nottingham Transport Partnership, has been instrumental in promoting the integrated transport system in Greater Nottingham through a mix of media campaigns, local events, and the Big Wheel website. Specific activities have included: large scale mail drops to residents detailing the transport vision for Greater Nottingham and the available alternatives to the car; branding of vehicles/bus shelters; Radio/TV/newspaper advertising and public events; the ‘Kangaroo’ travelcard which can be used on all modes of public transport; prize draws and promotional offers; and poster campaigns. The Big Wheel website provides information on travel to work and schools and the health benefits of walking and cycling.

Surveys suggest that The Big Wheel campaign is raising the profile of travel options in Greater Nottingham and has also started to impact on people’s travel mode decisions. Respondents of a survey in 2004 revealed that 71% were aware of the LTP and 57% of the Big Wheel campaign.

Greater Bristol – Car-share Scheme

Bristol’s car sharing scheme (www.2carshare.com) covers the whole of the Greater Bristol area and over 20 major employers now sponsor the scheme. Membership in 2005/06 reached 4,000 with over 60% of users able to find a car share match. Extensive promotional activities include:

- Road signs advertising the website located on the 2+ lanes of the A4174 Avon Ring Road and at congestion hotspots;
- Green Travel Roadshows at employer sites;
- Radio advertising, petrol pump promotions and sponsorship campaigns;
- 2+ parking spaces at major employer sites, such as Rolls Royce, Atkins and Telewest.



Long Ashton High Occupancy Vehicle Lane, North Somerset

Source – Joint Transport Team, West of England Partnership Office

Addressing the Needs of the Countryside

Authorities have improved accessibility in rural areas by expanding the conventional bus network, enhancing voluntary and community transport services such as dial-a-ride, and more innovative approaches such as demand responsive services, and car-share schemes. These services ensure those living in rural areas are able to access shops and services without the need for a car.

Other initiatives have focused on encouraging sustainable travel by those visiting the countryside, and creating a more pleasant environment for walkers, cyclists and horse-riders.

Cumbria – Demand Responsive Services

The Rural Wheels project is a demand responsive service, developed to complement the conventional rural bus network by providing an important element of transport provision in remote rural areas. Delivered by the Countryside Agency through the Rural Transport Partnership, Rural Wheels serves two parts of the County utilising commercial and voluntary transport providers and taking advantage of smart card technology. The support of 30 volunteers provides a sustainable transport option for many areas. For example, the Fellrunner in the sparsely populated Eden Valley provides a vital link to the market town of Penrith.

The scheme has made an important contribution to the Countywide improvement in rural bus accessibility, with 60% of households having access to an hourly bus service compared to 27% in 2002.



Rural Wheels Scheme in Cumbria
Source – Cumbria County Council

East Riding – Dial-a-Ride Services

The MiBUS service was started in January 2004, enabling Local Community Transport Operators to run door-to-door Dial-a-Ride services for people in isolated rural communities. Passenger numbers increased tenfold from January 2004 to March 2006. Almost 9,000 people have used the services since inception, exceeding the target of 7,000 by 2006. As a result of the scheme, the area covered by public transport has increased from 49% in 2001 to 85% in 2006, or by 85,000 hectares.

Devon/Dorset/South East Dorset – Sustainable Access to the Countryside

The X53 Jurassic Coast bus service, linking Exeter to Bournemouth along the Jurassic Coast World Heritage Site, provides direct access to the coast for residents of Exeter and the Bournemouth-Poole conurbation.

The service has been a big success, with passenger numbers increasing from 56,000 in 2002/03 to 122,000 in 2005/06. The service was awarded best rural service in the 2005 National Transport Awards.

Kent – Quiet Lanes Scheme

In March 2002, Kent launched the Greensand Ridge and Quiet Lanes National Demonstration Project to encourage walking, cycling and horse riding through minor traffic engineering measures to discourage cars, especially rat-running. Quiet Lanes were created with the target of an 8% reduction in vehicle volumes and a 4 mph reduction in vehicle speeds. Through traffic was discouraged by auditing signage in the area and removing through signing to major urban areas. Traffic calming measures such as false cattle grids, road narrowing, and road edge/verge protection were implemented to reduce speeds in the area. The Council has since produced guidance for other authorities wishing to introduce Quiet Lanes and won the Royal Town Planning Institute (RTPI) Regional Award for Planning Achievement in 2002.



Rural Speed Management Scheme in Worcester
Source – Atkins

Sustainable Distribution

Authorities have established freight quality partnerships to work jointly with operators to encourage more sustainable distribution practices. Other initiatives include lorry routing strategies, production of freight distribution maps for operators and lorry drivers, freight distribution centres, and promotion of rail and water-based modes.

Surrey – Freight Quality Partnerships

Surrey have established five FQPs in Guildford, Epsom and Ewell, Spelthorne and Elmbridge, Runnymede and Woking.

- The Guildford FQP produced and distributed an information leaflet for the Guildford town centre area, advising on delivery routes and parking/loading areas.
- The Elmbridge, Spelthorne and Runnymede FQPs have undertaken an extensive study of freight movements in the combined area.
- Cross boundary partnership working with the London Borough of Kingston enabled the delivery of a cross-boundary directional signing scheme for trading estates in Epsom and Ewell, and the London Borough of Kingston.

In addition, three schemes allowing HGVs access to bus lanes have been implemented: two in Guildford, including Onslow Street in the town centre, and a 1 km section of the A30 at Camberley.

Leicestershire – Lorry Route Network

During LTP1, Leicestershire completed the first project in the country aimed at providing a comprehensive Countywide network of approved lorry routes to aid the efficient movement of heavy goods vehicles and to improve the environment for residents by making sure lorries travel on suitable roads. The scheme has involved introduction of area-wide 7.5 tonne weight restrictions across most rural areas of the County, and a full programme of road classification and direction signing. To enhance the impact of the scheme, the Council has incorporated stringent HGV routing agreements in new planning permissions for businesses that generate significant HGV traffic.

Diverting the traffic onto more suitable routes has allowed the introduction of traffic calming measures in a number of communities where this would not have been possible when there was a high HGV flow. A number of communities have experienced reductions in the amount of HGV through traffic of at least 70%. Other benefits include a decline in the number of HGV accidents, reduced HGV mileage because better signing is helping better route planning, and highway maintenance savings. The scheme was recognised as good practice in the Government's Rural White Paper.

Greater Bristol – Freight Consolidation Scheme

Substantial partnership working with business has seen the introduction of various schemes to improve transport efficiency including the groundbreaking Broadmead Freight Consolidation Scheme. The initiative serves over 50 Bristol city centre retailers from a consolidation centre at Emersons Green. Initial results have shown a 70% reduction in freight movements (around 75,000 km) among participating retailers. This has reduced the need for lorries to come into the city centre. The scheme also helps to address air quality issues on the M32 corridor.



Broadmead Freight Consolidation Scheme
Source – Bristol City Council

Cycling

Authorities have promoted cycling by giving increased priority to cyclists, integrating cycling and public transport use, promotional activities, and use of cycle reviews and audits to ensure that the needs of cyclists are considered in scheme designs and to ensure that schemes implemented offer value for money. Joint action with health, education, commercial and voluntary bodies is a feature of many initiatives.

Increased Priority for Cyclists

Authorities have given priority to cyclists by providing them with separate facilities from other road users or placing them higher in the road user hierarchy. Specific measures include provision of on-/off-road cycle lanes; advanced stop lines at traffic signals and junctions; dedicated cycle crossings and access to areas in which cars are prohibited. These schemes create a safer and more pleasant environment for cyclists.

Medway – Cycle Network Improvements

Medway Council has invested £1.3 million in implementing cycle schemes, including 5 new Toucan controlled crossings, cycle parking at a number of secondary schools and strategic public locations, cycle lockers at 5 mainline stations, and additional Sheffield stands at Chatham and Gillingham. The size of the cycle network in the area has increased by 45% to just under 80km, and has been developed with close input from local cycle groups. In addition, a free Medway area cycle network map has been produced, and the Council has worked in partnership with the RSPB to promote cycling and walking around two RSPB sites close to National Cycle Route 1.

These measures have contributed to a 42% increase in cycling to railway stations; a 108% increase in cycling to work and school, as monitored by annual screenline manual traffic counts; and an increase in use of National Cycle Route 1, based on independent surveys.

Medway's achievements in cycling have been recognised nationally, with an officer from Medway Council being nominated to be a representative on the Local Authority Cycling Association (LACA) steering group.

Reading – Cycle Network Improvements

Reading Council has created over 15km of traffic free cross-town cycle routes, requiring only a crossing at two signalised junctions. This has been achieved by providing full scale segregated lanes alongside busy main and local roads, rebuilding deteriorated riverside paths and building five bridges over the rivers in Reading to provide joined up cycle access. Capacity re-allocation has taken place to provide cycle lanes at junctions and advance stop lines have also been provided at traffic light controlled junctions.

Suffolk – Enhanced Priority for Cyclists

The Ipswich town centre gyratory system was completed in 2003 and for much of its route access is restricted to buses and cyclists, with contra-flow lanes running the full length of the one-way sections. A number of junctions have been modified to give priority to cyclists wishing to use the gyratory route.

Devon – Cycle Parking at Public Transport Interchanges

'Park and Change' facilities have been provided in Barnstaple which enable people to either cycle to Park and Ride sites and catch public transport for their onward journey, or drive to the parking facility and cycle into town. Cycle lockers have been provided to allow secure storage.



Use of cycle network in Ipswich Source – Suffolk County Council

Southend-on-Sea – Promotion of Leisure Cycling

The Council worked with Sustrans to implement a new 3.5km Seafront Cycle Route, incorporating features such as high quality surfacing, cycle stands, kerb drainage and new lighting. The scheme was implemented using £750,000 LTP capital and an additional grant from Sustrans. It was completed in 2002 and forms part of Route 16 of the National Cycle Network.

Monitoring of the cycle route since 1999 has shown consistent use, with average daily flows of 230 cyclists per day, over 400 on a Sunday and over 750 on a Bank Holiday Monday. Reduced traffic speeds on the adjacent carriageway have been recorded, due to the road safety speed reduction features incorporated into the scheme. The route is now in daily use for work journeys, allowing rapid access to Southend town centre.

The 'Blue Peter Bikeathon' sponsored ride has been staged along the route for two years running. The opening of the second phase of the route coincided with the purchase of a Mobile Cycle Unit to aid promotion of cycling and training for children.

Integration of Cycling and Public Transport

In order to encourage and enable people to cycle part of their journeys, authorities have increased cycle parking provision at public transport interchanges including park and ride sites; provided secure lockers; and have worked with operators to increase the opportunities for carrying bikes on trains and buses.

Reading – Cycle Parking at Public Transport Interchanges

At Reading Station, 454 cycle parking spaces have been provided as part of the interchange rebuilding works. Facilities have also been provided at Park and Ride sites.

East Riding of Yorkshire – Yorkshire Coast Buscycle

The Council has worked in partnership with Yorkshire Forward to introduce the Yorkshire Coast Buscycle. This is a 28 seat bus with a trailer for cycles to encourage cyclists to enjoy and use the quiet Holderness lanes. The Council has also installed over 800 new secure cycle stands at numerous locations across the area.



Millers Crossing over the River Exe at Blackaller Weir, close to the centre of Exeter Source - Devon County Council

Cycle Promotion

In addition to infrastructure improvements authorities have also promoted cycling through cycle training initiatives; by raising awareness of the benefits of cycling and cycling routes and facilities available; organising cycling events; working with schools, businesses, the police, health authorities and other stakeholders; and by demonstrating best practice through Council travel plans.

Isle of Wight – Promoting Cycling to School, Work and for Leisure

The Isle of Wight Council has used a combination of infrastructure and education, training and publicity measures to achieve a 143% increase in cycling.

The Council was able to use the PSA “pump priming” money to employ a Cycling Promotion Officer and through a concerted effort has over the past five years seen a year on year increase in the number of cycling trips.

Key achievements include:

- Infrastructure improvements such as the introduction of on-road cycle lanes, advanced stop lines at traffic lights, improved parking facilities, and the completion of the off-road, Newport to Sandown cycle track, NCN 22, which was completed in June 2003.
- The introduction of cycling as part of the High School curriculum.
- Signing the round the Island “Randonee Route”.
- Establishing strong links to Education, Health, Road Safety, Safer routes to schools and School Travel Plans initiatives.
- 2005 Shimano Cycling Concept Award for Bike Wight, which involves a website-based computer game, which requires physical activity and participation by participating children.
- Development of level 2 training in middle Schools.
- Establishment of Children’s Cycling Club.

The Cycling Promotion Office has also worked in partnership with the Council’s events team, Island 2000 Trust, Tourism, Wightlink, Rights of Way Team, Road Safety Team and others to expand routes and trails and promote cycling events. The Island now hosts a number of nationally recognised on road and off road cycle events, a number of which organised in the shoulder months have helped to lengthen the tourist season. The introduction of “bag tag” a luggage transfer system developed by Island 2000 Trust and supported by IW Tourism has further enhanced the car free, walking and cycling options.

Tyne and Wear – Promoting Cycling to School

South Tyneside Council has assisted schools in encouraging pupils to cycle to schools. For example, promotional cycle fairs have been held to promote infrastructure improvements. These events are organised in partnership with schools, Council officers, Sustrans and the police, and can involve a cycle stunt team, cycle tagging, and clowns on bicycles, as well as road safety messages. The schools involved are committed to undertake on-road cycle training provided by the Council's road safety team.

The proportion of children cycling to school has increased from a baseline of 1% to 4%, with levels of up to 8% where cycle storage facilities have been installed.

Further examples of schemes to promote cycling can be found in the sections on Road Safety and Speed Management (cycle training), Travel to School, and Travel to Work.

Cycle Reviews and Cycle Audits

Authorities been involved in cycle reviews and adopted cycle audit processes in order to ensure that schemes deliver value for money and that opportunities to improve cycle facilities through wider schemes are identified.

Southend-on-Sea – Cycle Network Appraisal

The Council undertook a comprehensive appraisal of their cycle network during the LTP1 period using a combination of IHT and Dutch CROW appraisal criteria (coherence, directness, safety, comfort and attractiveness). The appraisal identified over 150km of proposed cycle network, cycle desire line corridors and ranked the routes into a hierarchy using a scoring system, prioritising the routes that met the most criteria and represented best value. The appraisal work has been praised by the English Regions Cycling Development Team.

Greater Manchester – Concise Pedestrian and Cycle Audit (COPECAT)

Greater Manchester Local Authorities identified the need for a practical and effective audit system for pedestrians and cyclists. The new COPECAT system can be easily applied at different levels depending on scheme significance or staff resources, and concentrates on the main issues involved. It was anticipated that COPECAT would help to:

- improve the quality of highway or route infrastructure schemes for pedestrians and cyclists;

- improve the value for money of schemes by providing more effective features and reducing the need to change them at a later date;
- identify and take advantage of opportunities to improve pedestrian and cycling infrastructure;
- raise awareness of the needs of these groups and assist local authority staff in improving their skills and knowledge of how to cater for them;
- give an opportunity for input from pedestrians and cyclists in the design procedure; and
- achieve a greater degree of design consistency.

COPECAT has proved a useful tool, and has been well used by a number of local authorities within Greater Manchester, resulting in implementation of a number of schemes which have benefited from application of COPECAT.



Ride the Network - Cycling Poster
Source – Stoke-on-Trent City Council

Walking

Authorities have promoted walking through infrastructure improvements which create a safer, more secure and pleasant environment for pedestrians (e.g. new and improved footways, crossings, street-lighting, CCTV, public realm enhancements, etc.); maintenance of footways; education, training and publicity initiatives; and travel planning activity.

Worcestershire – Implementation of Walking Strategy

As part of Worcestershire’s Sustainable Travel Demonstration Town initiative during 2005, 5247 households were invited to participate in Phase 1 of the Individualised Travel Marketing (ITM) programme, with 58% expressing an interest in receiving information or advice. Assessment of the behaviour change as a result of the ITM programme showed a transfer from the car to walking for an average of 33 trips per person per year (equivalent to a 17% increase in walking).

The Council has also invested in infrastructure improvements to the pedestrian environment. Some 48 new pelican crossings have been installed (8 of which are toucans), 28 pelicans have been upgraded/improved, and 40 un-signalled crossings have been installed as part of the Safer Routes to School programme.

There have been extensive upgrades to the pedestrian network in Redditch including 19 subways with improvements to lighting, vegetation removal and other maintenance works. Some 50 new or improved footways have been installed including new footways where none existed previously, widened footways, kerbing, resurfacing and lighting.

Merseyside – Implementation of Walking Strategy

High Quality Routes – Liverpool City Council has identified key pedestrian routes across the city centre linking visitor attractions and facilities, public transport and key cultural quarters. Some 84 fingerposts, and 46 information and map panels, have been erected across the city to enable easy accessible routes to be identifiable. City Centre Movement Strategy public realm, traffic speed and pedestrian improvements (part LTP funded) have ensured a better quality and safer experience of walking in the city centre. The City Council recently received the National Transport Award for Walking and Public Realm for this city centre work.

Promotion – Walking is promoted through the authority’s Travelwise Campaign, which has included 202 school and 64 workplace travel plans. The Travelwise calorie map for Liverpool highlights key walking routes linking offices, universities, public transport and visitor attractions and highlights the health benefits of making regular short trips on foot. The map has proved popular with a variety of audiences including students, office workers, visitors and employees. Surveys show that 36% of people using the maps usually walked for at least half an hour per day prior to publication of the map. In contrast, 64% of users now walk for at least half an hour each day. The map has now been developed to also show fat burning and step counts for these routes. Further healthy walk maps have been developed for Southport, Birkenhead, and Bootle, with maps for St Helens, Huyton and Kirkby in development.

Parking

Authorities have implemented parking measures which reduce traffic levels in urban centres, encourage mode shift away from cars, include maximum standards for new development and involve on street charging and effective enforcement.

Managing the Supply of Town/City Centre Parking

Authorities have sought to effectively manage town centre/ city centre parking in order to reduce traffic levels in town centres and promote sustainable modes, whilst at the same time ensuring enough good quality publicly available parking to support the continuing economic viability of retail and leisure investment in these locations.

Measures include charging policies which favour short stay parking and discourage long stay commuter parking in central areas; the introduction of Controlled Parking Zones (CPZs) to regulate on-street parking and discourage long stay or inappropriate parking in residential or similar areas; and a reduction in long stay parking spaces in urban centres and provision of park and ride spaces on the edge of urban areas or other alternative modes. In addition, the ability of local authorities to take over parking enforcement duties from the Police (a process known as Decriminalised Parking Enforcement, DPE, Local Authority Parking Enforcement, LAPE or Civil Parking Enforcement, CPE) has been taken up by many authorities over the last 5 years.

Darlington – Comprehensive Parking Strategy

Traffic flow on 5 arterial roads in Darlington has declined by 6% since 2003/04. Parking policies which have contributed to this reduction include:

- A doubling of long stay parking charges to £3.
- A policy not to increase the number of long stay spaces available in the centre;
- Introduction of maximum parking standards for new developments. These have been introduced with opportunities to negotiate revised standards in connection with, for example, a new cycle link and/or bus stop.
- Implementation of six CPZs around the town centre as well as a part time scheme near the football ground.
- The introduction of charging for on-street spaces which were previously only restricted by time.

In addition, almost £600,000 of LTP funding was spent on improving car parks. ‘Safer Parking’ status has been achieved at 10 car parks with additional benefits in terms of disabled parking facilities, cycle parking and help points. Variable Message Signing (VMS) has been introduced to assist drivers in finding a space.

Derby City Joint – Managing Town Centre Parking and Encouraging Mode Shift

Derby has used a phased approach for their introduction of new parking policies, with on street charging commencing before decriminalised parking enforcement. This gave the Councils' time to change people's behaviour and attitudes to parking, and meant that the changes were well received. In addition, significant above inflation increases in all day parking charges in central area car parks have been introduced, and parking charges are now higher than a bus fare from the edge of the Joint LTP area. In order to maintain Derby's position within competing surrounding urban areas, consultations were held with the neighbouring cities in the 'Three Cities sub-area' (Nottingham-Leicester-Derby) over the level of parking charges to introduce.

The higher charges have been balanced with improvements for motorists, such as enhancements to the existing Park and Ride services, which have seen a 58% increase in ticket sales since the introduction of on-street charging.

In addition, shopper car parks have been refurbished with new 'pay on foot' machines and the 'ParkSafe' initiative reduced vehicle crime from 169 incidents in a year to zero to date at the Bold Lane car park.



Decriminalised parking enforcement
Source – Derby City Council

York – Managing Town Centre Parking and Encouraging Mode Shift

York Council has managed the volume of town centre parking through the introduction of high charges in the Council's car

parks, and 8% reduction in the number of Council controlled spaces, management of on-street parking, extensions to CPZs and continued growth in Park and Ride. Parking charges have increased by 20-40% for medium stay parking, and 0-30% for long stay parking. Motorists have also benefited from the provision of CCTV security cameras and improved information and direction signing.

As a result the number of cars parked in the Council's 15 car parks has fallen continually over the LTP1 period from almost 2.3 million in 2001/2 to just over 1.6 million in 2005/6. While parking levels are down, footfall in the City has been maintained through increased use of P&R and bus services.

West Midlands – Managing Town Centre Parking and Encouraging Mode Shift

Local authorities in the West Midlands have seen a reduction in long stay spaces of over 27% (4,000 spaces) during LTP1. At the same time, 2,200 new rail, Metro and bus-based park and ride spaces have been created, representing an increase of 46% over five years. Levels of park and ride use have increased by 38%. All expanded park and ride sites are characterised by high specification lighting, CCTV and help points. Parking is free in order to encourage use.

10% of long stay city centre spaces have been converted to short stay spaces.

East Sussex - Managing Parking in an Historic Centre

Through very extensive community engagement, the Council introduced a parking strategy in Lewes in 2004. This formed part of the introduction of Civil Parking Enforcement in Lewes District.

Through close partnership working with Lewes District Council, on and off-street tariffs have been integrated to encourage certain types of traffic to certain spaces. This has reduced traffic 'churning', thereby reducing traffic movements on some sensitive streets in the town, and has improved the availability of parking for shoppers, visitors and business uses.

As the major employer in the town, the Council recognised the need to lead by example and, at the same time as introducing on-street parking charges in the town, introduced workplace parking charging at County Hall.

Vehicle kilometres in Lewes are down 4% since the parking strategy and other complementary measures were introduced. This is believed to be due to modal transfer and reductions in traffic circulating while searching for parking spaces.

Quality of Parking Provision and Provision of Parking Information

Authorities have also sought to ensure that parking provision is of good quality, and is safe and secure. Examples of specific improvements are provided in the Crime and Fear of Crime section of Chapter 4.

They have also increased public information about the location and availability of parking spaces, through the use of roadside variable message signs, and pre-trip website information.

Warwickshire – Parking Information Improvements

The Council has implemented a package of schemes to improve access to Stratford-upon-Avon town centre; a tourism centre of regional, national and international importance, which attracts 3 million visitors each year.

Pre-trip parking information is available to travellers via a website, and in-trip information is provided via variable message signs. An Urban Traffic Management and Control (UTMC) system has been implemented in the Stratford area to manage traffic flows through and around the town centre more effectively.

The system was fully operational by summer 2004 and has brought about a number of benefits including greater ease in finding a parking space (see below); an increase in car park utilisation; removal of some traffic from congested routes onto diversionary routes; and a reduction in journey time delays during off-peak periods.

Question	Yes (%) – Local Users	Yes (%) – Visitors
Did you see the car park VMS?	88%	87%
Did the VMS make it easier to find a space?	71%	65%
Were the VMS accurate?	88%	87%

These measures have been accompanied by Decriminalisation of Parking Enforcement (DPE), introduced in October 2004; and opening of the first phase of the Stratford-upon-Avon Park & Ride scheme.

Workplace Parking Levies

A workplace parking levy (WPL) scheme involves charging employers a levy related to their provision of parking space for workers and business visitors. This levy may be passed on to employees.



Parking Guidance System in Darlington
Source - Darlington Borough Council

Nottingham City Council plans to introduce a levy on 30,000 parking spaces in the city, with employers paying up to £150 per annum per parking space. The scheme is now intended to be implemented during LTP2 and will provide a local contribution towards further extensions of Nottingham Express Transit (NET).

Greater Nottingham – Workplace Parking Levy (WPL) Funding

The City Council was successful in receiving £8.15 million of advanced funding from the DfT for the development of the WPL scheme during the LTP1 period. The funding was used to support:

- Extensive scheme development including the Outline Business Case, economic and financial modelling, Off Street Parking Audits and consultant studies;
- Three pilot Integrated Parking Management Schemes;
- Establishment of the TransACT grant scheme to encourage employers to adopt travel plans;
- Contribution to the programme to accelerate residents' parking schemes;
- Established ongoing communications with employers and the public regarding the overall strategy via The Big Wheel awareness and marketing initiative; and
- Contribution to public transport improvements

Integration with Planning Policy

Planning Policy Guidance Note 13 requires local authorities to set maximum parking standards in their development plans. Councils can also enter into negotiations with developers to agree planning obligations based on achieving better access to a site by all transport modes, with an emphasis on walking, cycling and public transport. Integration of parking standards with wider parking policies encourages use of sustainable modes whilst ensuring developers do not seek out of town locations.

Lancashire – New Parking Standards

New Parking Standards were adopted in March 2005 and have been cited by the Regional Assembly as an example of good practice. The Parking Standards take a holistic approach to the transport impacts of new developments. An additional innovation was the introduction of accessibility criteria to the calculation of parking standards based on a basic form and accessibility calculator completed by developers. More parking is allowed in locations with poor public transport access but developers are expected to contribute to enhancing accessibility by sustainable means. Thresholds are established for a broad range of uses identifying where Transport Assessments and Travel Plans will be required. Supplementary Planning Guidance 'Access and Parking' provides additional advice on the areas the documents should cover. Following the introduction of the accessibility calculator, a development of residential apartments in Preston centre has used a standard of less than 1 parking space per property.

Surrey – Parking-related Development Control Policies

Surrey County Council adopted 'A Parking Strategy for Surrey' in February 2003 as Supplementary Planning Guidance to support Policy DN3 (Parking Provision) of the Surrey Structure Plan 2004. It accords with PPG13 (Transport) and RPG9 (Regional Planning Guidance for the South East).

Recommended maximum parking standards for all classes of development have been introduced. More restrictive (lower) standards have been applied to town centres proportional to the level of accessibility by walking, cycling or by public transport. Concurrent with the introduction of maximum parking standards has been the application of a strong location policy to restrict developers seeking out of town locations. Since 1997/98 the proportion of new major residential developments located in urban areas and accessible by public transport has increased from 24% to 34% in 2005/06, while the proportion of new major commercial developments has increased from 36% to 42%.

Travel to School

Authorities have promoted the use of sustainable modes for travel to school journeys through infrastructure improvements to improve safety on the journey to schools; school travel plans and associated education, training and promotion initiatives; and by increasing opportunities to use public transport.

Safer Routes to School

Through Safer Routes to School programmes, authorities have delivered substantial improvements to walking and cycling routes (e.g. cycle parking, lighting, CCTV, footway improvements, crossings, walking buses, etc.), school and local bus provision, and parking and speed management (e.g. traffic calming around schools, parking provision, waiting areas for parents, etc.).

North Lincolnshire - Safer Routes to School programme

A total of 13 Safer Routes to School schemes have been delivered in LTP1 period. Schemes have become increasingly linked to school travel planning and identifying with schools, problems and solutions for resolving them. Measures typically included advisory 20mph signing, zig-zag lining, signing identifying school safety zones and lining to that effect as well as variable messaging speed signs where appropriate. 20mph zones have been installed where a safety problem is identified and the schools have been involved in designing the signing in their local area.

Suffolk – Speed Management Measures Outside Schools

20's Plenty! is an initiative that aims to create a safer environment for parents and children outside schools by creating safety zones and advising motorists not to exceed 20mph. In 2004, signs, lines and an advisory 20mph speed limit were established outside twenty schools. The zones were publicised using the marketing brand, '20's Plenty!' with the support of players from Ipswich Town football club.

In 2005, seven mandatory 20mph zones were introduced outside schools that had recorded accidents at their entrances and where there were instances of high speeds.

Schools in the programme have worked with the Council school travel plan advisers to produce a travel plan for their school, and additional capital money is made available to improve cycling and pedestrian facilities in the school grounds. The scheme also includes enhanced road safety education and an improved cycle training scheme for pupils. The school travel plan is designed to ensure that increased perceptions of safety at the school gate leads to actual changes in the way children travel to school.

Torbay – School Crossing and Speed Management Improvements

Engineering works have been carried out at 88% of schools in Torbay, and 95% of designated School Crossing Patrol sites. Flashing lights and warning signs have been introduced at all schools in Torbay. The Council has also made a commitment to apply Traffic Regulation Orders, particularly no stopping clearways on zigzag markings outside schools.

School Travel Plans

School travel plans set out a package of measures for reducing the number of car trips made to a school or a group of schools by parents and staff and for improving safety on the school journey. This may include infrastructure improvements implemented through Safer Routes to School programmes, but may also include promotional activities, education and awareness elements and training. Authorities have also implemented initiatives to ensure travel plans are of high standard and to ensure that schools continue to actively promote the School Travel Plan.

Some 44 authorities set targets relating to the number or coverage of school travel plans during LTP1. These authorities report a significant increase in travel planning activity in LTP1, with 38% of schools covered by a travel plan in 2004/05, compared with just 7% in 2001/02.

West Sussex – Ensuring High Quality Travel Plans

In West Sussex, the Travel Mark accreditation scheme was introduced to encourage schools to improve the quality of STPs and to “buy in” to a sustainable travel culture. The scheme operates on 3 levels with a TM3 plan taking a minimum of 3 years to achieve and requiring evidence of mode-shift. Travel Mark is the most comprehensive School Travel Plan quality system of its kind and has been used by other authorities as an example of best practice.

Hampshire – Encouraging On-going Promotion of School Travel Plans

In Hampshire, the “School Travel Planning Award” or “Level 4” Travel Plan has been introduced for those schools that embrace the school travel planning process. Following the annual review process a school that has shown progress towards meeting one or more of their targets will be eligible for the “School Travel Planning Award”. Schools will also be entitled to use the “Excellent in School Travel Planning” accreditation mark on their headed paper. Schools must continue to monitor their travel plan on an annual basis to be eligible to use the mark each year.

Southend-on-Sea – Promoting Use of Sustainable Modes

Southend’s Ziggy campaign has been hugely successful in encouraging more sustainable travel amongst primary school pupils. The campaign is led by the Safer Journeys mascot ‘Ziggy the Cat’, and is tailored to address each school’s unique issues, raised through their School Travel Plan. Pupils participate in workshops to design materials promoting road safety and discuss the benefits of sustainable transport. The workshop is followed up with the introduction of the Ziggy Travel Challenge, where each class in school competes to have the fewest children travelling the whole way to school by car.

To enable every child in the school to take part (including those who live beyond walking distance), a Ziggy Zone is delineated around each school. Children who must travel by car are asked to persuade their parents to ‘park and walk’ from outside this zone.

A total of 22 primary schools have taken part in the challenge, and some schools have seen the percentage of car journeys decrease from more than 80% in 2001 to 40% in 2005.



Ziggy, the Safer Journeys mascot
Source – Southend-on-Sea Borough Council

Buckinghamshire – Promoting Walking to School

Buckinghamshire Council has encouraged parents at primary schools to get involved in a variety of school travel initiatives including Crocodile Trails and the ‘Go for Gold’ walking incentive scheme where pupils are rewarded for walking to school. There are currently 23 schools operating 30 Crocodile Trails and 56 schools using ‘Go for Gold’ to increase walking to school. Crocodile Trails are Buckinghamshire’s version of walking buses and involve an adult accompanying pupils on their walk to school, collecting and dropping off children along the route. All pupils involved in Crocodile Trails must take part in the Footsteps practical pedestrian training programme and all

other primary schools are encouraged to take up practical pedestrian training. Primary schools participating in the schemes have reported increases in the proportion of pupils walking to school of between 14 and 47%.

Bracknell Forest – Promoting Walking to School

The Walk once a Week (WOW) scheme was launched at the beginning of the Spring Term in January 2006, with 11 Primary Schools taking part. This equated to just over 2,500 pupils. Pupils were asked to walk once a week for 10 weeks during the spring term, and if they collected the 10 WOW stamps they were entitled to a free swimming session at a local leisure centre. Just over 1,500 children qualified for the swimming, representing 60% of the pupils targeted (this compares to 57% of pupils using non-car modes to travel to school as recorded in the last travel survey). The scheme was launched again in the Summer Term 2006 to cover 4,375 pupils.

Hartlepool – School Travel Plans Awards Scheme

Since April 2004, the Council has complemented Safer Routes to Schools measures through the 'School Travel Plan Awards Scheme'. This scheme is available to all schools with an 'authorised' school travel plan to bid for funding to implement infrastructure within the school grounds to support sustainable travel projects identified within their school travel action plan. Schools are required to make formal applications for LTP funding to implement small-scale physical measures to support the objectives within their travel plan. The scheme has contributed towards the provision of secure cycle storage, cycle lockers, parent waiting shelters and improved pedestrian access. Schools are able to use their Government School Travel Plan Capital Grant to match fund the project. The scheme is supported by the Safer Routes to School programme that provides infrastructure outside of the school grounds including pedestrian and cycle routes, traffic calming measures, road crossings, parking restrictions and new road markings and signage. Measures are supported through pedestrian and cycle training and travel promotion to pupils and parents delivered by the Council's Road Safety Unit. By coordinating resources in this way the authority has developed a whole journey approach to school travel and enhanced the effectiveness of the investment made.

Six schools have benefited to date, receiving £27,000 from the LTP budget. The Borough now has 58% of schools covered by an agreed travel plan.

Examples of pedestrian and cycle training are provided in the section on Road Safety and Speed Management.

Promoting Use of Public Transport for the Journey to School

West Yorkshire - 'MyBus'

Desire for a significant step change in bus provision led to the piloting of 11 "yellow" bus services in 2001/02 in West Yorkshire. This led to the development of a LTP major scheme funding bid with funding of £18.7 million awarded in December 2003. Metro now manages a fleet of 70 dedicated "yellow" school buses, promoted as MyBus, with additional safety features and specially trained drivers. It currently transports 3,000 pupils to and from over 100 schools across all 5 districts. 70% of primary school pupils participating in MyBus previously travelled to school by car.

The scheme is removing 8,000 km of car travel from West Yorkshire's roads each week and saving each family a weekly average of 65 minutes driving time.

MyBus won the award for "Working Together" at the 2006 national "Public Servants of the Year Awards". The scheme works through the co-operation between school, teachers, governors, partners, LEAs and 6 local bus operators. The value of partnership working was demonstrated through market research undertaken with parents, young people, teachers and drivers in Summer 2005. A survey of users and parents showed that 90% valued the scheme "highly" or "very highly".

North Lincolnshire – Subsidised Bus Travel for Post-16 Students

The Council introduced free or reduced travel for post-16 students in 2004. Students living more than three miles away from their chosen education establishment receive free travel, and students living less than three miles away receive half fare travel on production of a pass. This makes access to post-16 education affordable, which helps to improve the life chances of young people. It is estimated that there have been an additional 31,290 bus journeys made by students since the introduction of this initiative. The scheme is the joint work of "Post 16 partnership" which includes the Highway Authority, the Education authority, police, schools and transport operators.

Wokingham – Pilot Yellow School Buses

From 2002/03 the Council has provided an experimental dedicated “sixty seat American style” yellow school bus to take primary school pupils in Finchampstead and Arborfield to school. The scheme is estimated to have removed around 20,000 car trips a year since it started at a cost of £118,000 over the plan period.



Pilot yellow school bus scheme Source – Wokingham

Travel to Work

Authorities have promoted use of sustainable modes for travel to work journeys through infrastructure improvements for walking and cycling, enhancements to public transport services, through statutory travel plans agreed through the development control process, and by encouraging the voluntary adoption of travel plans by major employers.

Voluntary Workplace Travel Plans

Workplace travel plans can involve infrastructural improvements; training and promotion initiatives; education; increased opportunities to use public transport; and financial support for those travelling to work by modes other than car. Partnership working with other authorities, public transport operators, businesses and health organisations has ensured that travel plans adequately address relevant issues which encourage a reduction in car use.

Authorities have made significant progress in encouraging the adoption of workplace travel plans. For example:

- in North Nottinghamshire, 22% of major employers now have an adopted travel plan, compared with none at the beginning of the LTP period;
- in Southampton, more than 50% of the largest organisations in the area have a travel plan. This includes the University of Southampton and local hospitals.

Tyne and Wear – Promoting Workplace Travel Plans

Nexus (the Tyne and Wear Passenger Transport Executive) are involved in developing and actively promoting travel plans in over 100 businesses, providing a range of bespoke services. These include:

- Travel Guides – These set out travel options to specific businesses and sites. Businesses adopt these into their induction training and distribute them before relocation. Nexus spent £3,000 producing Guides for 20 businesses and £60,000 of LTP1 funding was spent producing site specific Guides for all major employers in Tyne and Wear.
- Travel tickets – Discounted annual travel tickets are offered to businesses. Forty-four businesses have taken advantage of the corporate Metrosaver scheme, issuing a total of 3,454 tickets.
- Public Transport Surgeries – A team of travel advisors visit a business and host one-to-one travel consultations for employees. Over 350 surgeries held per annum, complemented by displays and public information stands distributed throughout hospitals in Tyne and Wear.

Nexus have also been involved in developing the Tyne and Wear travel plan builder website to promote use of work place travel plans. Partners have funded the website to provide an easy tool to allow organisations to be involved in the travel plan process remotely. Companies can register and complete the travel plan on-line.

Greater Nottingham – Promoting Workplace Travel Plans

Nottingham County and City Councils, have used with external funding to introduce a travel plan grant scheme called TransACT. This offers grants of up to £20,000 to small and medium businesses in Greater Nottingham, to be spent on travel plan related measures. The scheme has been delivered in partnership with Nottinghamshire Chamber of Commerce and Industry and Business Link.

Over £325,000 has been spent in four years, with 30 organisations benefiting from cycle storage facilities, discounted public transport passes and tele-working equipment.

TransACT lite was introduced in 2002 to provide small grants to micro companies (up to 20 employees) primarily for cycling related measures. In 2005 TransACT Gold was introduced to extend the grant support available to larger companies.

Greater Bristol – Promoting Workplace Travel Plans

Authorities in Greater Bristol have introduced a number of innovative schemes to encourage development of workplace travel plans and use of more sustainable modes. These include: car-share multi occupancy parking bays in Bath and penalty based targets; active Green Commuter Clubs and Travel Forums; eye catching and successful campaigns such as 'Jam Busting June'; and the Avonwide Travel Award scheme (nine of the recent winners achieved 7% or more reductions in single car occupancy).

Greater Bristol - Commuter Clubs

Commuter Clubs have been established across the Greater Bristol area to engage with the business community, provide a forum for consultation, jointly develop solutions and encourage networking. A Greater Bristol Commuter Club Network was established to encourage communication and spread best practice. The bus operator, First, is represented on the Network and promotes ticketing schemes. Approximately 103 employers are involved in discount schemes and approximately 25 act as agents for ticket sales. The Green Commuter Club in Bristol has grown to 108, and attendance at club meetings averages 25-40.

A sub-group has been set up for employers at Temple Quay, and has resulted in the development of an area travel map; an area Bike User Group; and an electronic car share scheme.

The Green Commuter Club in South Gloucestershire is a hugely effective forum with 72 members. Activities include a Green Travel Roadshow, organised with support from First, Wessex Trains and Life Cycle UK and held regularly every year at RAC, UWE, Allianz Cornhill, GE and Aztec West.

Some 132 major employers in Greater Bristol have implemented travel plans during the LTP. In Bristol about 56% of companies with more than 100 employees now have travel plans. The results have been impressive with companies with active travel plans achieving reductions in single occupancy vehicle trips of between 5% and 30%.

Tyne and Wear – Newcastle Hospitals NHS Trust

Newcastle Hospital is based over 3 sites in the city. A travel plan was implemented 5 years ago, and has achieved a significant modal shift. From 2003 to 2005, car use has decreased 10%, use of the bus / metro has increased 8%, and cycling / walking has increased 1%. The travel plan involved car park interchanges and management, cycle parking and storage, a bicycle user group, full range

of public transport tickets available via payroll, public transport information and promotion, walking promotions, a travel plan website, an internet based car sharing system, with dedicated parking bays, and the introduction of a shuttle bus between sites which is free for hospital staff.

Southampton – Council Travel Plan

The City Council adopted a travel plan in April 2005, with the aim of reducing the proportion of journeys to work and at work, made in single occupancy vehicles from 51% in 2005 to 36% in 2010. Schemes introduced include increase in amount and location of secure cycle parking, introduction of a Dr Bike scheme, promotion of the Hampshire car share scheme, appointment of a personal journey planner to assist staff, and an increase in car parking charges for staff. The Council have also recently concluded negotiations for the introduction of a car park club into the city centre as part of the overall travel plan, and they are close to concluding negotiations for a discounted bus and rail ticket as part of the Solent Travel Card scheme.



The Met Office has seen cycle trips grow from 7% to 15% since moving to Exeter in 2003. Source – Devon City Council

Disability Issues and Social Inclusion

Authorities have implemented a range of measures to improve the mobility of disabled people and specific social groups.

Disability Issues

Authorities have invested in capital schemes to make the pedestrian environment more accessible for disabled people, including pedestrian crossings, the use of tactile paving, bus stop improvements and creation of wide, level pedestrian routes. The average number of crossings in authorities with facilities for disabled people has increased from 77% in 2002/03 to 85% in 2005/06. Those authorities that have seen the biggest improvements between 2002/03 and 2005/06 are: North Somerset (from 3 to 100% of crossings), Bath and North East Somerset (from 7 to 95% of crossings), Dorset (from 26 to 99% of crossings), Leicestershire (from 40 to 98% of crossings), and Northumberland (from 22 to 76% of crossings).

Greater Manchester – Bolton Mobility and Access Project

In answer to the Disability Discrimination Act 2005, Bolton Council has developed the innovative Bolton 4u route, which is a beacon for combating disability discrimination in terms of highway and transport infrastructure. The route provides access to between 30 and 50% of key services and facilities including the Royal Bolton Hospital and several disability day centres.

The project has put in place a new auditing process by which engineering schemes along the route are audited for disability requirements and where necessary, disability facilities are installed as part of the package. To date, £500,000 has been invested in delivering a programme of drop kerbs, tactile paving, improved crossing facilities at existing junctions, new puffin crossings, and bus stop environmental improvements to QBC standards.

Other initiatives include parking improvements, making taxis and public transport vehicles more accessible, provision of travel information which meets the needs of those with visual and hearing impairments, travel training, and investment in shopmobility schemes. A number of authorities have set up forums or consultation groups to involve disabled people in the decision making process.

Middlesbrough – Parking Provision for Disabled People

Middlesbrough has undertaken a review of disabled parking in Council car parks, resulting in additional spaces being introduced to bring overall provision in line with recommendations of Traffic Advice Leaflet 5/95 Parking for Disabled People.

North Yorkshire – Access to Rail Stations for Disabled People

North Yorkshire has improved pedestrian and wheelchair access to 15 rail stations in the County, in line with the Disability Discrimination Act.

Essex - Quality Taxi Partnership

Essex has set up a Quality Taxi Partnership. A vital component of this is a training package for taxi drivers, which raises awareness of the issues that are likely to affect disabled passengers. 655 taxi drivers in Basildon have completed this training.

Essex – Bus Improvements

Through its Quality Bus Partnerships and the requirements for DDA (Disability Discrimination Act) compliant buses on contracted services, 40% of buses in Essex are now DDA compliant compared to 7% in 2000/01. A programme of raised kerb improvements along key corridors has been implemented through the Quality Bus Partnership programme.

Warrington – Travel Information for the Visually and Hearing Impaired

Warrington has produced 'Access Warrington', in conjunction with Warrington Disability Partnership. The guide includes information on Parking, Shopmobility, Taxi and Private Hire, Warrington Community Transport and Dial-a-Ride, Bus and Rail access at stations, and a fold out map of the town centre with key facilities marked.

In addition, the Council's Real Time Passenger Information system at bus stops, includes an audible message service for passengers with a visual impairment. On request users are provided with a fob which when pressed tells the display to announce the next 3 buses by service and arrival time. To date over 100 people have taken advantage of this facility.



Access Warrington
Source – Warrington Borough Council

Greater Manchester - Travel Training

GMPTA has produced a best practice guide to Travel Training, to enable people with a range of disabilities to gain confidence and skills to travel independently on mainstream public transport. Following a successful launch conference attended by over 80 organisations, GMPTA's accessible transport grants were extended to include capacity building travel training by voluntary sector organisations. To date, grants have been awarded to GMATL, the Brain and Spinal Injuries Centre, Bury People First and Together Trust, all of whom now offer travel training to their users.

Blackburn – Shopmobility

Blackburn introduced 'shopmobility' towards the end of LTP1 to enable independent travel around the shops and town centres for people with mobility impairment. With shopmobility now based in Blackburn and Darwen markets and from Radio Lancashire, people can access shops and other facilities in ease and comfort.

Hertfordshire – Disabled Persons Travel Shadowing

This involves officers and members from the County Council accompanying a disabled person on various types of journeys, to raise awareness of day-to-day issues that a disabled person faces. The exercises involved (i) a wheelchair user using the buses, trains and footpaths; (ii) a visually impaired person using footpaths and a train; (iii) and a County Council member experiencing the Hertfordshire Action on Disability transport service.

Social Inclusion

Authorities have also improved transport provision for social groups, including women, older people, younger people, people from ethnic backgrounds and those on low incomes.

One of the primary concerns for women travellers is safety and security when using public transport or walking, because of fear of crime or anti-social behaviour. Authorities have sought to provide safe transport services and improve perceptions of safety in the pedestrian environment and at public transport interchanges through the use of CCTV and street lighting.

Halton – Improving Transport Provision for Women

Halton has continued to promote its 'Women's Safe Transport', an evening pre-booked door to door service enabling women and girls in Runcorn and Widnes to travel in safety and free from any harassment. There were 589 registered users in March 2006.

Southampton - Improving Transport Provision for Women

In Southampton, new infrastructure is designed to accord with the principles of the Council's policy document 'Women and the Environment', which sets out good design practice to provide assistance to women. Dial-a-ride, community transport and volunteer car schemes provide an important service for a range of people, including older persons. Examples of improvements are given below.

Dial-a-ride, community transport and volunteer car schemes provide an important service for a range of people, including older persons. Other schemes benefiting older persons include concessionary fare schemes, low floor accessible public transport vehicles, level pedestrian crossings and pedestrian routes, and shopmobility schemes.

Dorset – Improving Transport Provision for Older Persons

NORDCAT (North Dorset Community Accessible Transport) scheme was originally established in April 2001, using funding obtained under the Rural Bus challenge. The buses serve different journeys on different days and cater for both local and journeys to Weymouth, Yeovil and Southampton. Use of the service has expanded from 21,000 passengers in 2002/03, which was its first full year of operation to 40,000 in 2005/06. The service has enabled many older people and people with mobility impairment to improve access to shopping and medical facilities and to improve their independence.

Thurrock - Improving Transport Provision for Older Persons

Thurrock Council launched 'Travel Thurrock' in February 2004. This offered free travel on direct bus journeys for residents with a disability and to those over 60, over two years before the improved statutory minimum requirement was introduced. The scheme also offers half fare travel to companions of disabled people and foster carers. Discounted fare initiatives for students in full time education have complemented the scheme. Travel Thurrock can be used on any bus after 9am on weekdays and used all day at weekends. The scheme has been actively promoted through a range of media.



Low Floor Buses in Oxford. Helping to improve accessibility for disabled and old persons Source – Atkins

Affordability can be a barrier to the mobility of young people, and can also influence decisions about continuing with higher education (Making the Connections: Final Report on Transport and Social Exclusion, Social Exclusion Unit, Feb 2003). Examples of schemes to overcome this barrier are provided below.

Other schemes targeted at young people, and covered elsewhere in this report include: road safety education, training and publicity initiatives, pedestrian and cycle training, and young driver training; travel to school initiatives; and encouraging access to post-16 education.

Derbyshire - Improving Transport Provision for Young People

b_line is Derbyshire's award-winning student travel and discount scheme for 11-18 year-olds, launched in March 2001. b_liners aged 14 plus can use the card to get half fare travel on buses and trains and all b_liners get discounts at a choice of more than 700 local businesses.

A variety of innovative and creative marketing and promotional activities continue to be developed both to promote b_line as a travel scheme but also as a way of engaging young people in a wider context with other Council services. This includes a vibrant website (70,000 page views a month), the flagship b_line magazine (60,000 magazines each term), and the "face of b_line" bus. A dedicated team of 10 staff within the Public Relations team now support b_line, working on initiatives such as the Bag a Bargain Bus fare voucher promotion, giving b_liners 30p off a single journey, which was supported by all 35 local bus operators.

Before the introduction of b_line, only 30% of eligible young people took advantage of the authority's concessionary fare scheme whereas today there is a take up rate of 95%.



b_liners in Derbyshire Source – Derbyshire County Council

Telford and Wrekin - Improving Transport Provision for Young People

Telford & Wrekin introduced a student travel scheme in July 2002, providing pass holders with subsidised travel on all college services and all Arriva bus services, 7 days a week, during term time. Since its introduction, there has been a 43% increase in the number of students registered. More importantly, analysis of the scheme shows that 25% of all pass holders would not have gone to college without it.

Affordability can also be a barrier to the mobility of those on low incomes. This, along with lack of services to employment destinations, can affect individual's ability to gain employment.

South Yorkshire – Improving Transport Provision for People on Low Incomes

South Yorkshire's Travel Option Planning Service (TOPS) has assigned two travel advisors to work in Herringthorpe (Rotherham) and Kendray (Barnsley), which are both areas ranking in the top 10% in the Index of Multiple Deprivation. Working in partnership with the Kendray Initiative (a Neighbourhood management team), the TOPS team also negotiated with bus operators to make weekly passes available to jobseekers for £2.50. The £10 discount on the retail price was funded 60:40 by the Kendray Initiative and the bus operator.

Greater Manchester – Improving Transport Provision for People on Low Incomes

Salford Local Link is a demand responsive service operated by Salford Community Transport to provide links for Ordsall, Seedley, Pendleton and Langworthy to employment, health, education, and shopping facilities. These are areas with a high proportion of economically inactive residents, with low car ownership and high levels of limiting long term illness.

GMPT has purchased 3 vehicles for the service from its LTP allocation, and funds the operation through its revenue budget. Monthly patronage has grown from 1,400 in 2004 to 2,250 in 2006. Some 96% of users have no access to a car; 76% are elderly; and 46% are mobility impaired.

The availability of accessible and understandable public transport information and publicity material is important in enabling the mobility of people from ethnic backgrounds. In addition, small-scale studies have suggested that there is a disproportionately high rate of pedestrian accidents amongst minority ethnic children, over and above the effect of social class (Making the Connections: Final Report on Transport and Social Exclusion, Social Exclusion Unit, Feb 2003). Authorities have attempted to address these issues through targeted education and information material.

Middlesbrough – Improving Transport Provision for People from Ethnic Backgrounds

Middlesbrough Council has employed a Black, Minority, Ethnic (BME) road safety officer to develop a road safety strategy for BME groups and is currently rolling out a programme of workshops to provide road safety education and information to these groups.

Redcar and Cleveland – Improving Transport Provision for People from Ethnic Backgrounds

In Redcar and Cleveland, road safety leaflets in Urdu and Hindi are provided to schools in the areas of the borough where there is a recognisable ethnic minority community. The Asylum Team provides Easy Rider bus season tickets to asylum seekers to assist their mobility. Both of these initiatives are helping people from ethnic minorities to integrate into the wider community.

Central Leicestershire – Improving Transport Provision for People from Ethnic Backgrounds

In Central Leicestershire, all published documents include details in six community languages of how to obtain copies in Gujarati, Hindi, Urdu, Somali, and Punjabi. The LTP authority has over 50 groups representing ethnic communities on their consultation group, and include representative samples of people from ethnic groups on their 11 annual focus groups.

Road Maintenance and Bridge Strengthening

Road Maintenance

Authorities have reported on their progress in adopting more robust road maintenance strategies and carrying out works in an efficient and targeted manner to improve the standard of roads and achieve greater value for money.

Nottinghamshire – Improvements to the Principal Road Network (PRN)

In LTP1, the Council recognised that standards of road maintenance had declined in the late 1990s. The state of the County's principal roads were some of the worst nationally, with figures in 1998 showing almost half of the surveyed network at <0 residual life.

A decision was made to focus 58% of LTP1 maintenance funding on the Primary Route Network, due to the higher priority given to the strategic network by the Council.

Through the effective prioritisation of maintenance programmes, the condition of the PRN has improved considerably over the first Plan period. The latest SCANNER results for 2005/06 put the Council's BV223 figure at 2% requiring immediate action. This puts the County at the upper end of the top quartile as one of the best authorities in the country.

Throughout the LTP period, the Council used an accredited PMS (Pavement Management System), MarchPMS, to collate, manage and analyse road survey data. The assessments of the results of the surveys were used to prioritise sections which needed the most urgent treatment.



Maintenance work in Northamptonshire Source – Atkins

Buckinghamshire – Changing Approach to Road Maintenance during LTP1

The Council's approach to highway maintenance has changed significantly from that outlined in LTP1. At the start of LTP1, locally based teams determined local maintenance programmes, but the Best Value Review of Roads and Transport in 2001 highlighted that this approach was not always delivering local transport improvements or responding to customer needs. As a result, the Council reorganised to support a strategic approach that would not only focus on achieving top quartile performance for best value performance indicators, but would also concentrate on addressing customer needs and concerns. The newly formed strategic maintenance team established the Highway Maintenance Working Group (HMWG) with both the term contractor and term consultant, and jointly developed a prioritised programme of maintenance work using data from the UK Pavement Management System. Using technical assessment to determine maintenance priorities has delivered significant improvements in the condition of roads and footways in Buckinghamshire, resulting in top quartile performance for principal roads in 2002/03, for non-principal roads in 2003/04, and for unclassified roads in 2004/05. Net customer satisfaction with the condition of main roads in the County has increased from -28% in 2002 to +27% in 2005.

Gloucestershire – Network Improvements

The Council has improved the condition of all types of road (principal, non-principal and unclassified roads). In addition, the Public Service Agreement target for improving the percentage of principal roads with less than zero residual life from 10.1% to 5.6% has been exceeded. Public satisfaction with highway maintenance has increased from 38% in 2002 to 48% overall satisfaction with the service and 42% overall satisfaction with condition in 2005.

The Council has prioritised investment using a simple numerical assessment system based on the impact of traffic, safety and scale of work required to the structure. The Council has also invested an additional £18 million in maintenance schemes since 2001 (supplementing £50 million of LTP funding for highway maintenance). This was in response to evidence at the start of the LTP period that an extra 30 km of the local road network was falling below the acceptable minimum standard each year, and the fact that allocated funding was not sufficient to halt this continual decline.

Warwickshire – Network Improvements

The challenge for Warwickshire in LTP1 was to maintain its strong record on road maintenance, by halting the deterioration of the network and reducing the maintenance backlog. This is being achieved and is due to several improvements in the Council's approach to highway maintenance since the LTP1 was written:

- The introduction of public satisfaction targets for the highway maintenance service. Monitoring public satisfaction allows policies and activities to be targeted to ensure the service provided is one that the public values.
- A greater emphasis on an asset management approach in deciding how maintenance money should be spent. One consequence is the production of an annual plan detailing the maintenance spend and expected achievements, allied to a five year plan of road repairs. This approach resulted in an extra £2 million being made available in 2003/04 through prudential borrowing to deal with some of the backlog of carriageway maintenance and reduce the future need for patching.
- The development and letting of a partnering contract with Carillion for highway maintenance work. This target price pain/gain contract (one of the first for its type for maintenance) requires Warwickshire and Carillion to work together to drive out operational waste and therefore improve the value of the highway maintenance spend for the people of Warwickshire. Savings in 2005/06 were in the region of £500,000 (compared to 2004/05).

Cornwall – Peak Works Embargo

Cornwall was awarded Beacon Council status for Highway Works. The status was awarded on the basis of the Council's voluntary agreement with utilities and communications companies to impose an embargo over 600 miles of network (as opposed to the 170 miles that qualify under legislation) on non-essential road works during the summer season. The restriction of works, particularly on key routes and at peak times, eases congestion and helps the County's roads cope with increased traffic flows.

Cornwall County Council has adopted red / amber / green categories for the condition of principal roads and with a low 'red value' (3.4% in need of repair in 2005/06), the Council's strategy is to focus and maintain works on the 'amber' category to prevent increases in the BVPI 223 value.

Oxfordshire – Skid Resistant Surfaces

The Council aimed to improve the skid resistance of roads by increasing the volume of surface dressing in addition to the overlay of replacement surface layers. The number of accidents involving skidding on wet roads has steadily reduced from the 1994-1998 average of 371 a year to 272 in 2005. This was a faster rate of reduction than required to meet the Council's target of 70% of the 1994-1998 average by 2010.

Authorities have also provided evidence of integration with wider integrated transport schemes, the environment and the economy.

Durham - A690 Carriageway Maintenance

The section of the A690 on the western side of Durham runs through built-up areas and is one of the main feeder routes into Durham from surrounding settlements. Carriageway condition surveys showed that over a quarter of the carriageway length was past critical residual life. The basic scheme involved reconstruction of failed areas of carriageway and resurfacing of the remainder.

To maximise the benefits for all highway users, it was carried out in conjunction with Integrated Route Management schemes, which ensured that other complementary works assisting accessibility and the needs of vulnerable road users were delivered at the same time. These included traffic calming, new bus stops and shelters, a shared-use path and new pelican crossings. The scheme, costing a total of £809,000 of LTP expenditure, ensured both the achievement of best value in transport spending and better co-ordination of land-use and transport planning.

Cambridgeshire - A141 Wimblington and Doddington Bypass Maintenance and Safety Scheme

This scheme was implemented in 2002/03 with the aim of reducing accidents and improving the condition of the road. The works comprised extensive maintenance and resurfacing works to the worn out road, and an accident remedial scheme. The scheme used joint working across programme areas to achieve a reduced overall cost and lessen the impact of the works on the travelling public. The scheme involved new safer arrangements at four junctions; white lining and red surfacing to discourage dangerous overtaking; new signing to give greater emphasis to road layout; new lighting to improve visibility; pedestrian crossings and new footways; and complete resurfacing through the entire length of the scheme.

Environmental considerations have been integrated into the design and implementation of many schemes.

Lancashire – Recycling Programme

Through the County's investment programme, the decline in the condition of the principal road network has been arrested, but the Council realised that the challenge of using and disposing of materials in an environmentally sustainable manner had to be addressed. As a result:

- 25,000 tonnes per year of footway and carriageway materials and about 3,000 tonnes of topsoil are collected and transferred to a recycling facility where the material is screened, crushed and re-used for maintenance and improvement works.
- A machine has been developed to recycle bituminous material on site and allow it to be broken up and reused immediately.
- A new road water recycling facility filters solid waste from the 2.7 million litres of wastewater collected from road gullies every year, and turns it into a soil substitute for the County's highway and environmental works.
- Annually, up to 9,000 tonnes of surplus surface dressing chippings are swept within 48 hours of treatment and are screened and re-used in following years.
- Surface dressing is undertaken to prolong the life of roads. Without treatment, a new carriageway or footway will last about 15 years. With preventative maintenance after about 10 years, and repeated every 7 to 10 years, these surfaces can often last over 30 years. The process uses only a fraction of the raw materials required for new surfaces and is cost effective.

Bridge Strengthening

Authorities have worked towards improving the standard of bridges across wide areas and reduced structure-related weight and width restrictions on the PRN network.

Nottinghamshire – Bridge Strengthening

During the plan period, the Council carried out assessments of all 1100 structures in the area. The Council realised the importance of bridges in aiding regeneration and helping the economy in the region, and also realised that unnecessary weight restrictions have a negative impact on the economy as diversionary routes lead to more miles travelled and lost time.

In April 2000, there were around 40 weight restrictions on the County's network. Funds were prioritised towards bridge strengthening to ensure that structures supporting the public highway could carry 40/44 tonnes wherever these might reasonably require access. In total, 30 bridges and culverts have been strengthened to the 40 tonne requirement since 2001/02 at a total cost of £2 million. Weight restrictions remain on ten structures within the plan area, where the bridges do not cause problems on the network, being on minor roads and in some cases also effectively serve as environmental weight restrictions.

Halton – Silver Jubilee Bridge (SJB)

The SJB is a Grade 2 listed, largely steel, structure that was opened in 1961. As a result of the age of the bridge and a lack of lifecycle maintenance, the structure required a major programme of work to both address the backlog of maintenance work and to bring it to a steady state of maintenance. A major scheme bid for £6.3 million, later extended to £8.5 million, was secured during LTP1. This enabled the bridge parapets to be brought up to modern standards; the repair and waterproofing of the concrete deck; the replacement of the expansion joints and the provision of a completely new running surface. Much of the work carried out involved innovative and groundbreaking techniques, despite the limitations on access. Utilising the experience gained in the initial stages of maintaining the bridge has enabled a revised 10 year maintenance strategy to be developed. Maintaining the SJB as a key local and strategic route, whilst essential maintenance has been undertaken, has resulted in the avoidance of major social and economic dis-benefits for both Halton and the sub region.



Silver Jubilee Bridge Source - Halton Borough Council

As with road maintenance schemes, bridge strengthening works contribute to wider integrated transport schemes, the environment and the economy.

Derbyshire – Bridgeworks Contributing to the Environment and the Economy

Many of the principal bridge programmes in Derbyshire have delivered significant outcomes for integrated transport, the environment and the economy. These include:

- A6175 Wingfield Road Bridge, Clay Cross - The bridge lies on the link between Clay Cross and the A61 former trunk road, to the M1. The bridge was assessed as being under-strength and a weight restriction imposed by erecting traffic lights to reduce traffic to one-way. The local economy in Clay Cross had suffered over many years with the loss of coal mining jobs and more recently, the major employer in the town ended production with the loss of 600 jobs. The business park was being unused due to the poor link to the M1 because of the bridge restriction. A £1.6 million strengthening scheme was brought forward in the programme and was completed in 2003, restoring two-way working. Since the bridge has reopened, the business park has begun to thrive and there are now over 80 industrial units and offices employing over 250 people and a housing development has been completed.
- A515 Fenny Bentley Bridge – The bridge has a low-headroom and was the scene of two accidents, including one fatality. Businesses suffered as lorries had to divert to small country lanes, whilst the local rural communities along the diversionary route suffered from traffic travelling on unsuitable lanes. A £400,000 scheme was devised to raise the height of the bridge and there have been no accidents since the scheme was completed. [Picture available]

Buckinghamshire – A418 Oxford Road Corridor Integrated Scheme

Work on the Oxford Road Corridor was prompted by the need to strengthen a bridge on the route close to the town centre. The need to strengthen the bridge provided the opportunity to develop an integrated scheme that improved the situation for all users. The project, costing £5.1 million, was delivered in 20 months and included:

- a strengthened railway bridge;
- road widening to accommodate 1.2km of bus lane with priority at a traffic signal junction and a dedicated cycle lane;
- improved pedestrian facilities; and
- support for school and workplace travel planning.

Peterborough – A15 Town Bridge Scheme

The A15 London Road is the only major route into the City Centre from the south. It is an important high frequency core bus route for commercial services, community transport and home-to-school transport. The A15 crosses the River Nene and east-west rail line at Town Bridge. The South Bank Regeneration Area, adjacent to the Town Bridge, is a key element of the City Centre Framework and one of the first priorities for delivery. It is planned to comprise of over 600 residential properties, 1600 new jobs and 10,500 square metres set aside for cultural and leisure facilities.

During the early years of the LTP1, an extensive bridge assessment revealed widespread structural damage to Town Rail Bridge which, without intervention, would have necessitated weight restrictions with partial closures of the bridge likely to follow. In 2003, the Council successfully bid for £3.64m supplementary funding to carry out structural repairs to the Town Rail Bridge. This major maintenance project served as a catalyst to deliver the long-term foundations for the necessary transport infrastructure and enhancement works required to provide direct access arrangements to the South Bank Regeneration Area. A whole corridor approach was taken by designing improvements to ensure high quality access by public transport, pedestrians and cyclists whilst ensuring that potential congestion 'hot spots' were addressed.

The Council successfully secured a funding package for the project consisting of £9.31m from the Office of the Deputy Prime Minister for the regeneration/growth aspects and a further £830,000 from the Department for Transport to supplement the original £3.64m for structural maintenance.

Gloucestershire – Grade II Listed Bridges

Twenty-six of the substandard bridges to be treated by Gloucestershire County Council were Grade II listed buildings. This required treatment with great care and sympathy for their appearance and architectural heritage. Several were restricted, but some were strengthened. One of these included the Quay Pit Bridge, constructed of cast iron arched girders built in 1836. The bridge provides the sole access to Allied Flour mills, a key employer in Tewkesbury. Working closely with the mill owners, the council were able to strengthen the bridge by placing a new steel deck 'inside' the original bridge. The exercise also encouraged Allied Mills to look at alternative transport solutions and some of their materials are now brought to the mill by boat.



Maintenance work in Northamptonshire Source - Atkins

Chapter 4

Delivery of Wider Policy Objectives

Introduction

Transport is not an end in itself and the evolution of the LTP process has emphasised the need for “joined up” policy development with other service areas. In this context, a more integrated and holistic approach is emerging which links transport investment to wider social, economic and environmental aspirations for local areas and seeks to make the case for this investment in supporting corporate and community goals.

The Delivery Reports provide some encouraging evidence of this linkage with authorities reporting on a variety of schemes and measures which have contributed to wider policy objectives. These initiatives have often been developed in partnership with other service providers, such as health, education, and social services, and the police and fire service.

In particular, authorities outline the contribution that the LTP process has made to:

- promoting economic growth and regeneration;
- enhancing the quality of the public realm;
- tackling crime and the fear of crime;
- improving the quality of the environment;
- improving health, both in terms of promoting healthier lifestyles and providing access to health care; and,
- encouraging social inclusion.

Examples of authorities’ contribution to these wider policy objectives are provided in the rest of this chapter. Examples of measures to encourage social inclusion have already been presented in Chapter 3.

Economic Growth and Regeneration

Improving Access to Development and Investment Sites

Authorities have implemented a range of schemes to improve access to development and investment sites, including business parks and industrial sites, and commercial, housing and mixed developments. The following examples illustrate the contribution that LTPs have made to enabling major housing and economic development to go ahead, aiding regeneration, and creating or securing local employment.



Gateshead Quays
Source – Newcastle City Council

Lancashire – Access to a New Mixed Development Site

The closure of the Royal Ordnance Factory site in Euxton meant the loss of an important source of employment in Chorley. The 365 hectare site has since been identified by the North West Development Agency, as a Regional Investment Site with development characteristics fundamental to the economic growth of the North West. Proposals include development of a 54 hectare site with potential to create 2,500 new jobs; the building of Buckshaw Village, a mixed-use development site of 177 hectares; creation of an urban village of 2000 houses; Matrix Park commercial development and 80 ha of landscaped space.

The Council worked closely with Chorley and South Ribble Borough Councils to establish the transport needs for the site. Central Avenue, the north-south axis of the site, has been completed with provision for Quality Bus services. In addition, Preston-Chorley services have been rerouted to serve the new development. The site lies on the route of National Cycle Network Route 55 and the high quality footway and cycleway infrastructure within the development won the 2005 National Cycle Network Awards for Excellence.

The Council has also undertaken design works and has supervised the construction of highway schemes such as upgrading of local motorway junctions and installing and improving signal controlled junctions.

By April 2006, 1 million of the 1.4 million square feet available at Matrix Park had been committed to new industrial and commercial accommodation, with 750 people employed in the park. The first houses in Buckshaw village were occupied in 2003 and over 400 have now been completed.

Portsmouth – Access to the New Pompey Centre Development

Redevelopment of the 12 hectare former railway goods yard at Fratton Station commenced in 2002. In April 2003 a £4.3 million developer funded link road between Rodney Road and Goldsmith Avenue, known as Fratton Way, was officially opened. A new £1.3 million signalised junction at Milton Road/Velder Avenue and the reconstruction of Rodney Road was funded by the developer (£850,000) and from the LTP (£450,000).

The schemes have opened up the area for redevelopment, facilitating the future expansion of the Portsmouth Football Club with a new 28,000 seat stadium, providing access to a range of new employment and/or residential uses and assisting in the regeneration of the Rodney Road industrial estate.

Nine of the twelve sites in the new Pompey Centre are now occupied, and contain a DIY Warehouse (15,571m²), a storage centre (5,896m²), a fitness centre (1,885m²), two drive-thru restaurants (609m²), and a Trade Park consisting of eleven smaller units mainly focused on the residential trades.

South Yorkshire – Access to Regeneration Sites in Doncaster

Doncaster Council received £1.25 million LTP supplementary funding (including £0.5m reward funding). This has been spent on five specific schemes to improve access to existing or new industrial estates within the M18 and Dearne Strategic Employment Zones (SEZ's). In addition, funding has been used to 'pump prime' wider public transport support to the SEZ's, enabling new developments to take place at Lakeside, Rossington and Denaby Main. This has released 4.5 hectares of commercial and 7.5 hectares of industrial land to new tenants and improved access to the Council's Community Stadium which is acting as a catalyst for the wider regeneration for Lakeside.

Tyne and Wear – Access to Gateshead Quays

The Gateshead Quays area in the heart of Tyneside has seen major efforts to regenerate the area to provide a new focus for residential, cultural and leisure activity.

Access to the Quays was relatively poor and prior to the LTP period, the Gateshead Millennium Bridge was the first major step in improving links between the area and the thriving Newcastle Quayside. During the LTP period, further transport developments have included: road improvements; upgrading of the public realm to provide an improved pedestrian environment; construction of new car and coach parks for visitors to the Quays; improved cycle links; and the introduction of new public transport services such as the Quaylink bus service.

Quaylink provides a dedicated bus service between the centres of Gateshead and Newcastle, important regeneration areas bordering the River Tyne. Commencing in mid-2005 using fully-accessible, low emission hybrid electric vehicles running at frequent intervals, capital costs were met from LTP major scheme funding, with revenue support in the early years under written by Gateshead and Newcastle Councils, working in partnership with Nexus.

In total, over £3 million has been invested in transport in the Quays during the first LTP period, including £1.8 million of LTP funding. This investment has been an essential element in transforming Gateshead Quays from a derelict area into a major cultural attraction in the region and a major focus for future mixed developments.

The site houses cultural attractions such as The Sage Gateshead, the BALTIC Centre for Contemporary Arts, and the Design Centre for the North which is currently under construction. Work has also begun on a new campus for Gateshead College, who intend to relocate to the Quays at the end of 2007, while the Baltic Business Quarter, a 21 hectare site, will eventually provide 1.5 million sq feet of office space and is forecast to create 7,000 jobs.

Measures to Encourage the Economic Benefits of Tourism

In some parts of the country, authorities have implemented schemes which have encouraged growth in tourism. Examples include improvements for walkers, cyclists and horse riders; public realm improvements to seafront and other leisure areas; and access improvements to tourist attractions.

Somerset – Tourism in West Somerset

The creation of the 'Coleridge Way' was one of two projects to emerge from Somerset's 'Foot and Mouth Recovery Strategy', which was based on regenerating the rural economy through improving access. The 36 mile route between Nether Stowey (where Samuel Taylor Coleridge lived and wrote) and Porlock links a number of rural communities. Opened in 2005, the route is completely available to walkers and limited mobility users, and missing links to make it fully accessible to horse riders and cyclists are to be opened by 2007. LTP funding of approximately £30,000 was used and an economic impact survey in October 2005 showed that 80% of businesses outside of Porlock have received some or significant benefit as a direct result of the Coleridge Way. Some businesses have recorded over 50 bed nights in the six month period since the opening of the route as a direct result of the Coleridge Way.



Coleridge Way - Along the Roadwater Valley
Source - Somerset County Council

Blackpool – Updating the Blackpool - Fleetwood Tram

Keeping the existing tram running between Blackpool and Fleetwood in very difficult circumstances has been a key achievement of the first LTP period.

It was recognised at the beginning of the LTP period that the system in its present form would close within 10 years, mainly due to worn out track and obsolete electrical infrastructure. In the intervening years and subsequently, it was stated that closure was not acceptable within the context of Blackpool's regeneration, an upgraded Tramway being essential to the Masterplan's progression and the town's future.

Over the plan period approximately £4.5 million (including £983,000 exceptional maintenance funding) has been invested by the Council, Lancashire County Council and BTS in track renewal to keep the system operational. This has delivered the necessary renewal of the depot access points at Manchester Square. Pedestrian crossings were also improved.

Access to Ports

Other authorities have used LTP capital to improve access to ports for freight, commercial and leisure vehicles in order to meet a range of objectives relating to sustainable transport, environmental relief and economic competitiveness.

Essex – Access to Harwich Port

There has been substantial growth at Harwich Port, which has helped to support the local economy of the Tendring area of Essex. However, the growth has resulted in a large increase in the number of freight movements using the routes into the port and has exacerbated the problems of noise, severance and reduced quality of life for the neighbouring communities. In 2001, the Council invested £2.1 million in the Parkeston Bypass, providing new access to the Harwich Parkeston Quay port complex. The benefits of the scheme are:

- regeneration and opening up of a number of brownfield sites;
- removal of 1,500 goods vehicles per day and a further 1,500 cars per day from local villages;
- improved Trans European Network (TEN-T) to ensure that the opportunities provided at the port are fully realised;
- new cycle facilities to support the needs of the business community and local residents; and
- support of the port operator to increase commercial activity and aid the regeneration of the port facility.

Public Realm

Authorities have improved the quality of the public realm or streetscape, through investment in pedestrianisation schemes, resurfacing of carriageways and pavements, lighting enhancements, street furniture and planting, safety improvements at crossings and junctions, accessible waiting areas for public transport, signage, and the introduction of CCTV.

These measures have created safe and attractive environments which are pleasant for all users, particularly pedestrians and cyclists, and which stimulate economic activity.

Southend-on-Sea - Hamlet Court Road Enhancements

This project involved the enhancement and economic regeneration of a commercial and retail area identified as a "primary" shopping frontage in the Borough Local Plan. Construction work began in August 2003 and was completed at a cost of £1.1 million in summer 2005.

The initial consultations used 'real planning' techniques and the participation of the local community, businesses, and rail and bus operators was fundamental in the design and delivery of the scheme. Community support for the project remained high from the start. Improvements included:

- enhancement of the public realm – resurfacing of the carriageway and footways; creation of a plaza area; contemporary street furniture; cycle stands; planting of palm trees; and use of special 'lighting poles' to create a gateway feature;
- safety measures – pavement build-outs; formal and informal crossing points; road narrowing; relocation of the taxi waiting area; and improved access to and from a key side road;
- accessibility enhancements - use of tactile paving at pedestrian crossings; appropriate signage and convenient disabled car parking spaces; a public transport information kiosk; and links to a new bus interchange as a part of the Major Schemes project, and;
- personal safety measures - improved street lighting and installation of CCTV along the road.

Footfall counts show a 75% increase in pedestrians in the area between May 2002 to October 2004. At the same time, traffic flow has declined by 22%. This reduction is believed to be associated with the installation of the Parking Information Guidance System, directing to shoppers to nearby car-parks. Restaurants are thriving, and the vacant site at the southern end of the road has been redeveloped as a new housing complex. Accident rates have also declined significantly. The scheme was shortlisted for a National Transport Award in 2006.



Hamlet Court Road (Before)

Source – Southend-on-Sea Borough Council



Hamlet Court Road (After)

Source – Southend-on-Sea Borough Council

Somerset – Wells City Centre Enhancement

Wells is England's smallest city with a population of around 10,000, but attracts around 300,000 tourists a year. In 2001/02, LTP funding was used to place a permanent enhancement scheme in the centre to complement the existing Wells Relief Road and temporary experimental one-way system which had already resulted in up to 80% reduction in traffic flow in central streets. Footways were widened and repaved using high quality natural stone, the carriageway was resurfaced, street furniture was strategically placed to maximise benefit and there was provision for cycling and pedestrian improvements. £600,000 of LTP funding contributed to the £850,000 cost and between 1998 and 2004, Wells witnessed business growth of 18%, which surpassed national and regional averages.

Cornwall – Penzance Town Heritage Initiative Regeneration Project

The Market Jew Street Streetscape scheme is a vital element of the overall Town Heritage Initiative project.

Kerbside facilities to aid boarding and alighting at bus stops have been provided, along with town centre access arrangements for buses and cyclists. Pedestrian enhancements have been carried out in the main shopping street to create safer pedestrian access for shoppers and visitors. Speed reduction features control vehicle speeds to acceptable levels and provide safe crossing facilities.

The scheme has constrained vehicular traffic travelling through the town centre and encouraged traffic to use the local distributor road and associated road network, leading to reduced congestion and transport related air pollution.

Traffic volumes have reduced by 44% and there was only one recorded road traffic collision in the 12 months following implementation, compared with 48 in the preceding 3 years.

West Yorkshire – Halifax Town Centre Regeneration 'Blueprint'

The Halifax Town Centre Improvement Scheme, funded through the LTP, was developed in response to a perceived decline in vitality relative to other large West Yorkshire towns during the 1990s.

The town centre has been designated a 20mph zone and is divided into a number of 'quarters' around a pedestrianised core. Access for pedestrians, buses and taxis is prioritised whilst the circulation of other traffic is restricted. Additional funding was drawn in from the Heritage Lottery Fund and Action Halifax SRB6.

Outcomes include:

- a shift from car to public transport for travel into Halifax, including a 14% increase in bus mode share among daytime users (2001-2005);
- a steady increase in footfall levels over the period to almost above the May 2001 level in the central pedestrian core with evidence of more frequent visits compared to 2001;
- a reduction in vacant retail and office floor space from 10.5% in 2002 to substantially below 10% in late 2004;
- renewed confidence in the town centre, demonstrated by the commencement of work on a £2 million traffic free covered shopping arcade in the heart of town, promoted through Halifax Urban Renaissance.

The success of the Halifax scheme has led it to be designated as a blueprint for regeneration of other smaller towns in the area.

Brighton – George Street Pedestrianisation

Following a trial period of pedestrianisation and extensive consultation with local businesses it was agreed to permanently pedestrianise George Street, Hove between 10 am and 4pm, Monday to Saturday (these times were subsequently extended).

The Council has invested some £450,000 (£380,000 from the LTP budget) in a comprehensive Environmental Improvement Scheme, which has completely re-paved the street with a level surface. The use of high quality materials, planting of trees, and other improvements has transformed the main shopping street into an attractive place to visit which, with the licensing of tables and chairs outside many cafes and bars, gives the street a continental atmosphere.

The scheme has resulted in the creation of a more pedestrian friendly environment, which encourages the use of sustainable methods of transport and improves air quality.

The scheme won two national awards in 2002 for high quality street design from the Institute of Civil Engineers and the Local Government National Awards.



George Street (Before)
Source – Brighton and Hove City Council



George Street (After)
Source – Brighton and Hove City Council

Crime and Fear of Crime

Authorities have sought to reduce crime and the fear of crime through investment in improved lighting, CCTV cameras, secure car parking facilities, and initiatives to prevent theft of vehicles and motorcycles.

Lighting Improvements

Authorities have made improvements to street lighting, concentrating on areas where crime and fear of crime is known to be a problem. This includes introducing better quality lighting as well as the introduction of new lighting columns at key sites. Improvements create a safer environment where pedestrians can feel secure walking in the area.

Milton Keynes - Netherfield Lighting Project

Working in partnership with the local parish council, one of the largest trial schemes in the UK for energy efficient, better quality lighting has been carried out in Milton Keynes.

Using the latest technology, each light is electronically linked to a central computer that records the status and fault information of each individual street light. This helps reduce repair response times and the need for regular lighting inspections. This also allows variable light control which increases equipment longevity.

This project was implemented to help improve security and to 'design out crime'. The lighting also helps environmental targets, as it has eco-design recycling materials, reduces light pollution and has lower carbon emissions.

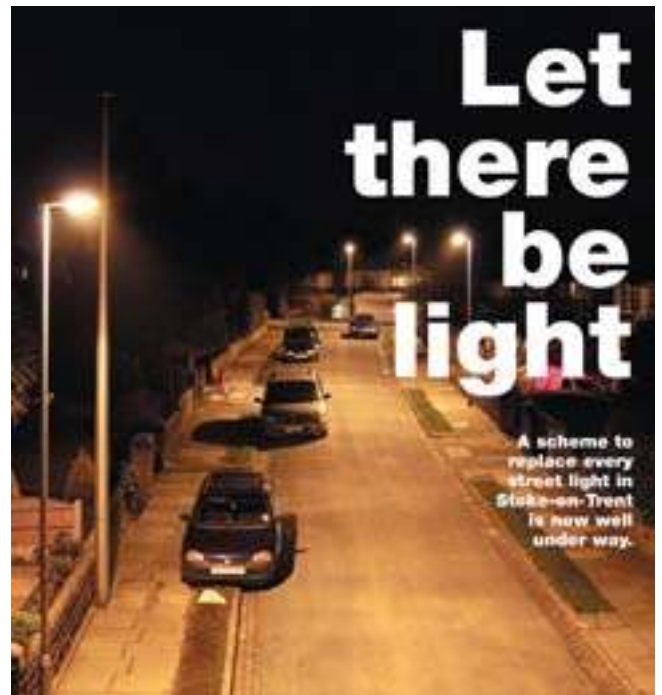
Northumberland – Lighting Improvements

In 2001 the Council commissioned a report on 'Street Lighting, Crime Patterns and Fear of Crime Analysis'. The study identified locations in the Wansbeck, Blyth Valley and Castle Morpeth districts where crime data and resident surveys indicated a crime or fear of crime problem during the hours of darkness. Provision was therefore made in the street lighting programme each year to improve lighting at the hot spot locations identified. As well as new lighting, work has also included the upgrading of existing lanterns to improve lighting levels. Residents now feel more confident about going out after dark and feel less vulnerable when they do. A follow up survey in 2004 showed an average 15% shift to people feeling "very safe" as opposed to "fairly safe" in the three districts.

Stoke-on-Trent – Street Lighting Improvements

Stoke on Trent received a street lighting PFI covering the period September 2003 to March 2006, enabling 11,960 new lighting units to be installed. Only 20% of the city's lighting is now in excess of 25 years old compared with 42% in 2003.

A recent residents' survey found that 66% of residents felt safer walking on the streets after dark. Also, 32% of residents thought that car crime would reduce, and 29% of residents thought that person to person crime would reduce as a result of the lighting improvements.



Street Lighting PFI Scheme in Stoke
Source - Stoke-on-Trent City Council

CCTV Cameras

CCTV units have been implemented in town centres, on public transport, at public transport interchanges and in car parks and other secluded areas. The units enable Councils and the Police to monitor activity in these areas in order to aid a reduction in crime and anti-social behaviour and also promote a feeling of safety among the general public.

Windsor and Maidenhead – CCTV Installation

In 2002/03, the Council began a major upgrade of their CCTV system to improve its operation. The scheme included 10 replacement cameras and 4 cameras at new sites to reduce incidents of anti social behaviour and crime in Cookham, West Windsor Community Centre and at the Civic Amenities site.

Middlesbrough – CCTV on Public Transport / Interchanges

In Middlesbrough, CCTV has been introduced on 59 buses (60% of the fleet), within car parks and at bus waiting facilities to tackle crime and fear of crime. All seven transport interchanges now have CCTV installed. Bus operators have reported that CCTV cameras on buses have helped tackle bus disorder, reduce assaults on drivers, and have resulted in a fall in accident litigation claims.

The installation of cameras on buses was funded using £49,000 LTP capital, £40,000 from bus operators, and £60,000 from neighbourhood renewal funds. Neighbourhood renewal funds also supported the provision of cameras elsewhere.

Stockton-on-Tees - CCTV on Public Transport / Interchanges

In Stockton on Tees, 100% of the local bus fleet is now covered by CCTV. Data from Cleveland Police shows that the number of recorded incidents involving antisocial behaviour on buses fell by 8% between 2002/03 and 2003/04, with evidence to suggest a further decrease in 2005.

CCTV cameras have also been installed at all three of the designated transport interchanges (Stockton High Street, Yam Station and Thornaby Station).

The CCTV system has had an extremely positive impact on public transport users' perceptions of safety. A questionnaire carried out at Thornaby Station by the Council on behalf of TransPennine Express in 2005 indicated that 94% of respondents felt that their personal security was fairly good or very good at the station.

Secure Car Parks

Windsor and Maidenhead – Park Mark Status

In Windsor and Maidenhead, 9 of the Council car parks have achieved 'Secured Car Park' / 'Park Mark' status as a result of an intensive investment programme, including a state of the art 20 camera CCTV system in Maidenhead's Stafferton Way multi storey car park. The temporary car park in Stafferton Way is also covered by CCTV.

170 CCTV cameras are monitored 24 hours a day, 7 days a week from a purpose built control room within a Council building.

A Royal Borough of Windsor and Maidenhead Community warden also works with the DVLA to reduce theft from vehicles. Vehicle crime in the borough has reduced by 20% in 2005/06 compared to 2004/05.

Stockton on Tees – Secure Car Park

In Stockton on Tees, the achievement of Secure Car Park status for 18 of the 19 Council-operated car parks in Stockton town centre has led to an 81% fall in the number of recorded incidents of vehicle related crime between 2001/02 and 2004/05.

Middlesbrough – Safer Parking Award

In Middlesbrough, 7 Council-owned car parks have been awarded safer parking awards. Levels of crime in the Council car parks are now at an all time low making them the safest place to park in town.

Over the LTP1 period, the crime in these car parks fell from 440 incidents in 2000/01 to just 52 in 2005/06, a fall of 89%.

Other Schemes

Milton Keynes – Vehicle Thefts

In Milton Keynes the number of abandoned vehicles stood at 4007 in 2001/02. By the end of 2002/03 this figure had reduced to 2,066. The reduction was largely down to the provision of an electronic link between the Driver and Vehicle Licensing Agency and the Council allowing rapid transfer of vehicle data.

Gloucestershire – Bicycle Thefts

In Gloucestershire, £121,000 was spent on 28 schemes which included new cycle parking. The combination of this and CCTV and lighting improvements, has shown a decrease in the number of bicycle thefts over LTP1.

Environment

Environmental objectives have under-pinned many LTP schemes. Examples of schemes specifically related to sustainable airport access, air quality issues in Air Quality Management Areas and air quality hotspots, climate change, rural issues and sustainable distribution are provided in Chapter 3.

Further examples of schemes with strong environmental objectives are presented below.

Durham – Sadler Street Road User Charging scheme

The first road user charging scheme in the country was launched in Durham City in October 2002.

The scheme was developed to address the increasing congestion on Durham's historic peninsula which had resulted in unacceptable vehicular / pedestrian conflict in the traditional narrow streets and Market Place of the City Centre. Specific objectives were to increase safety for travellers, reduce problems of pollution and increase walking and cycling.

Surveys have shown that particularly in the Market Place and on Saddler Street vehicular activity has reduced by 85%. A further benefit of the scheme is that pedestrian footfall has increased by 10% since its introduction.

Attitude surveys, undertaken as part of the monitoring exercise, show:

- a 10% increase (to 70%) in those interviewed who now consider this part of Durham City to be a safe environment since the scheme was introduced;
- 70% of those interviewed now think the Road User Charging scheme is a good idea;
- 83% of businesses / traders have not needed to alter their servicing arrangements.

The changes have made significant progress towards the revitalisation, conservation, and protection of the County's settlements and historic features.

Durham is evaluating potential further extensions of the charging scheme across the city under pilot funding from the Transport Innovation Fund.



Sadler Street
Source – Durham County Council

Hampshire – Air Quality Issues and Sustainable Access to the City Centre

In Hampshire, the European Commission funded MIRACLES project has demonstrated results in air quality improvements in Winchester.

Initiatives which have been implemented include:

- The opening of a 760 space park and ride site.
- A reduction in the number of long stay car-parking spaces in the city centre, and price increases for long stay parking charges.
- Free city centre parking for electric or hybrid vehicles, and discounts on long stay season tickets for low emission vehicles.
- The provision of information on air quality levels in the city centre on the internet, on display units at Hampshire Information Centre and Winchester City Council Parking Office, to inform the public about pollutant levels.
- The purchase of 13 buses meeting Euro III emission standards through a Quality Bus Partnership, and trialling of alternative fuel buses on park and ride services to raise awareness and test public reaction.

Ticket sales for the seven busiest City Centre car parks have fallen 16%, which equates to 235,000 tickets or vehicles.

Recorded levels of nitrogen dioxide have fallen by 35% since 1997 and the levels of carbon monoxide have fallen to such a low level that monitoring is no longer necessary. The level of particulates is around 30% lower than the annual mean objective.

Greater Bristol - Conserving Bath as a World Heritage Site.

Bath & NE Somerset has implemented further phases of its Urban Traffic Management and Control system. This has helped improve traffic flow on main routes such as the A36, provided bus priority, pedestrian crossings, and effective monitoring and fault reporting. The system now has 28 nodes and 21 pedestrian crossings. Remodelling of the Sydney Gardens junction and installation of new traffic signals on the A36, completed in 2004/05, have improved traffic circulation in the City Centre and reduced congestion in Queens Square, George Street, Gay Street and Lansdown Road. These measures have resulted in:

- 11% decrease in traffic entering Bath's inner cordon.
- 13% growth in bus patronage in Bath and North East Somerset.
- 17% growth in park and ride passengers

Norfolk – Preserving the Natural Habitat

Norfolk Council employed an environmental supervisor to oversee environmental mitigation works during the construction of Broome-Ellingham Bypass Major Scheme, Corpusty Link Road and Guist Bridge. Measures involved erecting otter fencing and ledges, obtaining Department for Environment, Food and Rural Affairs licences to translocate key species and provide enhanced wetland habitat along the scheme corridor.

Corpusty Link Road crosses the River Bure upstream of the Broads Special Area of Conservation. Otter ledges were constructed under the bridge and an anti pollution lagoon was created close to the River Bure. Since the road was opened in 2001, a local naturalist has monitored the number of dragonflies and damselflies. Annual maintenance is done to enhance the lagoon margins and grassland habitat on the roadside banks.

Health

Authorities have worked with a range of stakeholders including health providers, social services, education services and public transport operators, to encourage healthier lifestyles and improve access to health care.

Promoting Healthier Lifestyles

Measures to encourage healthier lifestyles focus on encouraging walking and cycling, particular amongst those individuals who are not used to frequent exercise, and who may not be used to cycling and/or walking.

Herefordshire – Promoting Healthier Lifestyles

The Council has worked with partners in health, social services and education to develop a number of initiatives to promote healthier lifestyles:

- The Council has played an active role in establishing a task group to tackle obesity. Initiatives include calorie counted walks, general exercise sessions through the 'Eat and be Fit' initiative, weight management groups and the promotion of cycling. As a result, 17 of the schools within the County are registered as 'Healthy Schools'.
- Throughout the LTP period, the Council has worked with the Herefordshire PCT and Herefordshire hospitals NHS Trust along with the Sports Development Team to promote the benefits of walking and cycling. An 18% increase in cycle use throughout the County and a 71% increase in the number of pedestrian movements within Hereford City Centre has been noted. The 'GetActive!' logo has been used to generate brand familiarisation and increase awareness. Schemes implemented have included one-to-one adult cycling training and Hereford Mini Map (see below).
- 'Footprints in South Wye' has been introduced as part of the National Walk for Health programme, and provides new walking opportunities for people in the deprived areas of South Wye. The initiative has involved the production of 11 risk assessed and calorie counted health-walk routes, instructor-led walks around the area to increase the uptake of physical activity, and training for community members to become volunteer walk leaders.
- To raise awareness of walking and cycling in Hereford, and to promote the ease and benefits of walking and cycling for health, the Hereford Mini Map was produced in 2005. Included on the map are two ten minute walking and cycling zones to illustrate how much of the city is accessible within 10 minutes of travel from High Street. The map is free, and available from all civic buildings, tourist information centres and at some local retailers. It received top marks from the English Regions Cycling Development Team and the East and West Midlands Cycle Benchmarking Group.

16% of residents in Herefordshire travel to work on foot or by bicycle, compared to 13% for England, and 47% of adults in the County participate in at least 30 minutes of exercise of moderate activity 5 times a week or more

Kent – Promoting Healthier Lifestyles by Encouraging Cycling

During the LTP1 period more than £4 million has been invested in the promotion of cycling. This has included new infrastructure, and new and improved cycle routes

across the County. Kent's flagship cycle route the Viking Coastal Trail is a 28 mile circular route around the Thanet area. With an annual flow of 40,000 cyclists, 57% stated that their primary purpose for using the route was for exercise.

Over the LTP period, a 53% increase in cycle trips was achieved.

West Yorkshire – Promoting Healthier Lifestyles by Encouraging Walking

The Healthy Transport Project in Wakefield, led by the Council and supported by two Primary Care Trusts (PCT) and the Countryside Agency, was set up to increase levels of participation in walking and cycling. The Project, commencing in 2000, established a series of free health walks throughout the area, of approximately one hour in duration. As more volunteers join longer walks are developed to encourage people to progress their fitness. A series of self walk maps have been developed describing 36 one-hour routes, and over 4000 copies of the maps were distributed after publication.

LTP1 project funding has provided a lead project office, infrastructure improvements and public awareness material. The LTP funding now supports a cycling officer, two healthy transport officers and a healthy transport manager to continue the scheme. The two PCTs have combined funds to maintain a post for a Healthy Walks Co-ordinator.

Access to Health Care

Authorities have worked with bus operators, and community and voluntary transport providers, to provide affordable and accessible services to hospitals, GP surgeries, and other health facilities.

South East Dorset – Access to Health Care

The Local Strategic Partnership (LSP) for Bournemouth and Poole oversees a number of forums set up to deal with the strategic objectives of the community plans. A priority issue in LTP1 has related to difficulties patients and staff are having accessing the Royal Bournemouth and Poole Hospitals.

The Councils are working with the local hospitals to look at access by public transport. In Poole, the hospital has partnered with the Council to reduce discharge times by using a social services vehicle for four hours a day. The hospital contributes towards driver and vehicle costs.

In Bournemouth, the purchase of a community transport bus has enabled the Bournemouth Aided Transport (BAT) bus to prioritise visits to Bournemouth hospital for those without access to a car or public transport. In partnership with the PCT, this has helped reduce missed appointments and increased passenger journeys on community transport from 12,200 journeys in 2000 to 20,200 in 2005.

For those using the concessionary fares scheme there is currently a 09:30 start restriction across the conurbation. This presents a problem for those with early appointments. An agreement has therefore been reached with Bournemouth and Christchurch Hospitals to reimburse fares for early appointments. This has again helped reduce missed appointments.

Swindon – Access to Health Care

The Great Western Hospital opened on the eastern edge of Swindon in 2002, replacing a hospital in the old town. Considerable alterations to the local bus network, including a number of routes being diverted, have been implemented to serve the new hospital. A frequent, dedicated express shuttle bus service has been provided 7 days a week between the town centre and the hospital (with a journey time of 10 minutes). The hospital now has 21 bus arrivals per hour for most of the day, including 6 buses on non stop express route.

Oxfordshire – Access to Health Care

A new bus service has been introduced from Thornhill park and ride site, to improve access to healthcare facilities by public transport. The service goes to two of the major hospital sites in the area, and has involved enhancements to the bus service from the northern area of Oxford to and from the main hospital sites. Bus ticket discounts for members of staff at hospital sites have been introduced as part of hospital travel plans.

During the LTP1 period, the proportion of patients arriving by car has reduced from 80% in 2000 to 73% in 2004, while the proportion being dropped off by car increased from 3 to 6%, and those arriving by public transport has increased from 6 to 8%.

Hertfordshire – Access to Health Care

In April 2005, the Herts Integrated Transport Partnership introduced a health shuttle bus, through Herts TravelLink, linking Lister Hospital in Stevenage to rural catchments north and east of the town. This service currently caters for up to 600 passengers per week of whom the majority are patients.



KEY LESSONS AND FOUNDATIONS FOR THE FUTURE

Chapter 5

Key Lessons and Foundations for the Future

Introduction

The introduction of the LTP framework in 2000 presented authorities with a new planning and delivery process, backed up by a considerable increase in funding. Most councils have used the opportunity of their Delivery Reports to set out a range of aspects of their programmes which have worked especially well in terms of process or outcomes; many also describe key lessons learnt from those aspects which have been less successful.

The considerable successes achieved in the first round provide a good basis for planning and implementation in the next round of LTPs for 2006-2011, for example through active and effective partnerships, infrastructure in place and contribution to the shared priorities of accessibility, congestion, safety and air quality which are a primary focus of the second round LTPs.

Chapter 3 provides a range of examples of effective delivery in terms of outputs and outcomes. This Chapter therefore focuses more on effective planning and delivery processes and how these have improved during the first round.

Areas of Success

Authorities are able to highlight a wide range of successful experience in the first round, including:

- a more strategic approach to local transport based on the greater certainty of funding across the five year period;
- development and implementation of strategies in a broader and more integrated manner, including initiatives which cut across service areas and partners;
- achieving, and monitoring, positive outcomes from new schemes and programmes introduced for the first time;
- engaging with external partners in the development, funding and promotion of successful schemes;
- securing additional resources to support LTP objectives, for example from Prudential Borrowing, other national or European initiatives and private sector funds such as developer contributions;
- increasing capacity to deliver a larger capital programme, both through the strengthening and restructuring of in-house resources, increased use of multi-disciplinary teams for programme development and partnering with the private sector;
- the introduction and development of new processes to achieve more targeted delivery, such as consultation, customer focus, financial reporting and programme management; and
- an increasing focus on outcome targets and the introduction of more robust performance management systems and processes.

Numerous examples of successful delivery are provided in Chapters 3 and 4. Examples of other key areas of success are provided below.

Promoting Integration

Halton – Quality Corridor Approach

Halton has implemented a Quality Corridor Approach across the area which involves comprehensively addressing the key issues associated with road safety, walking, cycling and public transport in an integrated and holistic way. This has been found to be more cost effective than planning and implementing individual interventions and also minimises disruption to traffic and other users. The Beachwood Road scheme, for example, included the upgrade of ten bus stops, provision of accessible crossing facilities and signage, traffic calming measures and two junction improvements.

Lancashire – Integration with Wider Policy Objectives

Lancashire highlights the benefits of aligning the LTP with the corporate objective of “Making Lancashire a place where people can travel easily and safely” and working across service areas and wider policies. A specific example includes the establishment of a new Passenger Transport Unit in 2004 which results from the recommendations of a Best Value Review and which now provides a more customer-focused service for all scheduled and community transport services covering local bus services, Home to School Special Educational Needs and Social Services Transport. The initiative is also expected to produce efficiency savings.

Securing Additional Funding

Greater Bristol – Securing Additional Funding

Bristol has been successful in securing resources on top of LTP1 allocations to the tune of over £42 million, equivalent to around 30% of the LTP allocation between 2001 and 2006. The biggest single source is developer contributions through Section 106 Agreements generating £14.1 million. In addition, there have been contributions of £5 million from the South West Development Agency for the Civic Pride Initiative in Weston-super-Mare, successful bids for Urban and Rural Bus Challenge, and Local Public Service Agreements and Supplementary LTP Bids.

Darlington – Securing Additional Funding

Darlington has secured £3.6 million in additional resources to target increased expenditure on the highway network through Prudential Borrowing (£2.6 million) and LPSA funding (£1 million). These are being used to implement the “Let’s Get Cracking” programme for the improvement in the appearance and surface condition of footpaths, verges and roads across the town, and to achieve stretch targets for BV224A (Non-Principal Roads) and BV224B (Unclassified Roads). From a starting point of a road network with some of the worst conditions in England, this funding has allowed the council to move up to the top quartile with significant improvements in the key indicators. Darlington has also been successful in bidding for significant additional revenue funding under the Sustainable Towns Initiative which, along with Worcester and Peterborough, is supporting enhanced delivery and monitoring of smarter measures aimed at promoting changed attitudes and travel behaviour. A further £500,000 per annum has been secured for the three years 2006/07 to 2008/09 from Cycling England as one of the six Cycling Demonstration Towns.

Improving Capacity to Deliver

Devon – Improved Project Management Processes

Devon has implemented improved project management processes to deliver its LTP1, including more efficient working through the established Local Service Groups, greater use of delegated powers, creation of new posts such as School Travel Plan Co-ordinators and a dedicated officer post for monitoring. A new Project Plan system provides enhanced financial and delivery status information for schemes, whilst the new spar.net performance management system has been implemented across all council services, allowing targets to be tracked more effectively over time.

Eleven new graduates and technicians have also been recruited across the service. Capacity to deliver has been assisted by a partnership with a private sector company to deliver a range of functions including highway design, structural engineering, transportation modelling, site supervision and feasibility studies.

Essex – Restructuring to Facilitate Delivery

Essex has restructured its Highways and Transportation Directorate to facilitate improved LTP scheme development and delivery. A senior manager post was created to focus on delivery and prioritise key outputs across the different policy functions. In addition, in 2005 existing Agency Agreements for delivery through the District Councils were replaced by more outcome-focused Local Service Agreements followed by new contractual conditions with private sector partners aimed at delivering greater responsiveness and efficiency savings within the LTP programme.

West Berkshire – Creation of a New Transport Policy Team

West Berkshire met the challenges of both the LTP process and new unitary authority status by creating a new Transport Policy Team within the Council. Due to difficulties of recruitment, the Council also sought to attract applicants from a wider range of non-transport backgrounds, including planning, environmental science, education and marketing and media. This has not only built capacity, but is seen as important to bringing fresh thinking to the transport challenges of the area. The approach has been complemented by the creation of new teams for transport services and road safety and has supported consistent improvements in the Council's management of delivery, outcomes against targets and increasing amounts and use of Section 106 and 278 contributions to supplement LTP allocations.



Cycle Award
Source – West Berkshire Council

Merseyside – LTP Support Unit

Merseyside established an LTP Support Unit in 2004 in order to strengthen all aspects of LTP planning and delivery. The Unit incorporates the Travelwise Team for the promotion of smarter measures across all the metropolitan districts, and also aims to ensure that LTP activities are integrated with wider policies, external partners and funding sources, including the second Objective One Programme and programmes for accessing health and employment. Objective One has provided almost £40 million to support 17 transport projects and initiatives across Merseyside since 2000.

Consultation and Stakeholder Engagement

Durham – LTP Partnership Forum

Durham County Council has adopted inclusive and effective consultation and stakeholder engagement across the LTP strategy and programme, establishing an LTP Partnership Forum in 2000 with membership of all key stakeholders with an interest in transport across the County. The Forum, which meets four times a year, works as a sub-group of the County Durham Strategic Partnership ensuring that transport is fully integrated with wider corporate and community priorities, whilst the County engages with each of the District-level Local Strategic Partnerships.

Redcar and Cleveland – Scheme Consultation

Redcar and Cleveland focuses on specific examples of scheme consultation to illustrate how a more inclusive approach has delivered benefits for the LTP programme. The council's Safer Streets initiative included residents being provided with details of traffic calming options for their area and then being invited to put the proposals together. A key requirement has been for those involved to demonstrate local support for their proposals, avoiding abortive work by the council. The concept is now being extended to parking and environmental traffic management schemes.

Slough – Partnership Working

Slough has used strong partnership working for the improvement of local public transport with support and funding forthcoming from BAA Heathrow, the Slough Trading Estate and First. The new Linx bus service to the Estate, for example, runs six times an hour during the day, connecting Slough and Burnham Stations, secured as part of a Simplified Planning Zone for the area. The service now carries over 6,500 passengers per week. Capital investment in bus priority and improved bus shelters has been matched by investment in new vehicles and an enhanced service plan from the operator. Additional bus services have also been secured for a five year period as part of large-scale residential development in the Cippenham area.

Programme and Performance Management

Buckinghamshire - TRANStat

Buckinghamshire has introduced a performance management database called TRANStat, paralleled by changes to the way in which progress against key targets and outcomes is reported and managed. At monthly management meetings, all teams report on performance against operational, financial and risk management targets and indicators. This enables managers to prioritise activities and resources and makes teams and individual officers accountable for service delivery and improvement. The approach is seen as key to tracking positive outcomes on the County's core and local performance indicators, as well as incentivising the service to deliver 13% more schemes than originally planned and supporting improved rating under Comprehensive Performance Assessment. As well as national and local outcome indicators, TRANStat includes targets for media coverage of individual aspects of service delivery.

The image shows a screenshot of the TRANStat performance dashboard. It features a header with search filters for 'Date', 'Department', and 'Type'. Below this is a large table with multiple columns representing different performance indicators. The table rows are color-coded: green for positive performance, yellow for neutral, and red for negative performance. The columns include various metrics such as 'Number of schemes', 'Value of schemes', and 'Percentage of schemes completed'.

Sample output from TRANStat
Source – Buckinghamshire County Council

East Sussex – Risk Management

East Sussex has introduced new procedures for the management of risk within the LTP programme. These focus on (i) scheme monitoring in terms of timescale and budget (ii) monthly monitoring of the financial plan through a new SAP system and (iii) quarterly monitoring of core and local targets. This is seen as important for the council to track and respond to variations in progress throughout the year and re-profile budgets, programmes and target trajectories. This approach has also supported the setting of targets in LTP2.

West Yorkshire - Improved Project Management Procedures

West Yorkshire has worked to improve project management procedures throughout LTP1. For example, Metro has introduced new project management procedures in 2003 based on a Prince 2 methodology. This provided benefits of each project being planned and delivered in the same way, standardisation of project appraisals including identification of business process issues and value for money assessment, and encouragement of the involvement of end user at all project stages. The system has also enabled improved identification and management of risk and post-implementation evaluation. Similar processes have been established, or are in the process of being established, across the Metropolitan Districts.

Learning from Setbacks

Inevitably, authorities have experienced a range of challenges in delivering LTP programmes which are larger, more complex and integrated across policy areas. The Delivery Reports provide some useful coverage of these, with some evidence of the difficulties which govern delivery, but also with evidence of successful efforts to overcome the issues encountered and produce effective and workable solutions.

Halton – Improved Consultation

Halton comments that some early LTP measures attracted concerns from residents and suggestions that the process of responding to objections was not sufficiently transparent. In response, the council developed a consultation policy for highway schemes and a member-level consultation review panel. Whilst decisions on scheme implementation remain largely with the service director in consultation with the lead member, the panel has a scrutiny and advisory role. The new policy demonstrates clarity and equity in the consideration of comments received during consultation.

Warwickshire – Promoting Cycling

Warwickshire struggled to promote cycling in the early LTP1 period. In response to Government Office feedback, and assessments from the English Regions Cycling Development Team, a number of improvements have been made. These include refining the prioritisation of future cycle schemes according to their likely contribution to targets, intensifying marketing and promotional activity and the introduction of more robust monitoring procedures. In LTP2, automatic cycle counters will replace the “snap shot” cordon surveys as the primary means of monitoring cycling.

Norfolk – Travel to school

Norfolk reports that the manner in which school travel plans were initially delivered during LTP1 was largely engineering-led, focusing significant expenditure on a small number of schools with major physical solutions. The approach has now changed to more of a balance with the road safety and health agendas and a range of attitudinal measures to achieve a change in travel behaviour. This is seen as working well with decreased average spend per school but benefits for a much large number of sites. To date, 272 school travel plans have been agreed out of 485 County schools, with increasing evidence of modal shift, for example at Mulbarton School where a 19% shift away from the private car has been achieved. The council is now using web-based tools to assist schools in the development, management and monitoring of their travel plans.



Source – Norfolk County Council

Foundations for the Future

Authorities identify a range of achievements during LTP1 which provide a basis for more robust delivery during LTP2. Key points of evidence arising from the Delivery Reports include:

- a range of new planning and delivery structures and partnerships with stakeholders are in place;
- enhanced management initiatives, together with new approaches to staff retention and development;
- programme and performance management systems, processes and datasets;
- a good range of infrastructure and service measures in place providing demonstrable contribution to the Shared Priorities and wider quality of life; and
- the learning experience of delivery of LTP1, learning and dissemination of good and greater awareness of approaches which work, in both process and outcome terms, and offer good value for money.

Gloucestershire – Partnership with the Private Sector

Gloucestershire is continuing to develop its relationship with the private sector for LTP delivery through the development of “Gloucestershire Highways,” a new integrated services contract. This arrangement will aim to deliver strategic outcome and operational targets relating to safety, network condition and quality and customer satisfaction. It will also make the performance of both partners more measurable with clearer links to the LTP compared to the previous framework agreement.

North Nottinghamshire - Partnerships

North Nottinghamshire cites a range of partnerships established during LTP1 which will provide a basis for dialogue, discussion of the key issues and agreement on future delivery. Examples include nine Quality Bus Partnerships (including several cross-boundary), East Midlands Safety Audit Forum, Regional Cycle Benchmarking Group and Accessibility Forum. The Council has sought to learn good practice from other authorities, such as Decriminalised Parking Enforcement from Lancashire County Council, the development of a Rights of Way Improvement Plan from York City Council, and online car sharing from Leicestershire, Derbyshire and Lincolnshire Councils.

Kent – Thameside Fastrack

The opening of Phase 1 of Thameside Fastrack in March 2006 in Kent provides a good future basis for delivering improved public transport within the Thames Gateway regeneration area. The scheme has been funded through a combination of the County's LTP, the Major Scheme bid, and the Department for Communities and Local Government. The service has been procured in partnership with Arriva to offer a "step change" over the existing bus network of the area and will be extended in order to support future housing and employment growth. Fastrack compliments a range of successful initiatives across the County to improve scheduled bus and demand responsive transport services over the duration of LTP1.

Monitoring carried out since the Delivery Report shows that in the first six months of operation, Fastrack has carried over 800,000 passengers, considerably ahead of forecasts, with 95% of passengers rating the service as "good" or "excellent".



Fastrack Source – Atkins

Merseyside – Franchise Manager for Merseyside Electrics

Merseytravel became the franchise manager for passenger services for the Merseyrail Electrics system in 2003, taking over from the Strategic Rail Authority. With the franchise let in 2004, the rolling stock has now been fully refurbished and complementary improvements delivered within LTP1 include a number of interchange enhancement schemes, improved information provision and 5000 park and ride spaces. In 2004-2005, the system carried 28 million passengers, a 7.5% increase on five years earlier.

The franchise and its associated commitments provide a good basis for further promoting public transport and integration on Merseyside.

Wiltshire – Transport Asset Management Plan

In Wiltshire, the increase in size of the highway maintenance programme during LTP1 and the availability of better condition information has necessitated the need for improved methods for identifying and prioritising schemes. This has led to the adoption of an Assessment Matrix methodology which enables condition information, accident records and reports from the public to be more fully incorporated in the decision-making process. This methodology is now being incorporated into the development of the Council's Transport Asset Management Plan (TAMP).

South Yorkshire – New Central Team

Following issues experienced in co-ordinating the capital programme, South Yorkshire has established a small Central Team to monitor and coordinate delivery and to work with partners in improving their performance management systems. Members and senior officers now meet regularly with joint responsibility for overseeing the delivery of the LTP and its associated targets across South Yorkshire.

This approach is supported by the development of mechanisms for prioritising resources at metropolitan level. A particular focus is on casualty reduction, an area of mixed performance in LTP1, through a new Road Safety Analyst post to improve data management and the creation of a Casualty Reduction Steering Group chaired by South Yorkshire Police and attended by representatives from the four authorities, the PTE, Highways Agency, Fire and Ambulance services and Health Trusts.

Chapter 6

Conclusions and Implications for the Second Round

This Report has documented an impressive record of evidence and specific examples of local transport achievement by local authorities in England over the first round of their LTPs between 2001 and 2006. This is assisting those specific authorities cited, and Local Government in the wider sense, to meet their local economic, social and environmental agenda. Delivery of LTPs has also been vital in supporting Central Government towards meeting its national aims and objectives.

Local transport in 2006 is safer, more integrated and efficient compared to the commencement of the first round in 2001.

Specific highlights cited in this Report include:

- the successful expenditure of increased capital allocations for local transport, matched by revenue funding, authorities' own sources and considerable leveraging in of external resources. Overall, we estimate that over £23 billion of investment has been made in the past five years;
- focusing these increased resources on the delivery of focused strategies aimed at improving road safety, improving public transport and integration, and promoting sustainability and quality of life, as well as a range of local priorities;
- the successful implementation of over 320,000 schemes within programmes which are larger, broader, and have become more targeted on specific objective outcomes;
- considerable progress against national and local targets, based on improved practice in scheme and programme monitoring. The reduction in those killed and injured on the roads is an area of particular achievement, contributing to the likely achievement of the national road safety targets by, and in some cases ahead of, 2010;
- a marked improvement in the condition of local roads and numerous examples of significant investment in public transport leading to increases in bus patronage, bus user satisfaction and modal shift;
- major progress in the "smarter choices" agenda with the promotion and take-up of school travel plans and related initiatives being a particular highlight;
- evidence of LTP schemes making a positive contribution to wider objectives, such as regeneration, public realm, social inclusion and healthier lifestyles and supporting corporate targets for Local Public Service Agreements and emerging Local Area Agreements; and
- improved processes within local highways and transport services for scheme planning and delivery, including innovation in consultation, partnership working, strengthening staff capacity and skills, financial budgeting, prioritisation and appraisal and new programme and performance management systems.

Delivery of further improvements to local transport are now being undertaken through the second round of LTPs which covers the period 2006-2011. Many of the lessons learnt from the experience of the first round provide a firm foundation for further achievements over the next few years. In particular, through their LTP1 Delivery Reports, local authorities have demonstrated to their stakeholders that they have the skills, innovation, processes and systems to make a visible difference to transport in their areas.

The good practice set out in this Report illustrates what can be achieved.

Appendices

Appendix A

Detailed Summary of Integrated Transport Expenditure on Specific Scheme Types in LTP1 (2001/02-2005/06)

Expenditure on Integrated Transport Schemes during LTP1 (2001/02 – 2005/06):

- £ 5.2m on new guided bus schemes covering 10 kilometres (BG1)
Guided busway schemes (BG) sub-total = £ 5.2m

- £ 18.2m on 3,265 new bus stops (BI1)
- £ 43.1m on 27,059 bus stops with travel information displays (BI2)
- £ 68.1m on 70,803 improvements to existing bus stops (BI3)
- £ 91.8m on 5,252 other bus infrastructure schemes (BI4)
Bus Improvement schemes (BI) sub-total = £ 221.2m

- £ 179.2m on 555 Quality Bus Corridor / Showcase Route Schemes covering 4,891 kilometres (BL1)
- £ 30.3m on 387 busways / bus lanes covering 355 kilometres (BL3)
- £ 0.5m on 4 High Occupancy Vehicle (HOV) lanes covering 7 kilometres (BL5)
- £ 48.2m on 812 other bus priority schemes (BL7)
Bus Priority schemes (BL) sub-total = £ 258.3m

- £ 98.0m on 2,636 cycle track schemes covering 9,315 kilometres (CY1)
- £ 34.8m on 1,780 cycle lane schemes covering 4,821 kilometres (CY3)
- £ 0.5m on 2,321 new advanced stop lines (CY5)
- £ 4.6m on 11,098 new cycle parking facilities (CY6)
- £ 37.7m on 1,772 other cycling schemes (CY7)
Cycling schemes (CY) sub-total = £ 175.6m

- £ 46.3m on 111 new single mode interchanges (IN1)
- £ 54.0m on 909 improvements to single mode interchanges (IN2)
- £ 0.0m on 2 new public transport interchanges at airports (IN3)
- £ 0.0m on 7 improvements to new public transport interchange at airports (IN4)
- £ 32.9m on 65 new multi-modal interchanges (IN5)
- £ 30.0m on 465 improvements to multi-modal interchanges (IN6)
- £ 12.9m on 319 new dynamic information systems at interchanges (IN7)
Interchange schemes (IN) sub-total = £ 174.8m

- £ 45.2m on 2 new light rail lines (excluding line extensions) covering 14 kilometres (LR1)
- £10.0m on 9 light rail line improvements (including track duelling, line extensions) covering 166 kilometres (LR3)
- £ 3.9m on 17 additional light rail capacity (vehicles) (LR5)
- £ 15.7m on 649 other light rail schemes (LR6)
- Light Rail schemes (LR) sub-total = £ 74.8m**

- £ 124.0m on 4,965 schools implementing first 'Safe Routes' schemes (LS1)
- £ 2.0m on 173 other sites implementing first 'Safe Routes' schemes (LS2)
- £ 21.9m on 419 schemes which include new CCTV cameras (LS3)
- £ 32.5m on 4,474 schemes which include new street lighting (LS4)
- £ 344.0m on 13,009 other safety schemes (LS5)
- Safety schemes (LS) sub-total = £ 524.4m**

- £ 542.1m on 5,170 other schemes (OS1)
- Other schemes (OS) sub-total = £ 542.1m**

- £ 58.8m on 54 new Park and Ride schemes (bus/road related) (PR1)
- £ 4.3m on 33 extensions to existing Park and Ride schemes (bus/road related) (PR2)
- £ 4.8m on 22 new Park and Ride schemes (rail related) (PR3)
- £ 4.6m on 59 extensions to existing Park and Ride schemes (rail related) (PR4)
- Park & Ride schemes (PR) sub-total = £ 72.5m**

- £ 37.0m on 3,300 toucan or puffin crossings (RC1)
- £ 31.5m on 2,996 other signalled crossings (RC2)
- £ 28.7m on 29,321 other unsignalled crossings (RC3)
- £ 0.5m on 117 underpass replacements (RC4)
- Road crossing schemes (RC) sub-total = £ 97.7m**

- £ 44.1m on 29 new rural bypasses covering 61 kilometres (RD1)
- £ 45.8m on 54 new relief road or urban ring roads covering 67 kilometres (RD3)
- £ 52.8m on 210 new or improved access roads with specific regeneration or social inclusion benefits, covering 103 kilometres (RD5)
- £ 30.0m on 78 road dualling and widening schemes covering 61 kilometres (RD7)
- £ 14.2m on 224 road alignment schemes covering 53 kilometres (RD9)
- £ 73.9m on 2,889 new junction or junction improvement schemes (RD11)
- £ 36.3m on 726 other local road schemes (RD12)
- Local road improvement schemes (RD) sub-total = £ 297.1m**

- £ 38.6m on 599 Urban Traffic Control installations (TM1)
 - £ 28.3m on 3,812 signalling/signal upgrading schemes (outstations) (TM2)
 - £ 237.7m on 9,352 other traffic management schemes (TM3)
 - £ 12.5m on 136 Home Zones (TM4)
 - £ 1.4m on 141 Quiet Lanes (TM5)
 - £ 6.5m on 18 Clear Zones / Low-emission Zones (TM6)
 - £ 25.6m on 1,672 urban 20mph zones (TM7)
 - £ 1.1m on 160 rural 20mph zones (TM8)
 - £ 87.6m on 3,682 other urban traffic calming schemes (excluding Home Zones) (TM9)
 - £ 33.6m on 1,441 other rural traffic calming schemes (excluding Quiet Lanes) (TM10)
- Traffic management schemes (TM) sub-total = £ 473.0m**

- £ 5.3m on 174 local Highway Authority site travel plans (TP1)
 - £ 0.3m on 82 shire district travel plans (TP2)
 - £ 20.3m on 8,169 School Travel Plans (TP3)
 - £ 0.0m on 171 further/higher education establishment travel plans (TP4)
 - £ 0.0m on 220 hospital travel plans (TP5)
 - £ 7.6m on 2718 Employer Travel Plans (TP6)
- Travel plan schemes (TP) sub-total = £ 33.6m**

- £ 101.5m on 7,575 new or improved footways covering 1,148 kilometres (WA1)
 - £ 22.3m on 175 pedestrianisation schemes covering 27 kilometres (WA3)
 - £ 8.4m on 366 new or improved pedestrian / cycle bridges (WA5)
 - £ 59.5m on 3,734 other walking schemes (WA6)
- Walking schemes (WA) sub-total = £ 191.7m**

TOTAL INTEGRATED TRANSPORT EXPENDITURE = £3.142 billion

Source: Based on data provided by authorities in their annual F3 and F4 Form returns.

Appendix B

Expenditure on Major Schemes in LTP1 (2001/02 - 2005/06)

Schemes with recorded expenditure on main works in LTP1

(Schemes with minor works or scheme development expenditure only are not reported here)

A - Major Schemes started and completed in LTP1 (01/04/2001 - 31/03/2006)

Public Transport Schemes:

- 1 - Derby City - Connecting Derby Phase 1 (BL7)
- 2 - Greater Manchester - Shudehill Transport Interchange (IN5)
- 3 - Kent - Fastrack Phase 1 (BL1)
- 4 - Norfolk - Norwich Public Transport Major Scheme (BI4)
- 5 - Plymouth - Northern Corridor Major Public Transport Scheme (PR1)
- 6 - Tyne & Wear (Gateshead and Nexus PTE) - Centrelink (Segregated bus lane) (BG1/BL3)
- 7 - Tyne & Wear (Newcastle) - Quayside Public Transport (BG1)
- 8 - Tyne & Wear (Nexus PTE) - Four Lane Ends Interchange (IN6)
- 9 - West Midlands (PTE, Birmingham, Sandwell) - Outer Circle/Radial Routes (BL1)

Road (car-based) schemes:

- 10 - Cambridgeshire - A142 Fordham Bypass (RD1)
- 11 - Central Leicestershire - New Rural Bypass - Rearsby Bypass (RD1)
- 12 - Durham - A167 Chilton Bypass (RD1)
- 13 - Durham - A689 Sedgefield to Wynyard Improvement (RD7)
- 14 - Greater Manchester - A57 Cadishead Way (Brinell Drive - City Boundary) (RD1)
- 15 - Greater Manchester (Manchester CC) - Urban Traffic Control Scheme (TM1)
- 16 - Medway - A228 Main Road to Ropers Lane (Phase 1) (RD5)
- 17 - Norfolk - Nar/Ouse Regeneration Scheme (RD3)
- 18 - North Nottinghamshire - A617 Mansfield Ashfield Regeneration Route (RD1)
- 19 - Portsmouth - Paulsgrove Roundabout (LS5)
- 20 - Shropshire - A53 Hodnet Bypass (RD1)
- 21 - South Yorkshire (Barnsley) - Coalfields Link Road (Phases 2 & 3) (RD5)
- 22 - South Yorkshire (Doncaster) - A6023 Denaby Main Diversion (RD9)
- 23 - Staffordshire - Biddulph Inner Bypass (RD3)
- 24 - Thurrock - West Thurrock Regeneration Ring Road (Phase 1) (RD3)
- 25 - Tyne & Wear (Newcastle) - Scotswood Road (RD7)

- 26 - Warrington - Urban Traffic Management and Control (TM1)
- 27 - West Midlands (Birmingham) - Masshouse Circus (RD5)
- 28 - West Yorkshire (Bradford) - South Bradford Integrated Transport Improvements (TM3)
- 29 - West Yorkshire (Bradford) - Bradford City Centre Integrated Transport Scheme (TM3)
- 30 - Wiltshire - A350 Semington to Melksham Diversion (RD1)
- 31 - Worcestershire - Wyre Piddle Bypass (RD1)

Maintenance Schemes:

- 32 - Bedfordshire - Arlesey Bridge Replacement (MM7)
- 33 - Greater Manchester - Oldham Borough Retaining Walls (MM7)

Other Schemes:

- 34 - Greater Manchester - North Manchester Business Park (OS1)

LTP Expenditure in LTP1 = £341 m; estimated gross cost of completed schemes = £490 m.

B - Main works started in LTP1 and completed between Mar 2006 and July 2006

Public Transport Schemes

- 35 - Merseyside (PTE) - Allerton Interchange (IN5)
- 36 - Warrington - Warrington Town Centre Bus Interchange (IN5)
- 37 - West Sussex - Crawley Fastway (BG1)

LTP Expenditure in LTP1 = £29 m; estimated gross cost of completed schemes = £78 m.

C - Main works started before LTP1 but completed during LTP1

Public Transport Schemes

- 38 - Lancashire - South Ribble M65 Interface Improvements (PR1)
- 39 - Merseyside (PTE) - Central Station Rail Improvements (IN2)
- 40 - Tyne & Wear (PTE) - Sunderland Direct (LR6)
- 41 - Tyne & Wear (PTE) - Stephenson's Link (BL3)
- 42 - West Midlands (PTE, Sandwell) - West Bromwich Town Centre Strategy (IN5/RD9)
- 43 - West Yorkshire (PTE, Bradford) - A641 Manchester Road Quality Bus Scheme (BG1)

Road (car-based) schemes

- 44 - Durham - Dawdon to Seaham Town Centre Link Road (RD3)
- 45 - East Sussex - A22 New Route Eastbourne (RD3)

- 46 - Essex - A131 Great Leighs Bypass (RD1)
- 47 - Essex - A130 Bypass (A12 to A127) PFI Funded (RD1)
- 48 - Greater Manchester - Altrincham Town Centre Eastern Improvement Route (RD3)
- 49 - Greater Manchester (Manchester, Salford) - A6042 Manchester/Salford Inner Relief Road (RD3)
- 50 - Greater Nottingham - A6002/A6007 Coventry Lane Improvement (RD12)
- 51 - Kent - South Thameside Development Route 4 (RD5)
- 52 - Leicestershire - New Rural Bypasses - Ashby Bypass (RD1)
- 53 - Norfolk - Broome /Ellingham Bypass (RD1)
- 54 - Somerset - Bridgwater Northern Distributor Road (RD1)
- 55 - South Gloucestershire - Avon Ring Rd II : B4465 Shortwood - A420 Warmley (RD3)
- 56 - South Yorkshire (Barnsley) - Dearne Towns Link Road (RD5)
- 57 - South Yorkshire (Doncaster) - A19 North Bridge Project (RD5)
- 58 - Staffordshire - Burntwood Bypass (RD3)

Maintenance Schemes

- 59 - Halton - Silver Jubilee Bridge (MM8)
- 60 - Newcastle upon Tyne - Central Motorway East A167(M) maintenance (MM8)
- 61 - Portsmouth - Eastern Road (MM3)

LTP Expenditure in LTP1 = £188 m; estimated gross cost of completed schemes = £644 m.

D - Main works started before LTP1 but not completed before July 2006 (on-going)

Public Transport Schemes

- 62 - Greater Manchester (PTE) - Metrolink Single Contract (LR1)

Road (car-based) Schemes

- 63 - Gloucestershire - Gloucester South West Bypass (RD3)
- 64 - Stockton-on-Tees - South Stockton Link (RD3)

LTP Expenditure in LTP1 = £215 m; estimated gross cost of completed schemes = £283 m.

E - Main works started in LTP1 but not completed before July 2006 (on-going)

Public Transport Schemes

- 65 - Durham - Belmont Interchange/Durham City Park and Ride (PR1)
- 66 - Greater Manchester (PTE) - Northern Orbital QBC (BL1)
- 67 - Greater Manchester (SEMMMS) - South East Manchester Quality Bus Network (BL1)

- 68 - Hampshire - Integrated A3 Bus Priority Corridor (BL1)
- 69 - Northamptonshire - Getting Northampton to Work (BI4)
- 70 - Greater Nottingham - Turning Point' City Centre Major Scheme (IN2)
- 71 - Greater Nottingham - A612 Public Transport Corridor - Burton Joyce (BL7)
- 72 - Somerset - NW Taunton Package (PR1)
- 73 - South Yorkshire (Sheffield) - Sheffield Station Regeneration (IN2)
- 74 - South Yorkshire (PTE) - Barnsley Interchange (IN6)
- 75 - Southend - A13 PT Corridor/Bus Station/A127-A1159 Route (BL1)
- 76 - Tyne and Wear (Newcastle) - Eldon Square bus concourse (IN2)
- 77 - West Midlands (Coventry) - PrimeLines (Quality Bus Network) (Co) (BL1)
- 78 - West Midlands (Wolverhampton) - Red Route Network - Package 1 (BL7)
- 79 - West Midlands (PTE, Birmingham, Sandwell) - Hagley Road (Routes 9/19/109/139) (BL1)
- 80 - West Yorkshire PTE - Education Transport (OS1)
- 81 - Wiltshire - Salisbury Transport Package (Non-Road Elements) (PR1)

Road (car-based) schemes

- 82 - Buckinghamshire - A4146 Stoke Hammond & Linslade Western Bp (RD1)
- 83 - Devon - Barnstaple Western Bypass (RD1)
- 84 - Hertfordshire - Baldock Bypass (RD1)
- 85 - Kent - East Kent Access Phase 1 (RD5)
- 86 - Kent - A228 Leybourne & West Malling Corridor Improvement (RD7)
- 87 - Lincolnshire - A158/C541 Coastal Access Improvement (RD1)
- 88 - Luton Dunstable - East Luton Corridor (South) (RD5)
- 89 - Merseyside (St Helens) - A58 Blackbrook Diversion (RD3)
- 90 - Northumberland - Pegswood Bypass (RD1)
- 91 - Rutland - Oakham Bypass (RD1)
- 92 - South Yorkshire (Sheffield) - Inner Relief Road - Stages Ii & Iii (RD3)
- 93 - Staffordshire - Rugeley Bypass (RD3)
- 94 - Suffolk - South Lowestoft Relief Road And Associated Measures (RD5)
- 95 - Tyne and Wear (Sunderland) - Sunderland Southern Radial Route (RD3)
- 96 - Warwickshire - A429 Barford Bypass (RD1)
- 97 - Warwickshire - Nuneaton Development Project (RD12)
- 98 - West Midlands (Birmingham) - Northfield Regeneration (RD7)
- 99 - West Midlands (Sandwell) - Cradley Heath Town Centre Strategy (RD5)

Maintenance Schemes

- 100 - Blackburn with Darwen - Freckleton Street Bridge replacement (MM8)
- 101 - Derbyshire (City & County joint) - Derby Inner Ring Rd Integrated Maintenance Scheme IRRIMS (new scheme) (MM8)
- 102 - Leicester City - Upperton Road Viaduct (MM7)
- 103 - Portsmouth - Copnor Bridge (MM7)

LTP Expenditure in LTP1 = £355 m; estimated gross cost of completed schemes = £876 m.

Photo Credits

1. York's ftr hybrid vehicle, being piloted in partnership with First York
(Source - Atkins)
2. Trams in Old Market Square, Nottingham
(Source - Nottingham City Council)
3. Long Ashton High Occupancy Vehicle Lane, North Somerset
(Source - Joint Transport Team, West of England Partnership Office)
4. Interchange Improvements in Manchester
(Source - Atkins)
5. Seafront Cycle Route
(Source - Southend Borough Council)
6. Halton Silver Jubilee Bridge
(Source - Halton Borough Council)

The first round of Local Transport Plans commenced in April 2001 and provided a framework for the planning and delivery of safe, efficient and integrated local transport in England over a five year period. In July 2006, all LTP authorities published Delivery Reports setting out their key achievements during the first round, their implementation of key strategies and their experience in meeting national and local targets and wider outcomes.

This Report has been prepared by Atkins Transport Planning in order to highlight these achievements and illustrate examples of good practice in terms of planning process and successful delivery.

This Report forms part of the Long-Term Process and Impact Evaluation of the LTP Policy which is being undertaken for the Department for Transport by Atkins in association with PricewaterhouseCoopers LLP and Warwick Business School, between 2003 and 2007.



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