

**Executive**

**25 July 2006**

Report of the Director of City Strategy

**Local Transport Plan Delivery Report**

**Summary**

1. This report informs the Executive that the Local Transport Plan Delivery Report has been prepared and will be issued to the Department for Transport at the end of July.
2. The Delivery Report is the document which identifies the key achievements in the transport area against the objectives of the first Local Transport Plan over the 5 years from April 2001 to March 2006. The report is used by the DfT to assess the quality of the delivery of the LTP and is also one of the criteria used, together with the assessment of the final 2<sup>nd</sup> Local Transport Plan submitted in March 2006, to determine the amount of funding for future years.

**Purpose of Delivery Report**

3. The Delivery Report is structured in accordance with the guidance from the Department for Transport to focus on:
  - Impact of the LTP on the City of York,
  - Contribution to the Wider Objectives of the City,
  - Progress towards the Targets set in the LTP,
  - Delivery of key LTP Strategies.
4. Detailed reporting on all of the policy areas is not required by the DfT. The report includes updates on the delivery of the mandatory areas of Public Transport, Road Safety and Sustainability of Transport Policies and the optional areas of Parking Strategy and Travel to School Strategy. In addition brief overviews of other areas such as cycling and walking are also included.

**Background**

5. The City's Local Transport Plan bid identifying the proposed strategy for the next five years was submitted to the DfT in 2000 and was funded from April 2001 onwards. York's bid for funding was well received by the DfT and the funding allocated was one of the highest in the country relative to the city's population.

## Delivery Report Summary

6. Nearly £100m (£60m Capital and £37m Revenue) has been invested in improvements to the transport infrastructure and maintenance of the highway network in York over the last 5 years. This includes nearly £43m spent on highway maintenance and management and £56m on Integrated Transport. Over £5m has been invested in Park and Ride sites, £22m on bus infrastructure and vehicles including £15m invested by First York in partnership with the Council and nearly £6m on Safety and Safe Routes to Schools Schemes.
7. York has made good progress against the Governments Core Targets relating to road condition, road safety, bus patronage and rural access to bus services. The cycling target was set against a relatively high base level and has not been achieved although the trend is upwards. There have been increases in the numbers of people cycling and there are a number of positive items in this area which show encouraging signs for the future.
8. Ambitious targets were set for 66 indicators in the original LTP document. Targets have been met for over half of the 65 local indicators, still being monitored, with nearly 90% of the other indicators showing substantial improvement from the baseline position.
9. York has, over the last 5 years, greatly benefited from the increased investment in transport that the government has made through the LTP process and together with increased funding from the Council's own Capital and Revenue resources and contributions from developers and partners it has delivered:
  - A bus partnership which has attracted over £15 million of investment from the private sector.
  - The best park and ride service in the country which has grown from 1.1 to 2.6 million passengers each year and produces an income of over £100k per year to the council.
  - Bus patronage growth of 45% in 5 years, which is unseen anywhere else in the country outside London.
  - A reduction in congestion in the peak hours relative to 1999 levels against increases nationally.
  - Cycling levels well above the national average and the maintenance of the city's status as the UK's top cycling city (ERCDDT assessment 2004).
  - A State of the Art Traffic Management System with the pioneering Traffic Congestion Management System (TCMS) and Bus Location Information Sub-System (BLISS) systems;
  - A significant reduction (over 20%) in accidents to below the levels needed to achieve the governments targets for 2010
  - A doubling of the number of children cycling to school to 11%
  - Significant improvements in the condition of the roads and footways to within government target levels and with substantially higher customer satisfaction ratings.

10. The Delivery Report provides further information on the difference the LTP has made to York, key achievements, key schemes, the contribution to the City's wider objectives, progress against the core transport targets and a summary of the delivery of key LTP strategies.

## **Key Achievements**

11. The key achievements in the main strategy areas are summarised below.

### ***Public Transport***

12. There has been an increase in bus patronage of over 45% since 2001 to nearly 15million passengers per year as a result of the partnership working with the bus operators and investment in infrastructure improvements. The patronage increases are predominantly due to the introduction of the high frequency Metro bus routes and the increased Park and Ride patronage as a result of the demand management measures undertaken in the city centre.
13. Bus priority measures have been constructed on Hull Road, the Mount and Malton Rd and in other areas where there is restricted road space the Bus Location and Information Sub-System (BLISS) has allowed the provision of priorities at traffic signals. The BLISS system has also enabled the provision of real time bus information at 34 bus stops.
14. The numbers of people using bus services with a rural element, including those part subsidised by the council, have more than doubled during the LTP period. In addition the demand responsive 'dial and ride' bus service has enabled nearly 7,000 trips per year to be made directly from peoples homes. The provision of concessionary fares was greatly enhanced during the LTP period with over £7m provided to give travel concessions to people over 60 and people with disabilities to discounted travel around the city.
15. In March 2005 First Group launched **ftr** as new concept in public transport in the UK. The strong partnership between the council and First York meant that the city was invited to pilot this innovative new concept in public transport, a plan that came to fruition in little over one year. **ftr** is a hybrid mode that takes the best from the bus in terms of affordability, accessibility and flexibility and merges this with the best from the tram in terms of image and perceived reliability.
16. In developing the project the council improved access by extending accessible bus stops to accommodate **ftr** vehicles and provide DDA access, providing bus priority through the BLISS system, removing on street parking and widening junctions to provide better access. The council's commitment to the project has led to the investment by First in 11 new Street Car vehicles at a cost of over £330k each. **ftr** entered into service in May 2006 with an expectation to develop a 30% increase in patronage over the life of the new plan period

### ***Park & Ride***

17. Park and Ride, linked with parking demand management in the city centre, is a cornerstone of York's transport policy. York's Park and Ride provision is widely recognized as one of the best in the country. At the beginning of the

plan period four sites were operational. Following the expansion of Rawcliffe Bar in 2001/02, introduction of bus priorities at the Designer Outlet in 2003/04 and the construction of a new site at Monks Cross, opened in July 2004, the council now have a total of five operational sites and over 3500 Park & Ride spaces available representing an increase of 30% during LTP1. Park and Ride services in the city now carries 2.6 million passengers per year keeping more than 1 million cars out of the city centre and provides an income of over £100k per year for use on other transport projects.

### ***Parking***

18. As a result of the council's policy to encourage residents and visitors to use alternative travel modes to gain access to the city centre to reduce congestion the number of cars parked in the council's 15 car parks has fallen over the period of the LTP from a total patronage of 2.26m in 2001/02 down to 1.62m in 2005/06. The number of council operated city centre car parking spaces has reduced by approximately 10% down to 3509 but there has been an increase of approximately 30% in the number of park and ride spaces to 3500. The overall level of parking in city council operated car parks, including the park and ride sites has fallen by approximately 500,000 per annum over the LTP period. However the reduction in numbers parking has more than been offset by the large increase in bus and rail passengers, suggesting that the policies have encouraged a shift to more sustainable modes without reducing the number of people visiting the city centre. The quality of the car parks and direction information has been improved by the provision of CCTV, leading to a 75% reduction in car park related crimes, and signage with real time availability displays to ensure motorists are directed to the nearest available car park.

### ***Traffic Management and Air Quality.***

19. Over the period of LTP1, traffic volumes within the main urban area of the City have remained static overall, reduced in peak periods and increased in off peak periods. In the am peak period traffic flows on all roads in the main urban area are approximately 1% below the 1999 level and nearly 5% below the 1999 levels in the pm peak.
20. Throughout the LTP period the Traffic Congestion Management System (TCMS) has been developed, as part of the Urban Traffic Management Control (UTMC) project. TCMS provides drivers with up to the minute electronic information through variable message signing, the Internet or WAP enabled telephones. Information about traffic problems and parking capacity is displayed on Variable Message Signs on the main Radial Routes and on the Inner and Outer Ring Roads. This helps motorists to make choices that will lead to better use of the existing highway space and reduce journey times. The UTMC system links all of the main city centre traffic signals on the inner ring road and main radials and ensures that the maximum traffic flow is achieved within the constraints of the road layout.
21. During the LTP1 period the first Air Quality Action Plan (AQAP1) for York was drawn up. This followed the declaration of an Air Quality Management Area AQMA in 2000 due to predicted exceedances of the NO<sub>2</sub> annual average objective at 5 locations around the Inner Ring Road. Most of the LTP1

measures which were included in AQAP1 have been implemented or are approaching completion. The main exceptions to this are the 6<sup>th</sup> Park and Ride site and the air quality part of the TCMS project which will be progressed through the LTP2 period. Air quality monitoring undertaken throughout LTP period has indicated that, in general, air quality is improving across the city but there remain a small number of areas of concern which will be addressed during LTP2.

### ***Safety***

22. From a relatively low base York has still managed to achieve significant reductions in the number of people Killed and Seriously Injured (KSI) on the authority's roads. The provisional figure of 101 for 2005, compared to the 1994-98 average of 137, indicates that the authority is on target to achieve the stretched target of 45% reduction in casualties by 2010. No children were killed on the Authority's roads over the 5 years from 2001 to 2005 and the number of child serious injuries has fallen by 14% (last 5 year average compared to 1994-98 average). There was an increase in serious casualties recorded in 2004 however this is considered to be a statistical blip and the trend is downwards. These reductions have been achieved by the re-engineering of accident black spots, tackling speeding by the provision of traffic calming and other measures, undertaking campaigns targeting particular drivers and providing training at schools.

### ***Travel to School***

23. A key aim of the first LTP was to encourage more people to use sustainable transport modes to travel to school. By investing nearly £3m in capital funding in School Safety Zones, Safe Routes to School and School Cycle Parking and working with schools preparing travel plans and continuing the nationally recognised cycling training a significant shift in travel mode has been achieved. The proportion of school children who cycle to school has doubled to 11% in 2005 and the percentage travelling by car has reduced to 25%.

### ***Cycling***

24. Ambitious targets were set for cycling against an already high level in York. The modal split for cycling to the City Centre measured every year in February has shown that the proportion of cyclists has increased from 5.6% to 6.3% (Target 6.8%). The core target for cycling of increasing the number of cyclists travelling into the City Centre in the am peak by 33% has not been achieved however an increase of 13% was recorded and it is known that a significant number of cyclists now use the Millennium Bridge and other off road routes to avoid city centre traffic. The number of cyclists crossing the Millennium Bridge in 2005/06 was 40% higher than in the year after opening and is now on average over 1000 per day in the summer months. It appears that the improved bus service has provided a more attractive option and fewer people have transferred to cycling. Cycle parking has increased at the railway station by 19% to an average of 239 per day indicating that the provision of secure undercover cycle parking and improved cycle routes encourages the integration of sustainable transport modes.

### ***Rail***

25. Progress on rail schemes has been much slower than anticipated owing to the changes in the structure of the rail industry and cost of delivering schemes. Improvements have been made to the provision of parking and customer information at Poppleton Station. A footbridge extension at York Station has opened up access to rail from the west of the city. Following extensive investigation of the options for a number of stations in the York area an exceptional bid for funding for the only location with a convincing business case, Haxby, was submitted in July 2005 -- the outcome of the bid is awaited. York has also been acting in partnership with a number of local authorities and West Yorkshire Metro to investigate the upgrade of the Leeds-Harrogate-York line.

### ***Travel Awareness***

26. A number of 'soft measures' were progressed during the period to encourage the public to use more sustainable transport modes. A key part of this approach was the introduction of travel plans for existing and new employers across the city. These travel plans now cover an estimated 28% of the workforce at 33 main employers. A recent survey of travel patterns undertaken in 2006 shows that 58.5% of the workforce at the employment sites monitored now use non-car modes to travel to work.
27. Campaigns were also run to highlight the travel alternatives available to the general public. 'How far will you go' and 'Walk on by' campaigns promoted cycling and walking. A car sharing website [www.carshareyork.com](http://www.carshareyork.com) was launched in partnership with the city's main employers. As part of the council's travel plan employees were offered incentives to leave their car at home. In addition to the travel plans produced for existing employment sites York continues to secure more travel plans and sustainable transport initiatives such as Car Clubs as part of the planning process across the city.

### ***Highway Maintenance***

28. At the end of LTP1, City of York Council has achieved compliance with all the DfT benchmark standards for good condition of roads. This is echoed by a significant improvement in public satisfaction from 47% to 54%. Structural Resurfacing of over 130 roads/streets (97km) has been undertaken in the LTP1 period reducing the percentage of roads needing attention to below the DfT target level of 12%.
29. Approximately 55% of the Council's capital contribution has been spent on footway reconstruction which together with the revenue funding has helped to significantly improve the condition of the pavements. Footways in over 100 streets (37km) have been fully reconstructed in the 5 year period. The percentage of footways requiring repair has fallen from 35% in 2002/03 down to 11% in 2005/06. There has been a corresponding increase in customer satisfaction from 44% to 57%.

## **Publication**

30. The Delivery Report will be submitted to the DfT on 28th July. A draft of the report will be available for members at the Executive meeting and will be published on the council's website.

## **Consultation**

31. Extensive consultation was undertaken during the development of the first Local Transport Plan. Consultation is not required for the Delivery Report as it is a record of what has been achieved rather than a proposal for future work.

## **Options**

32. This report is for information only – no options are presented.

## **Analysis**

33. This report is for information only – no analysis is presented.

## **Corporate Priorities**

34. The Delivery Report records the achievements against the Local Transport Plan which was approved by the Council in 2000.
35. The packages of work and measures included in the LTP also support the following Corporate Aims and Objectives included in the Council Plan
36. Corporate Aim 1: Take Pride in the City, by improving quality and sustainability, creating a clean and safe environment.

Objective 1.3 Make getting around York easier, more reliable and less damaging to the environment. – this is a fundamental objective of the LTP and improvements have been achieved during LTP1 by the introduction of improved park and ride and public transport services leading to a reduction in city centre traffic levels.

Objective 1.4 Protect residents and our environment from pollution and other public health and safety hazards, and act as a role model in the sustainable use of resources. – e.g. Continuation of improvements to public transport provision.

37. Corporate Aim 4: Create a safe City through transparent partnership working with other agencies and the local community.

Objective 4.7 Make York's roads safer for all types of user – Reductions in the number of road casualties has been achieved

through a programme of Local Safety Schemes, Speed Management, Education and Training.

38. Corporate Aim 5: Work with others to improve the health, well-being and independence of York residents.

Objective 5.7 Increase participation in sport and active leisure and promote active lifestyles – The Delivery report describes progress in the provision of Safe Routes to School and School Cycle Parking to complement cycle training which has lead to doubling of cycling to school.

## Implications

39. The Financial Implications of the report are identified below. There are no other implications of this report.

- **Financial** – See below
- **Human Resources (HR)** – There are no human resources implications
- **Equalities** – There are no equalities implications
- **Legal** – There are no legal implications
- **Crime and Disorder** – There are no crime and disorder implications
- **Information Technology (IT)** – There are no IT implications
- **Property** – There are no property implications
- **Other** – There are no other implications

### Financial Implications

40. The Delivery Report is used by the Department for Transport to assess the performance of the Council against the objectives of the Local Transport Plan. This assessment, combined with the review of the final LTP document submitted in March 2006, is used by the DfT to finalise the settlement for future years. A poor assessment may lead to a reduction in the indicative funding allocated to York.

## Risk Management

41. The Delivery Report records progress against the objectives of the LTP. Although the assessment may be influenced by the quality of the report the settlement allocations, which will be notified in December 2006, will be based on what has been achieved over the last 5 years. There is a risk that despite achieving most of the core targets there may be a reduction in the overall score due to the number of local targets which were not fully met. There is a consequential risk that the funding for York will be reduced if the assessment of the delivery report and final LTP2 submission is poor.
42. It is essential that over the LTP2 period efforts are focussed on the indicators and in particular areas where the targets were not achieved in LTP1 to ensure that we receive the highest possible settlement in future years.



## Recommendations

43. The Executive is recommended to:

a) Note that the Delivery Report has been prepared (draft copy in members library) and will be submitted to the Department for Transport at the end of July.

Reason: For Information

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**Report Approved**  *tick* **Date** *Insert Date*

*Chief Officer's name*  
*Title*

**Report Approved**  *tick* **Date** *Insert Date*

**Specialist Implications Officer(s)** N/A

**Wards Affected:**

All

For further information please contact the author of the report

### Background Papers:

Local Transport Plan 2001/02 to 2005/06  
Local Transport Plan Annual Progress Reports

### Annexes

None