

## **City of York's Local Transport Plan 2006-2011 Capital Settlement**

### **Summary**

1. This report brings to Members attention the 2007/08 capital settlement for the City of York's second Local Transport Plan, covering the period 2006-2011, as advised by the Department for Transport (DfT), on 18 December 2006.

### **Background**

2. The Transport Act 2000 required local transport authorities to prepare a second Local Transport Plan (LTP2) to replace their respective first LTPs, which were for the period April 2001 to March 2006, taking due account of the 'Full Guidance on Local Transport Plans' published by the Department for Transport (DfT) in December 2004.
3. The guidance required that a Provisional LTP2 be submitted in July 2005, with the finalised version being submitted by the 31 March 2006.
4. The DfT gave York's Provisional LTP2 a 'very promising' rating (the highest rating available), being considered as one of the best provisional LTPs submitted by the 82 local authorities in England.
5. Based on the 'very promising' assessment of the Provisional LTP2, the 'fair' assessment of the fifth Annual Progress Report (APR) for the first LTP and the new DfT formula for allocating funding, the indicative funding for the second LTP was as follows:

Table 1: City of York provisional LTP2 funding allocations (December 2005)

£000s	2006/07	2007/08	2008/09	2009/10	2010/11
Integrated Transport	4,478	3,681	3,471	3,230	2,956
Structural Maintenance	1,386	No allocations set for years beyond 2006/07			
De-trunked roads maintenance	514	Application for funding for 2006/07 only			

6. Due to the changes in the formula used by the DfT to calculate the levels of integrated transport funding for local authorities, the indicative allocations for integrated transport in York for the LTP2 period were lower than the level of funding received for integrated transport in the first LTP period.

Table 2: LTP funding comparison

£000s	2004/05	2005/06	2006/07
Integrated Transport	4,840	4,900	4,478
Structural Maintenance	1,462	1,325	1,386

## Finalised second LTP

7. The 'City of York's Local Transport Plan 2006 – 2011' was submitted to DfT and the Government Office for Yorkshire and the Humber (GOYH) by the required deadline of 31 March 2006. The revised plan was prepared taking full account of the DfT's appraisal of the Provisional LTP2 and its suggestions for improvement. It was also revised to reflect the reduced funding shown in Table 1.
8. A report on the final LTP2 was approved by the Executive on 21 March 2006.
9. In addition to the submission of the final LTP2 in March 2006, the council was also required to submit a Delivery Report on the first LTP in July 2006.
10. The possible classifications that could be given by the DfT for the final second LTP ranged from 'excellent', 'good', 'fair' or 'weak'. The final Local Transport Capital Settlement was received in letter from GOYH, on the 18 December 2006. This stated that the City of York's final second Local Transport Plan had been assessed as '**excellent**', demonstrating that a very high standard of transport planning had been evidenced (see Annex A for extract). The Delivery Report classifications that could be given ranged from 'excellent', 'very good', 'good' or 'satisfactory'. York's Delivery Report was assessed as '**very good**'. Consequently, the integrated transport allocation for 2007/08 was given a +12.5% uplift, and subsequent years indicative funding was also increased as shown in Table 3.

Table 3: City of York's Local Transport Plan integrated transport funding allocation (December 2006)

£000s	2007/08	2008/09	2009/10	2010/11	Total
'Final LTP2' allocation	4,141	3,737	3,374	2,986	14,238
Increase on 'Provisional' allocation	460	266	144	30	900
Structural Maintenance	1,419	No allocations set for years beyond 2007/08			
De-Trunked Roads Maintenance	750	Application for funding for 2007/08 only			

11. In addition to the LTP integrated transport funding allocation, an additional source of funding has been made available by DfT from revenue received nationally from the Safety Camera Partnership income. The road safety elements of the final second LTP have also been assessed as being excellent, attaining the further funding allocation as shown in Table 4. This has resulted in an increased share of the Safety Camera monies.

Table 4: City of York Council's additional road safety funding allocation derived from the safety camera partnership national income

	2007/08 confirmed	2008/09 confirmed	2009/10 indicative	2010/11 indicative	Total
	£000s	£000s	£000s	£000s	£000s
Capital	45	44	43	42	174
Revenue	202	197	194	191	784
Total specific road safety grant	247	241	237	233	958

**Note:** In addition to the above, a national allocation of £1.65 million has been made to the Highways Agency to continue participation in local road safety partnerships.

## Corporate Priorities

12. The Local Transport Plan is integral to the Council's 13 Corporate Priorities for 2006-2009 as set out in the Council Plan for 2006/07. In particular, it is the primary policy and driver for achieving Priority IS2 'Increase the use of public and other environmentally friendly modes of transport'.
13. LTP2 also has a major role in achieving the objectives of the city's 'Without Walls' community strategy. Under 'The Inclusive City' theme, LTP2 will identify and remove some of the barriers that make it difficult for people to access services and participate fully in the life of their neighbourhood and city. Under 'The Sustainable City' and 'The Healthy City' themes, LTP2 will seek to widen travel choice for more sustainable forms of transport and encourage people to adopt a more healthy lifestyle through moderate exercise such as walking and cycling, as a supporting role to IS7.

## Implications

### Financial

14. The increased funding allocation provides the council with additional resources from those originally envisaged to implement the aims, policies and measures within the LTP2. The additional funding has been included in the capital programme for 2007/08 to 2010/11. Details of the schemes to be undertaken in 2007/08 will be presented for approval to the City Strategy EMAP on 26 March 2007.

## **Human Resources (HR)**

15. There are no human resource implications for the Council.

## **Equalities**

16. There are no equalities implications.

## **Legal**

17. There are no legal implications other than those to be expected for implementing projects in the Capital Programme.

## **Crime and Disorder**

18. There are no crime and disorder implications.

## **Information Technology (IT)**

19. There are no new information technology implications.

## **Property**

20. There are no property implications.

## **Risk Management**

21. There are no issues relating to risk management to report.

## **Recommendations**

22. Members are asked to note the contents of this report, and that the detailed transport capital programme for 2007/08 will be presented for approval at the City Strategy EMAP on 26 March 2007.

## **Contact Details**

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### **Chief Officer Responsible for the report:**

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**Report Approved**



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### **Specialist Implications Officer(s)**

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**Wards Affected**

**All**



**For further information please contact the author of the report**

## **Background Papers:**

Full Guidance on Local Transport Plans

The Council Plan 2006/07

The City of York Local Transport Plan, 2006 to 2011

Reports to Committee:

- 7 January 2004 – York's Second Local Transport Plan
- 6 October 2004 – DfT Guidance on Second Local Transport Plans and Accessibility Planning
- 25 July 2005 - Provisional Local Transport Plan Submission – 2005/06 to 2010/11
- 7 February 2006 - Local Transport Plan 2006 to 2011

## **Annexes**

Annex A – The Local Position

## **THE LOCAL POSITION**

### ***Second Local Transport Plan***

Each of the final second Local Transport Plans has been classified as excellent, good, fair or weak. Your final Local Transport Plan has been assessed as being **excellent**.

The excellent classification means that a very high standard of transport planning has been evidenced.

Annex 1 contains details about the assessment made of your plan and further information about the assessment process is being published on the Department for Transport website (link as above).

### ***Delivery of the First Local Transport Plan***

Each of the Delivery Reports about first Local Transport Plans has been classified as being excellent, very good, good or satisfactory. In your case, delivery was assessed as being **very good**.

Very good to satisfactory delivery was demonstrated by the wide range of authorities that were not assessed as excellent but which showed at least a satisfactory range of achievement across the strategy areas.

Your particular Delivery Report demonstrated strong delivery in a number of strategy areas, and a positive overall impact on local transport in your area. Your performance puts you in the top half of authorities nationally.