

**ROTHERHAM BOROUGH COUNCIL – REPORT TO MEMBERS**

<b>1.</b>	<b>Meeting:</b>	<b>Regeneration and Development Services Matters</b>
<b>2.</b>	<b>Date:</b>	<b>2<sup>nd</sup> February 2009</b>
<b>3.</b>	<b>Title:</b>	<b>South Yorkshire Second Local Transport Plan 2006-11 Progress Delivery Report</b>
<b>4.</b>	<b>Directorate:</b>	<b>Environment and Development Services</b>

### **5. Summary**

To inform Cabinet Member about the South Yorkshire Second Local Transport Plan Progress Delivery Report 2008 and the response from the Government Office for Yorkshire & the Humber.

### **6. Recommendations**

**Cabinet Member is asked to note the Delivery Report and the response from the Government Office for Yorkshire and the Humber and refer a copy of this report to Regeneration Scrutiny Panel for information.**

## 7. Proposals and Details

The second South Yorkshire Local Transport Plan 2006-11 (LTP2) sets transport objectives; a long-term transport strategy for South Yorkshire, a costed 5 year scheme implementation programme; and a set of targets and performance indicators to measure outputs and outcomes.

The Department for Transport (DfT) Guidance on Second Local Transport Plan (LTP2 Progress Reports (2008)) requires local authorities to review progress in implementing LTP2's and to prepare and publish concise progress reports. The South Yorkshire Progress Report reviews progress made between 2006 and 2008 towards mandatory and discretionary targets and indicators and outlines how the transport strategy and capital programme has been delivered using the capital funding available. It also assesses risks and challenges which will need to be addressed if all targets and indicators are to be met by the end of the Local Transport Plan in 2011.

In the main, performance against both mandatory and local LTP2 indicators is 'on track' with only a few areas for concern. Performance is summarised in the table below:

Core Indicator	Definition	Performance
BVPI 99a	All KSI's on public roads	On track
BVPI 99b	Child KSI's on public roads	On track
BVPI 99c	Slight injuries on public roads	On track
BVPI 223	Condition of principal roads	On track
BVPI 224a	Condition of classified non-principal roads	On track
BVPI 224b	Condition of unclassified roads	On track
LTP2	Change in area wide road traffic mileage	On track
LTP3	Cycling trips	On track
LTP4	Mode share of journeys to school	On track
LTP5	Bus punctuality (% on time at non-timing points)	On track
LTP6	Changes in peak period traffic flows to urban centres* Barnsley Rotherham Sheffield	On track
LTP7	Journey times / person miles	On track
SYLI1	% of non-car journeys to Sheffield Centre	On track
SYLI2	Light rail patronage	On track
SYLI4	Satisfaction with light rail services	On track
SYLI5	Number of local rail passengers	On track
SYLI7	Peak hour car driver journeys to Sheffield Centre	On track
BVPI102+	No. of local rail, bus, tram and CT passengers No. of local bus passengers	Almost on track and improving
LTP5	% buses on time at intermediate timing points Average excess waiting times on frequent bus routes	Almost on track and improving
SYLI6	% of rural households near an hourly or better bus service	Almost on track and improving
LTP1	Accessibility – access to work/local centres	Not on track
LTP5	Bus punctuality (% starting route on time)	Not on track
LTP6	Change in peak period traffic flows to urban centres* Doncaster	Not on track
LTP8	Air quality (concentrations of nitrogen dioxide)	Not on track

SYLI1	% of non-car trips to Barnsley, Donc., Rotherham centres	Not on track
SYLI3	Light Rail - % on time at route start and major timing points	Not on track
SYLI7	% of car driver trips to Barnsley, Donc., & Roth., centres	Not on track

It is encouraging to report that all mandatory BVPI's are on track with the exception of BVPI102+ (Total Local Public Transport Patronage). However, the target is showing an improving trend and is only 1.4% behind the trajectory target as a result of encouraging increases in bus (4%), Train (5%) and Tram (5%) patronage. With forthcoming initiatives including the South Yorkshire Bus Prioritisation Process, Strategic Quality Partnerships and various other major Public Transport schemes, the Delivery Report suggests that that the target could be back 'on track' by 2009 or thereabouts. However, the report does not take account of the introduction of free travel for over the 60's (after 9 a.m.) which will no doubt have influenced patronage and any initial surge will not be repeated in forthcoming years. Therefore, patronage growth could slow down.

Road safety indicators (BVPI99a/b/c) are on track however the GOYH have urged that we continue to pursue the national targets which are based on a percentage reduction to the 1994/1998 average accident rate of people killed or seriously injured (KSI). Cabinet Member will recall that some excellent road safety work in the mid 1980's to mid 1990's put Rotherham and South Yorkshire well ahead of other local authorities in terms of accident reduction and a further 40% reduction in KSI's is difficult to achieve, hence the fact that the DfT allowed South Yorkshire to re-baseline from the 1994/1998 average to the 2001/2004 average rate.

Indicators related to congestion and air quality raise some concerns. Although average person journey times have reduced along South Yorkshire's 18 key routes (LTP7) and changes in key peak period traffic flows to urban centres are on target (LTP6), the gap between the number off non-car and car based trips to district centres is widening indicating a modal shift towards the private car (SYL1 and SYL7). In the past, increases in car mobility have led to disinvestment in other modes including public transport and the potential effects of any emerging similar trends will require careful monitoring and evaluation. Whilst LTP2 recognises that economic regeneration and more business activity will create a modest rise in overall trips to urban centres, it is important that the potential of public transport is maximised to make best use of road space and to minimise impact on air quality. Investment in public transport in particular would have positive effects on indicators relating to punctuality (LTP5 and SYLI3) which are currently not on track.

Cabinet Member is asked to note that the indicator related to Accessibility (LTP1) is not on track but this can be attributed to anomalies in the monitoring and reporting methodology. A revised system for monitoring and reporting accessibility is being discussed nationally.

Unlike previous Annual Progress Reports, the 2008 report has not been formally classified by the Government Office, and no LTP integrated transport funding will be allocated on the basis of the report. The integrated transport block has already been allocated fully to local authorities for the whole LTP2 period (up to 2010/11). This provides a stable platform upon which to focus efforts on delivering local transport priorities and achieving best value from investment.

In place of formal assessment and comparison of the progress of all authorities, the GOYH is looking for the 2008 Delivery Report to enact constructive and flexible dialogues, taking into account the varied issues and priorities of individual authorities. The key points raised by the GOYH response are:

- Acknowledgement of the progress made since LTP1 particularly with regard to meeting targets
- Recognition of the Congestion Delivery Plan and increases in bus patronage and a recommendation to produce stronger Smarter Choices strategies that recognise the potential for a broader range of sustainable travel options in support of the Congestion Delivery Plan and the LTP in general.
- A need to bring air quality issues into mainstream decision making and how strategies to improve it can show a clearer link between intervention and outcome.
- Recognition of progress in accessibility planning work and a commitment to meet in early 2009 to discuss a more appropriate set of accessibility indicators.
- Recognition of both the Worst First road safety initiative and improvements in all 3 road safety indicators with a caveat suggesting that the aim should be to exceed targets so that the final outcome brings South Yorkshire more in line with the national target for a 40% reduction in KSI's against a 1994/1998 baseline.
- Work on Asset Management is generally welcomed with recognition that data on footway condition is variable and needs to be reviewed.

The full GOYH response is attached at Appendix A.

A full copy of the SYLTP2 Progress Delivery Report will be available at the meeting. It can also be accessed on-line at the following web address:

<http://www.southyorks.gov.uk/index.asp?id=509>

## **8. Finance**

A summary of the LTP spend for 2006-2008 is attached as Appendix B

## **9. Risks and Uncertainties**

Achieving the LTP targets by the end of the plan is very much dependent upon the successful and timely delivery of transport projects. The Progress Delivery Report outlines the risks associated with timely scheme delivery and suggests how they might be mitigated including:

- LTP Scheme Impact reporting via the Executive Board, the Planning and Transportation Steering Group, the Strategic Leadership Group and the LTP Partnership Group.
- A review of practices from LTP1 – reviews of previous risks and how they might affect LTP2.
- Linking the South Yorkshire Partnership programme via the Integrated Transport Delivery Group
- A capacity and skills audit to provide better forward planning for LTP2 projects
- A Capital Programme Risk Assessment - Improved management of the LTP delivery process including the new Strategic Fund which will allow funding to be moved across schemes when delays and blockages are unlikely to be removed within a reasonable timescale.

## **10. Policy and Performance Agenda Implications**

Good performance on our transport related BVPI indicators will reflect well against the Council's overall performance rating and progress towards our transport aspirations will directly benefit the Council's key priorities.

Good transport is crucial to many of the LAA/CAA policies and objectives. Two performance indicators (NI 167 Congestion and NI 47 KSI's) have been included in LAA's for South Yorkshire (including Rotherham's) and both are currently 'on track'.

## **11. Background Papers and Consultation**

South Yorkshire Second Local Transport Plan 2006-11

South Yorkshire Second Local Transport Plan 2006-11 Progress Delivery Report 2008

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