

APPENDIX B

**Northumberland
Third Local Transport Plan**

Draft Implementation Plan
2011-2015

Northumberland County Council

March 2011

1. Introduction

1.1 Background

Northumberland's Local Transport Plan (LTP) is made up of two parts. This implementation plan is one and the strategy document is the other. The strategy sets out what the Council wants to achieve in terms of highways and transport in Northumberland in the fifteen year period 2011-2026.

The implementation plan outlines the programme of transport improvements that are planned for the four years between 2011 and 2015 to implement the strategy. The programme is made up of schemes that are designed to contribute to the achievement of LTP objectives.

Table 1.1 at the end of this chapter sets out the LTP objectives, against the appropriate national and local transport goals. Actions to achieve the objectives are also shown and these have been translated into the different types of schemes that

1.2 Structure of the Document

The structure of the Northumberland LTP3 implementation plan is as follows:

Chapter 2 – Available Funding

This chapter provides details of the LTP capital grant allocation for years one and two of the implementation plan (2011-12 and 2012-13) and indicative allocations for the following two years (2013-14 and 2014-15). Funding from other sources, which is used to support and enhance the LTP programme, is also shown.

Chapter 3 - Delivery Programme

Funding allocations for each of the budget headings is provided across the four year delivery period. The chapter also gives an explanation of the purpose of each part of the programme and the types of schemes that are likely to be implemented. Funding is allocated across the budget headings according to the Council's priorities. The basis for these priorities is provided in the LTP strategy as a response to identified problems and challenges.

Chapter 4 - Monitoring Framework

The LTP programme is designed to achieve LTP objectives and contribute to the achievement of local and national goals for transport. The framework for monitoring the outcomes of the implementation plan is still under discussion and will be consulted upon as part of an early refresh of this document. Although local targets are still to be agreed, the chapter does have information on national indicators.

Chapter 5 - Risk Management

This chapter sets out an interim risk management strategy for minimising the key risks to achieving LTP targets and objectives, which will be finalised at the same time as the monitoring framework, in an early refresh of this document.

**Table1.1 Local Transport Plan 2011-26
Goals, Objectives and Actions**

National Transport Goal: Support Economic Growth		
LOCAL GOAL	LTP OBJECTIVES	ACTIONS
Support Northumberland's economic competitiveness and sustainable growth by delivering reliable and efficient transport networks	<p>Improve the performance of existing transport networks in those places that show signs of increasing congestion and unreliability</p> <p>Extend the reach of existing networks where it is needed to meet growing demand</p> <p>Strengthen our networks against the effects of climate change and extreme weather events</p>	<ul style="list-style-type: none"> ● Progress consideration of plans to implement Civil Parking Enforcement (CPE) as an option for Northumberland ● Maintain the Transport Asset Management Plan (TAMP) ● Implement the Network Management Duty to minimise congestion ● Give priority to improving roads that are at capacity ● Review and implement improvements to public transport infrastructure ● Work with local rail operators, Network Rail and the DfT to improve rail services ● Lobby for increased capacity of train services to Newcastle ● Support Network Rail to deliver access for all improvements at local railway stations ● Review coach parking facilities in town centres and include improvements, as appropriate, in

		<p>a prioritised programme of schemes</p> <ul style="list-style-type: none"> ● Support provision of cycle hubs at Wooler and Haltwhistle ● Review the highway signage strategy and deliver improvements as part of a prioritised programme of schemes ● Investigate the provision of additional car parking at Berwick railway station ● Investigate funding to construct a new rail station at Belford ● Consider options for reducing congestion on the A193 Cowpen Road Corridor ● Lobby for improvements to be made on A19(T) at Seaton Burn and Moor Farm junction ● Investigate the development of a major scheme business case for the SE Northumberland Public Transport Corridor ● Continue to progress a major scheme bid to construct the Morpeth Northern Bypass ● Continue to lobby for the A1 to be improved to dual carriageway standard ● Investigate the development of a major scheme business case for Blyth Central Link Road ● Lobby for improvements to the East Coast Main Line Railway ● Assess and improve the condition of highway infrastructure as part of a prioritised programme of schemes
<p>National Transport Goal: Reduce Carbon Emissions</p>		
<p>LOCAL GOAL</p>	<p>LTP OBJECTIVES</p>	<p>ACTIONS</p>

<p>Minimise the environmental impact of transport by reducing carbon emissions and addressing the challenge of climate change</p>	<p>Deliver sustainable low carbon travel choices</p>	<ul style="list-style-type: none"> ● Continue to implement the Council's travel plan as an integral part of the Carbon Management Plan ● Provide support and guidance to schools and work places in developing and delivering travel plans ● Promote the development of travel centres in major residential development sites ● Promote sustainable travel choices, such as, walking, cycling and public transport ● Promote tele-working and tele-conferencing within the Council and as part of other work place travel plans ● Promote sustainable travel as a viable mode for tourist journeys and travel to major events; ● Promote the Northumberland car sharing scheme to a wide audience ● Monitor and assess the benefits of the existing car clubs and investigate promoting similar schemes across the county ● Progress proposals for provision of charging points for electric vehicles in ● Investigate provision of a pool of car club vehicles for use by the Council and wider community
<p>National Transport Goal: Contribute to Better Safety, Security and Health</p>		
<p>LOCAL GOAL</p>	<p>LTP OBJECTIVES</p>	<p>ACTIONS</p>
<p>Improve transport safety and security and promote healthier travel</p>	<p>Improve the safety of the transport network, particularly for</p>	<ul style="list-style-type: none"> ● Improve safety on main pedestrian and cycle routes as part of a prioritised programme of schemes

	<p>vulnerable road users</p> <p>Enable and encourage more physically active and healthy travel</p>	<ul style="list-style-type: none"> ● Review the effectiveness of 20mph zones outside schools and roll out across the County as appropriate ● Continue to deliver <i>BikeAbility</i> cycle training to children at schools across the County with available funding ● Deliver road safety campaigns to school children ● Investigate funding to deliver 'Older Driving Days' in partnership with Adapt; ● Complete an annual Road Casualty Review to analyses and target particular areas of concern ● Implement a programme of local safety schemes as part of a prioritised programme ● Deliver advice on the fitting of car seats in partnership with SureStart ● Investigate funding to deliver training that will improve the skills and confidence of motorcyclists ● Support the enforcement of road traffic law by Northumbria Police ● Progress consideration of Civil Parking Enforcement ● Support the work of advanced driving and riding groups ● Deliver Connect 2 in partnership with Sustrans ● Deliver Links to Schools projects in partnership with Sustrans ● Support the delivery of Blyth Active Travel Town ● Promote walking and cycling ● Improve facilities for pedestrians and cyclist as part of a prioritised programme of schemes
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**National Transport Goal:
Promote Equality of Opportunity**

LOCAL GOAL	LTP OBJECTIVES	ACTIONS
<p>Promote greater equality of opportunity by improving peoples' access to services</p>	<p>Improve transport connections to key services and facilities</p>	<ul style="list-style-type: none"> ● Develop a core network of walking and cycling routes as part of a prioritised programme of schemes ● Investigate options for provision of door-to-door transport for people who do not have access to, or are unable to use, regular public transport ● Work with partners to progress provision of real time passenger information at key locations in Northumberland ● Improve the quality and coverage of travel information; ● Adapt the existing transport network to improve access for mobility impaired people as part of a prioritised programme of schemes ● Ensure the needs of mobility impaired people are taken into account in the design of all new transport schemes ● Investigate the opportunity for audible announcements on local bus services ● Identify the opportunity for multi-operating ticketing and promote Smart cards across the County ● Support new development in accessible locations ● Assess gaps in key services in deprived and isolated areas and develop local accessibility action plans ● Progress agreements with developers to provide infrastructure for improved access;
<p>National Transport Goal: Improve Quality of Life and a Healthy Natural Environment</p>		

LOCAL GOAL	LTP OBJECTIVES	ACTIONS
<p>Sustain and improve transport's contribution to the quality of people's lives</p>	<p>Improve transport connections within and between communities</p> <p>Provide better access to the natural environment</p> <p>Improve the integration of transport into streetscapes</p> <p>Protect the natural environment</p> <p>Protect the fabric of historic town centres</p>	<ul style="list-style-type: none"> ● Provide improved transport connections through a prioritised programme of schemes ● Consider the principles outlined in the Government's 'Design Manual for Streets 2' for new highway infrastructure schemes, as appropriate ● Minimise the effects of new transport schemes on the natural and built environment ● Give priority to sustainable transport modes in historic town centres to reduce the detrimental effects of vehicular traffic. ● Identify and implement improvements to the rights of way network which will enhance its role in providing for the recreational, health and transport requirements of all Northumberland's residents and visitors. ● Enhance the range, type and accessibility of information about Northumberland's rights of way network for local people and visitors. ● Promote the use of the existing public transport network to assist exploration of the countryside.

2 Available Funding

2.1 Background

Following the Spending Review in October 2010, the Government announced changes to local transport funding by moving from twenty six grants to just four. The four grants available for transport are largely capital funding sources but one grant does include an element of revenue funding. The details of the grants are provided below:

1. local sustainable transport fund (capital and revenue)
2. major schemes (capital)
3. block funding for highways maintenance (capital)
4. block funding for small transport improvement schemes (capital)

Other sources of funding, including the Council's revenue budget, may be available for the delivery of transport schemes during the four year period 2011-15.

2.2 Local Sustainable Transport Fund

In order to replace a range of grants, previously available to support improvements for sustainable travel, the Department for Transport (DfT) has established a £560 million Local Sustainable Transport Fund. The fund is split between revenue and capital allocations in the amounts of £350m and £210m respectively, over the four year period 2011-15.

Local authorities, outside London, are invited to bid for these monies, which are to be used for sustainable transport schemes that can be shown to support economic growth and reduce carbon emissions. This Council is preparing a bid valued at approximately £4.700m, which it is proposed to split across the four year period with approximately £0.800m in 2011-12 and £1.300m for each of the following 3 years. The bid will be submitted in April 2011.

2.3 Major Schemes

The Government is providing approximately £1.500 billion to local authorities for major schemes in the next four years. More than £600m is allocated to schemes already in committed programmes with another £900m allocated to schemes still being developed.

New arrangements are being considered to replace the previous Government's Regional Funding Allocations for transport, where current regional transport priorities have been determined. It is likely that Local Enterprise Partnerships will be given an important role in this respect in the future.

The North East Region's priorities for transport, submitted to the DfT in 2009, included a proposal for the Morpeth Northern Bypass. The scheme is the second phase in the construction of a strategic link road between south-east Northumberland and the A1 trunk road. The strategic link road has been an

aspiration of this Council since 1995-6, when it was first proposed as a priority in the Transport Policy and Programme for that year. In February 2007, phase one of the project, the Pegswood Bypass, was completed.

The Morpeth Northern Bypass forms the western part of the link road, from the A1 to the A197 west of Pegswood. The main objectives to providing the bypass are:

- To complete the strategic route to areas of economic development in the former coalfield areas of south east Northumberland
- To improve accessibility to the A1 trunk road avoiding routes through Morpeth
- To help reduce congestion in Morpeth town centre
- To facilitate significant housing and business development opportunities by opening up land to the north of Morpeth town centre

Following the Government's Comprehensive Spending Review in October 2010, the Council were invited to submit an Expression of Interest to confirm that they wanted to continue to promote the scheme. In January 2011, the Council were informed that the scheme would be retained in the national programme. A 'best and final bid' must be submitted to DfT by the 9th September 2011. It is intended to seek planning permission for the bypass in the Summer of 2011 at the same time as preparing the final bid.

If the bid is successful, it is proposed to complete construction of the Bypass before the end of 2015-16.

Other regional priorities submitted in 2009 were not successful in achieving national support. These included proposals for Highway Agency schemes to improve the A19 trunk road at Seaton Burn and Moor Farm. The Comprehensive Spending Review in October 2010 concluded that they would not be progressed at this time.

The region also identified a list of 'provisional priorities' in Northumberland:

- South East Northumberland Public Transport Corridor
- A1 Dualling (part)

A number of schemes were also identified which require further work. Schemes currently identified in Northumberland include:

- A1 Dualling (further phases)
- Blyth Central Relief Road
- Ponteland Bypass

2.4 Block Funding for Highways Maintenance

In the Council's LTP transport settlement letter received in December 2010, the DfT have confirmed that the limited resources for essential highway maintenance should continue to be prioritised. The letter states that the priorities should reflect 'the economic and social importance to local communities, the need to safeguard the

largest single local public asset, and the liabilities for future years that can be created from short-term cuts in maintenance’.

Block funding allocations are calculated through a needs based formula and the Highway Maintenance block allocation for Northumberland is set out in Table 2.1 below:

Table 2.1 Highways Maintenance Block Allocation 2011-15

Block Allocation	Confirmed		Indicative	
	2011-12 £000s	2012-13 £000s	2013-14 £000s	2014-15 £000s
Highways Maintenance	14,159	14,198	14,092	13,776

This annual settlement has been distributed according to the Council’s priorities across a range of schemes designed to maintain and improve Northumberland’s roads, bridges, footways and public rights of way. The proposed budget allocations for each scheme type are detailed in the next chapter, which outlines the delivery programme.

2.5 Block Funding for Integrated Transport

The integrated transport block is described in the LTP settlement letter from the DfT as funding to ‘help local authorities improve road safety, stimulate local economies by reducing congestion, and deliver social justice to their local communities’.

Allocations are calculated through a needs based formula and the grant settlement for Integrated Transport in Northumberland is set out in Table 2.2 below:

Table 2.2 Integrated Transport Block Allocation 2011-15

Block Allocation	Confirmed		Indicative	
	2011-12 £000s	2012-13 £000s	2013-14 £000s	2014-15 £000s
Integrated Transport	1,813	1,934	1,934	2,719

This annual settlement has been distributed according to the Council’s priorities across a range of schemes designed to make improvements for all transport users. The proposed budget allocations for each scheme type are detailed in the next chapter, which outlines the delivery programme

2.6 Council Revenue Funding

As well as capital expenditure on transport schemes, the council spends significant levels of revenue funding to improve outcomes in support of the LTP. The Council's proposed expenditure for transport in 2011-12 is shown in Table 2.3 below.

Scheme Type	2011-12 £000s
Highway Maintenance	8,881
Home to School Transport	10,427
Public Transport	1,452
Special Educational Needs Transport	3,340
Concessionary Fares	5,111

Note: DfT have announced additional funding of over £100m for English Local Authorities in response to recent severe weather conditions. This funding will be distributed to local authorities using the DfT's existing capital maintenance funding formula, which is based on the amount and condition of roads that the authority is responsible for. At the time of going to press the amount for Northumberland has not been confirmed.

2.7 Regional Funding Allocation

In the second round of the Regional Funding Allocation (RFA) the North East Region submitted its transport priorities for the ten year period starting in 2009-10. As a result of this submission, Northumberland received RFA for South East Northumberland Public Transport Improvements in the amount of £1.5 million.

2.8 Regional Growth Fund

Approximately one third of the £1.400 billion Regional Growth Fund is being contributed by the DfT. The fund is available for three years between 2011 and 2014 to stimulate private sector investment. Bids are invited for sustainable transport schemes that promote long term economic growth and create additional sustainable private sector jobs. The Fund will help support areas like Northumberland, currently dependent on the public sector, to make the transition to private sector led growth and prosperity. To qualify for support from the Regional Growth Fund, projects should demonstrate that they:

- create additional sustainable private sector growth;
- rebalance the economy in those areas currently dependent on the public sector;

- would not otherwise go ahead without support from the Regional Growth Fund;

Support for basic infrastructure can be included in the bid provided that it unlocks specific business investment.

2.9 Bikeability

A small part of the Local Sustainable Transport Fund will be allocated to enable the Bikeability scheme to continue. This Council has been successful in being awarded funding for Level 2 cycle training from Bikeability each year since 2008. Funding totalling £0.140m was secured in 2010-11, which will enable up to 3,500 children to be trained. The allocation available for 2011-12 is £0.120m, which will allow up to 3000 children to be trained. The same level of training is planned for future years of the programme, whilst funding is available.

2.10 Developer Funding

Improvements to the highway network will continue to be sought from developers as part of the planning process. Particular attention will be given to the provision of sustainable forms of transport.

3 Delivery Programme

The delivery programme is made up of different types of schemes designed to contribute to the achievement of LTP objectives. As detailed in Chapter 2 of this Implementation Plan, funding is provided for the LTP Programme through a grant allocation of block funding. This is split into allocations for two types of programme, the Highway Maintenance Programme and the Integrated Transport Programme. The budget allocations for the different types of schemes within each Programme are detailed later in this chapter. Table 3.1 sets out the four year programme for Highway Maintenance and Table 3.2 sets out the programme for Integrated Transport. It should be noted that the amounts indicated for the final two years, 2013-15 are not yet confirmed.

This chapter also provides a description of the types of schemes delivered in each programme.

3.1 Highway Maintenance Programme

The Highway Maintenance Programme is split into different types of schemes that are concerned with maintaining and improving the highway asset. The main types of schemes implemented are described below:

Road Maintenance

Carriageway resurfacing and reconstruction works are carried out to prevent deterioration of the road, which could lead to structural failure. Road condition data is collected using the United Kingdom Pavement Management System (UKPMS) to help determine the priorities for action. Priority is also given to strategic roads that carry the highest volumes of traffic in the county. Surface dressing schemes prolong the life of a road surface, where there are signs of minor deterioration, such as cracking, patching or utility openings. The surface dressing prevents water penetration and further deterioration. Road maintenance schemes also include footway repairs and resurfacing and drainage systems repairs.

Landslip Repairs

Highway embankments and cuttings may be subject to incremental or sudden landslip, particularly following heavy rainfall. Affected areas are identified and assessed in order to prepare remedial measures. Sustained investment is required to enable these essential repairs. Schemes are prioritised on the basis of the strategic importance and safety of the route in question.

Public Rights of Way Maintenance

The County Council has a duty to maintain public rights of way. Limited path inspections are carried out as part of monitoring for performance indicators and in response to reported problems. The Rights of Way Improvement Plan (RoWIP) sets out *Maintenance Management Criteria*, which are used to determine priorities, and *Path Surface Management Criteria*, which are used to assess requests for action. Rights of way maintenance tackles issues such as poor surfaces, missing or

damaged bridges, path erosion and missing or inadequate gates, stiles, signs and way markers. More detail on this type of scheme can be found in the RoWIP.

Column Replacement

This part of the programme considers the planned replacement of street lighting columns that are structurally defective. The Council visually inspects columns every two years and maintains a detailed inventory of their condition. Columns are rated as either 'good' 'fair' 'poor' or 'bad' with the 'bad' category columns prioritised for replacement.

Structures Assessment and Management

There is an assessment system for monitoring the condition of bridges so that the bridge stock is maintained as far as possible to meet existing needs. Priority for bridge strengthening schemes is allocated according to the type of road, the volume of traffic and the level of use by heavy goods vehicles. Accessibility in more remote parts of the county is also a determining factor in allocating resources for maintenance and improvement.

Table 3.1 – Highway Maintenance Programme 2011-15

Scheme Type	Confirmed		Indicative	
	2011-12 £000s	2012-13 £000s	2013-14 £000s	2014-15 £000s
ROAD MAINTENANCE				
Road Condition Assessment	120	120	120	120
Principal Road Maintenance				
C'way reconstruction/resurfacing	2620	2620	2620	2620
Carriageway surface treatment	220	220	220	220
Footway works	80	80	80	80
Drainage repairs	100	100	100	100
Safety fence repairs	60	60	60	60
Sub total	3080	3080	3080	3080
Non Principal Road Maintenance				
C'way reconstruction/resurfacing	3839	3878	3822	3506
Carriageway surface treatment	1600	1600	1600	1600
Footway works	350	350	300	300
Drainage repairs	150	150	150	150
Safety fence repairs	120	120	120	120
Sub total	6059	6098	6042	5726
Landslip Repairs	400	400	400	400
Rights of Way Maintenance	200	200	200	200
Column Replacement	300	300	300	300
Sub total ROAD MAINTENANCE	10159	10198	10092	9776
BRIDGE MAINTENANCE				

Structures Assessment and Management				
Assessments	50	50	50	50
Stage 2 assessments	150	150	100	0
Structures database/asset management	175	175	175	175
Inspections for assessments	90	90	90	90
Interim measures strengthening	250	250	100	0
Interim measures inspections	30	30	25	25
Flood resilience studies	40	30	20	20
Sub total	785	775	560	360
Bridge Strengthening Schemes	2870	2185	1965	2225
Retaining Walls	0	175	0	0
Bridge Maintenance and other schemes	0	290	900	840
Scheme Preparation Future Years	620	575	575	575
Sub total BRIDGE MAINTENANCE	4000	4000	4000	4000
TOTAL HIGHWAY MAINTENANCE	14159	14198	14092	13776

3.2 Integrated Transport Programme

The Integrated Transport Programme is a programme of small transport schemes that are designed to improve road safety, reduce congestion and provide better access and amenity for local communities. The programme is made up of many different types of schemes that have benefits for pedestrians, cyclists, public transport passengers and other road users. Some of the main types of schemes are set out below:

Improvements for Pedestrians and Cyclists

This part of the programme is concerned with improving and extending facilities for pedestrians and cyclists, in order to encourage and enable an increase in travel by foot and cycle. The needs of disabled people are considered through the provision of measures, such as, dropped kerbs, tactile markings and ramps on pedestrian routes. New or improved street lighting is also an element of this part of the programme and priority is given to schemes on routes to schools, town centres and other main facilities. Street lighting improvements are also targeted at locations where fear of crime has been identified as a problem.

Public Transport Infrastructure Improvements

High quality infrastructure can increase the attractiveness of public transport and provide a viable alternative to the private car. Improvements are provided at transport interchanges to enable better integration between transport modes. These schemes include improved car and cycle parking and better access for buses at railway stations. Improvements for bus passengers include the provision of stop specific timetable information, shelters, access kerbs and road markings.

Improvements for Road Users

Improvements for road users are varied and might include improvements at a junction to improve the flow of traffic or the provision of charging points for electric

vehicles to contribute to the climate change agenda. This is the part of the programme where preliminary work on major scheme proposals can be funded.

Traffic Management Schemes

Traffic management schemes range from small scale improvements such as new signs to large schemes such as town centre improvements. It also includes traffic calming measures and the introduction of speed limits. All schemes are designed to manage or reduce the impact of traffic on communities.

Local Safety Schemes

The Local Safety Schemes programme is concerned with reducing personal injury accidents and is based on an analysis of accident trends and locations. There are five types of schemes in this part of the programme, which are, High Risk Sites, Speed Management Sites, Mass Action Plans, Minor Traffic Management Schemes and Route and Area Action Schemes. Actions to tackle accident related problems are varied and may include anti-skid surfacing, hazard warning signs, improved road markings and improved street lighting.

Table 3.2 – Integrated Transport Programme 2011-15

Scheme Type	Confirmed		Indicative	
	2011-1 2 £000s	2012-1 3 £000s	2013-1 4 £000s	2014-1 5 £000s
Improvements for Pedestrians and Cyclists				
Footways/cycleways	513	634	634	859
Dropped kerbs/disabled access improvements	90	90	90	130
Streetlighting improvements	90	90	90	130
Sub total	693	814	814	1199
Public Transport Infrastructure Improvements				
Public transport interchange improvements	220	260	270	400
Bus stop/shelter improvements	140	140	150	150
Feasibility studies	90	50	30	20
Sub total	450	450	450	570
Improvements for Road Users	120	120	120	150
Traffic Management Schemes				
Area action/Traffic calming	60	120	140	200
Traffic Regulation Orders	130	60	40	50
Speed limits	30	30	30	40
Safety fencing	20	20	20	40
Improved signing	10	20	20	30
Sub total	250	250	250	360
Local Safety Schemes				
High risk sites	120	120	120	160
Speed management sites	30	30	30	50
Mass action plans	30	30	30	50
Minor traffic management schemes	40	40	40	60

Route and area action schemes	80	80	80	120
Sub total	300	300	300	440
TOTAL INTEGRATED TRANSPORT	1813	1934	1934	2719

4 Monitoring Framework

Monitoring performance against indicators and targets is an essential part of managing the LTP Programme. It helps provide evidence that the Programme is contributing to the achievement of LTP objectives and enables problems to be identified in time for remedial action to be taken. The results of monitoring performance will inform the development of future programmes of work.

The monitoring framework can include more than transport related indicators so that the impact of transport projects on wider corporate policy issues can be measured. It is proposed that once the Council's Sustainable Community Strategy (SCS) and the Local Development Framework (LDF) have been adopted, the LTP indicators and targets are reviewed to take account of their wider policy objectives.

Additionally, a Value Systems Analysis of the delivery of the LTP Programme is currently being undertaken. The findings of the analysis will contribute to the further development of this LTP monitoring framework, which will be taken into account in an early refresh of the LTP.

4.1 LTP Indicators

Indicators relevant to the LTP are drawn from national and local data sets. Until the SCS and LDF are adopted it has been decided to include only the national indicators in this interim monitoring framework.

Local Authorities provide central government with information that contributes to nationally held data. The Government is currently consulting on the provision of a draft Single Data List, which will set out all of the data that is required from Local Authorities. Indicators, derived from the draft Single Data List, that are relevant for monitoring the performance of this LTP Programme are shown in Table 4.1 below. An early refresh of the LTP will take into account indicators from the final Single Data List, when it is available, to reflect both transport and wider corporate priorities.

In addition to locally provided data on the Single Data List, central government will continue to collect their own data for a number of former National Indicators. Those related to transport will continue to be published by the Department for Transport and they are listed in Table 4.2 to form part of this interim monitoring framework.

Table 4.1 – LTP Indicators (Draft Single Data List)

Indicator	Definition
Principal roads where maintenance should be considered	The percentage of principal roads where maintenance should be considered
Non-principal classified roads where maintenance should be considered	The percentage of Non-principal classified roads where maintenance should be considered
Bus services running on time	A) the percentage of non-frequent buses on time B) the average excess waiting time for frequent services

Table 4.2 – LTP Indicators (Published by DfT)

Indicator	Definition
People killed or seriously injured in road traffic accidents	The percentage change in the number of people killed or seriously injured in road traffic accidents in the calendar year, compared to the previous year.
Children killed or seriously injured in road traffic accidents	The percentage change in the number of children (<16) killed or seriously injured in road traffic accidents in the calendar year, compared to the previous year.
Congestion - Average journey time per mile during the morning peak	Vehicle journey time per mile during the morning peak on all major 'A' roads
Access to services and facilities by public transport, walking and cycling	Access to selected core services and facilities by individuals via non-private modes of transport. Core services include health care, education, food shops and employment sites. Non-private modes of transport include timetabled and flexible bus services, walking and cycling.
Working age people with access to employment by public transport (and other specified modes)	The percentage of economically active age (16-74) people with access within a reasonable time to more than 500 jobs by public transport, cycling and/or walking
Children travelling to school - usual mode of travel	The proportion of school aged children in full time education travelling to school by the mode of travel that they usually use

4.2 LTP Targets

Ambitious targets will be set to incentivise the delivery of the LTP Programme. LTP targets will be agreed following the adoption of the SCS and the completion of the Value Systems Analysis of LTP Programme Delivery. This will enable performance in the first year of this Implementation Plan to be measured. Targets may require further amendment following the adoption of LDF.

5. Risk Management

This chapter provides an interim risk management framework for the LTP, which is set out in Table 5.1 below. For each of the LTP indicators, the framework identifies the key risks to achieving targets and, also, it describes the actions that will be taken

to reduce the risks. This interim framework will be reviewed as part of an early LTP refresh, following the adoption of the SCS and later the adoption of the LDF.

Table 5.1 – Risk Management Framework

Performance Indicator	Key Risks	Management of Risks
People killed or seriously injured in road traffic accident	<ul style="list-style-type: none"> ● Occurrence of multiple injury crashes ● General increase in traffic flow ● Road users refusing to change behaviour ● Reduction in revenue based funding for road safety schemes ● Increase in uptake of more vulnerable modes of transport 	<ul style="list-style-type: none"> ● Continue close working with the Police and Highways Agency ● Enhance road safety education, training and publicity programme ● Identify alternative sources of funding
Children killed or seriously injured in road traffic accidents		
Average journey time per mile during the morning peak	<ul style="list-style-type: none"> ● General increase in traffic flow 	<ul style="list-style-type: none"> ● Continuing to identify and address congestion 'hot spots'
Principal roads where maintenance should be considered	<ul style="list-style-type: none"> ● Level of funding will be insufficient to prevent decline in the network standard ● Severe weather conditions could accelerate the deterioration of road condition 	<ul style="list-style-type: none"> ● Early identification of maintenance schemes to minimise deterioration in condition and maximise value for money
Non-principal classified roads where maintenance should be considered		
Access to services and facilities by public transport, walking and cycling	<ul style="list-style-type: none"> ● Bus operators withdrawing commercial services ● Changes in the location of services and facilities 	<ul style="list-style-type: none"> ● Continuing to work closely with service providers
Working age people with access to employment by public transport		
Bus services running on time	<ul style="list-style-type: none"> ● Increasing traffic congestion ● Failure to deliver highway network improvements 	<ul style="list-style-type: none"> ● Continuing to work closely with local bus operators to identify and address congestion 'hot spots'
Children travelling to school –mode of transport usually used	<ul style="list-style-type: none"> ● Level of modal shift not as high as originally anticipated 	<ul style="list-style-type: none"> ● Continuing to work closely with schools across the county