

Cheshire's Local Transport Plan Progress Report 2006 - 2008 Summary



Making a difference in Cheshire

Foreword

Welcome to Cheshire County Council's Local Transport Plan (LTP) Summary Report for the period 2006 to 2008.

Our LTP, published in April 2006, set out how we propose to deliver the new transport agenda. The objectives and priorities that were set out in the LTP have guided our work over the last two years to help deliver a well maintained, safer and integrated transport network for those who live in, work or visit Cheshire.

This delivery report gives us the opportunity to provide a picture of what we have achieved over the last two years and the difference that this has made in Cheshire. This includes improving the condition of our road network, significantly reducing the level of killed or seriously injured casualties on our roads, and working to improve travel choice. We have also made good progress by providing better public transport, introducing measures to target congestion, improving accessibility to reduce disadvantage in both urban and rural areas and taking steps to address the impact of transport on health and air quality.

Local Government Re-organisation (LGR) in Cheshire will come into force on the 1st April 2009. As such this will be Cheshire County Council's last LTP delivery report and our last opportunity to comment on Cheshire's progress. We consider that our approach and this progress report will support continuity and consistency for the delivery of transport priorities beyond 1 April 2009.

In conclusion, we believe that, taking into account the level of resources provided through the LTP process, we are largely on track to meet the objectives that we set out to achieve. We are immensely proud of the achievements and progress that has been made and we trust that the two new Unitary Authorities will build on the strong foundation Cheshire has built.



Eveleigh Moore-Dutton
Executive Member for Highways
and Transportation

LTP Progress Report 2006 - 2008

This document provides a summary of Cheshire County Council's Local Transport Plan Progress Report for 2006 to 2008. It is hoped that this will provide a concise outline of the key achievements that we secured during the first two years of the current LTP period. The full Progress Report and its supporting annexes can be viewed and downloaded from the County Council's website - www.cheshire.gov.uk. Copies can also be obtained from the LTP Team. Contact details can be found on the back cover of this document.



Cheshire County Council published its current Local Transport Plan strategy (LTP2) in March 2006. This set out the County Council's objectives and plans for taking forward Cheshire's transport priorities between 2006 and 2011. It included an over-arching strategy, an outline of planned delivery programmes and a set of performance indicators and targets which are used to monitor overall progress.

The Department for Transport (DfT) requested that a full review of LTP progress needed to be undertaken in 2008. The preparation of this progress report has been timely for Cheshire. Its development has coincided with parallel work supporting the creation of two new unitary authorities which will replace Cheshire's current two-tier system of local government in April 2009. This document will be crucial to support the smooth transition of LTP activities into the ownership of the new authorities leading up to vesting day and beyond.

Overall Progress

Over £180 million has been spent on transport activities in Cheshire during the last two years. This represents a major investment in addressing our priorities and objectives. It includes £39 million of LTP capital funding and £142 million of the County Council's own revenue expenditure. The majority of this (£98 million) was used for supporting passenger transport activities while £44 million was spent on highway maintenance schemes. As a result:

→ Seven of the eight mandatory Best Value Performance Indicators are on track. BVPI 104 (bus service satisfaction) is not on track. This is largely attributed to a change in data collection methodology;

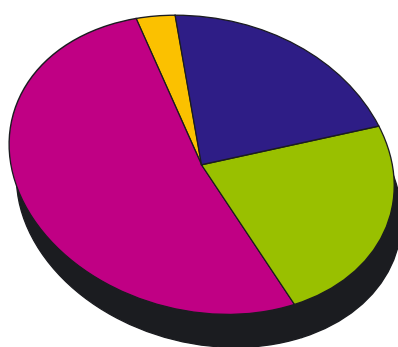
→ Of the five mandatory Local Transport Plan indicators, one has been achieved and two remain on track. LTP3 (Cycling) and LTP4 (Usual mode of travel to school) are currently not on track; and

→ Seven local targets are on track. At this stage data is unavailable for three of these indicators. LT 4 (Cycle usage on Chester/Ellesmere Port multi user path), LT 8 (Park and Ride use) and LT13 (Public Rights of Way) are not on track.

Over the last two years two of our projects have won national awards for Partnership working (Chester Rail Station Partnership) and Road Safety (A41 Safety Scheme).

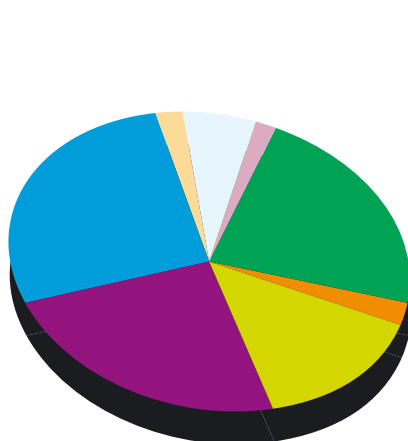
Use of Resources

Total expenditure on transport improvements and services 2006 - 2008



 LTP Capital Expenditure	£39.8 million
 Highways Revenue Expenditure	£44.02 million
 Revenue Expenditure on passenger transport services	£98.8 million
 External Funding	£6.1 million

LTP Capital Expenditure 2006 - 2008



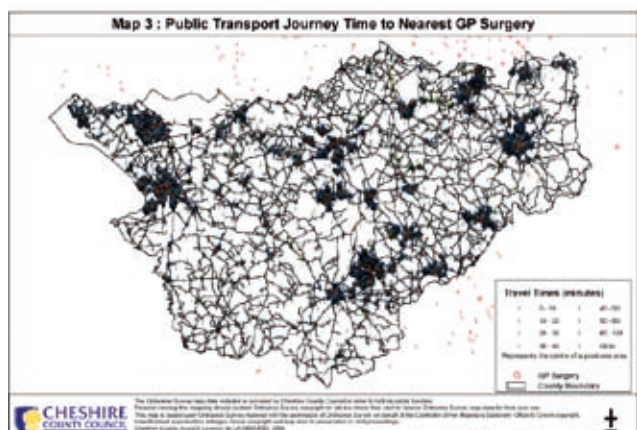
Activity	£000 06/07	£000 07/08	£000 Total
Bus Quality Partnerships & other Public Transport Improvements	1,091	1,311	2,402
Cycling Schemes	172	1	173
Local Safety Schemes	902	362	1,264
Integrated Area Programme	3,558	4,937	8,495
Safer Routes to School	474	520	994
Other schemes	44	0	44
Carriageway and footway maintenance	3,097	3,376	6,473
Structural maintenance	5,277	5,250	10,527
Bridge Assessment Strengthening & Maintenance	2,888	6,049	8,937
Cheshire Casualty Reduction Partnership	0	474	474
Total	17,503	22,280	39,783

Achievements

Accessibility



- Cheshire continues to deliver a creative assessment of needs and solutions in public transport planning. The programme of "Route & Branch" reviews, the Community Transport Strategy and evolving work aligned with Social Care Redesign typifies this approach;
- A joined up approach continues to define the County's Accessibility Strategy, maximising opportunities for public transport to respond as appropriate, impacting on social inclusion, access to employment and other key services & facilities. A refresh of our Accessibility Strategy is currently underway;



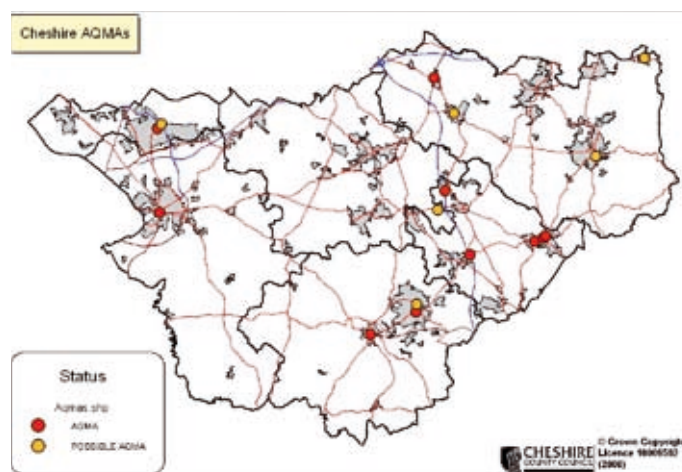
- A successful bid was made for KickStart funding to improve bus services in Mid-Cheshire linking to Leighton Hospital (improving access from Winsford, Northwich & Crewe). Data shows an increase of 28.5% in passenger numbers for the period April 2006 to March 2008;
- In transport service delivery Cheshire continues to benefit from being the first fully Integrated Transport Unit in the country. This has enabled it to achieve significant economies and service improvements by organising home to school, social care and public transport in a coherent system; and

- A successful bid was made in conjunction with the cycling charity Sustrans for Three Connect 2 schemes in Cheshire. This provides the opportunity to make significant steps forward in terms of quality cycling infrastructure provision in Nantwich, Northwich and most notably Chester, which has also secured Cycle Demonstration Town status. These successes will also allow us to invest more in cycle training.



Air Quality

- Air quality action plans are now integrated into the LTP process;
- Cheshire County Council operates two real time air quality monitors at roadside locations. Data is made available to aid the District Councils with their assessments in those areas; and
- Local emissions and concentrations targets have been suggested in the three established AQMAs.



Congestion

- Peak time congestion continues to drive the need to encourage sustainable forms of transport. Making a significant contribution towards achieving that is the fact that 69% of Cheshire schools now have their own Travel Plan;



- With growing car ownership in Cheshire two consecutive years of increased bus patronage has been a key achievement. A combination of passenger transport infrastructure improvements, investment by operators and innovative strategic planning have combined to help achieve this result. Successful roll out of the free concessionary travel scheme played a key role in giving service users a positive and confident experience;
- The May 2007 Halcrow Group assessment of the Network Management Duty within Local Authorities in the North West Region, carried out on behalf of the Department of Transport, reported that the Cheshire Network Management Plan was excellent. Areas where we were considered good in the report have continued to be refined or improved wherever possible;



- Work continues with District Council partners to implement Decriminalised Parking Enforcement across Cheshire on a phased basis. The first scheme was rolled out in January 2008;
- The volume of traffic on Cheshire's principal road network is gradually declining; and
- Cheshire has successfully secured funding for the A34 Alderley Edge Bypass. Work on site commences in January 2009.

Safer Roads

- Death and serious injuries have fallen by over 44%; child death and serious injuries have reduced by more than 58%, and slight casualties are 25% down on the baseline period (1994-1998);
- 32 Local Safety Schemes completed. These are anticipated to save 208 collisions and 289 casualties over the next three years;
- A41 comprehensive safety scheme – the winner of the national Road Safety Traffic Management and Enforcement Award and highly commended by the Institute of Highways and Transportation at its recent Annual Awards event this scheme was designed to treat a route, rather than the usual specific location approach;



- A new Cheshire Safer Roads Partnership (CSRP) was established. Members include the County Council, Halton Borough Council, Warrington Borough Council, Cheshire Police, Cheshire Fire and Rescue Service and the Highways Agency; and
- Continued investment in road condition improvements, with an increased emphasis on surface condition, has also contributed to the improving trend in road safety data.

Maintenance

- Six bridge strengthening schemes have been completed;
- Four major maintenance projects and 177 minor bridge maintenance schemes completed;



- The number of bridges not meeting carrying capacity standards has reduced from 9.26% to 8.98% over the two year period;
- A total of 175 highway maintenance schemes have been completed with LTP funding. This resulted in over 37km of Cheshire's highway network being improved; and
- A new signing and lining best practice guide has been produced to improve our approach to road marking and traffic signing schemes.



Meeting our Objectives

The table below provides evidence of how we are working to meet the objectives of the LTP

Summary of Impact of progress on Cheshire's LTP objectives

LTP Objective	Commentary / evidence
<p>Objective 1 – To enhance the quality of life of those who live in, work or visit Cheshire.</p> <p>Active Progress</p>	<p>All local areas have benefited from schemes delivered as part of the Integrated Area Programme.</p> <p>Local town centre enhancement and streetscape schemes undertaken.</p> <p>Joint working with Chester City Council to extend the city centre CCTV network – including combining the installation of lighting and CCTV columns to reduce street clutter.</p> <p>Strong progress in delivering Safer Routes to School projects – 69% of Cheshire schools now have a travel plan.</p>
<p>Objective 2 – Promote social inclusion and accessibility to everyday services for all, especially those without a car.</p> <p>Active Progress</p>	<p>Completion of detailed independent review of Cheshire's accessibility strategy. New action plan now being developed.</p> <p>Local Area Accessibility projects involving highway improvements to improve access for the mobility impaired. High levels of community engagement to design schemes.</p> <p>Successful roll out of national concessionary fares scheme. Continued development and roll out of Cheshire's pioneering Travelcard initiative.</p> <p>Improvement of the Chester, Ellesmere Port & Neston Dial-a-ride service through a third sector service provider. The number of passenger trips has increased by approximately 35% since introduction.</p> <p>Production of a Community Transport Strategy providing a framework for the modernisation and integration of assisted passenger transport services in Chester.</p> <p>The "Route and Branch" review of all bus routes within the County continues on track with completion of network improvements in the Congleton area.</p> <p>Progress has also been made in integrating the Rights of Way Improvement Plan (ROWIP) into the LTP Strategy ahead of schedule. Significant external funding has been facilitated through a successful funding bid for the Weaver Valley Regional Park - bringing forward the delivery of many accessibility schemes.</p>

LTP Objective	Commentary / evidence
<p>Objective 3 – Improve safety for all travellers.</p> <p>On Target</p>	<p>Road safety casualty targets remain on track.</p> <p>New Cheshire Safer Roads Partnership (CSRP) established.</p> <p>Junior road safety officers appointed in 95% of Cheshire schools.</p> <p>On-going development of countywide speed limit review.</p> <p>Establishment of Speed Awareness Courses in partnership with Cheshire Police.</p> <p>Roll out of the “Red Routes” project – a high profile signing exercise informing drivers of the dangers on Cheshire’s highest accident risk routes.</p>
<p>Objective 4 – Promote the integration of all forms of transport and land use planning, leading to a better, more efficient transport system.</p> <p>On Target</p>	<p>Wide scale partnership working to support improved links between land use and transport planning including work with Mersey Dee Alliance, Cheshire and Warrington Economic Alliance, Northwich Vision and the Crewe Gateway partnership.</p> <p>Work through the Regional Transport Advisory Group (RTAG) to influence finalisation of Regional Spatial Strategy and Regional Transport Strategy.</p> <p>Extensive work with District Councils to integrate transport planning and wider issues to support development of the Local Development Frameworks.</p> <p>Regular liaison with District Councils to support local development control issues and Transport Assessments.</p> <p>Early engagement with LGR process to better integrate transport strategy and forward planning in to emerging structures.</p> <p>Updated travel plan guidance published.</p> <p>www.cheshire.gov.uk/Travelplans/Travel+Plans+in+Cheshire.htm</p>
<p>Objective 5 – Contribute to an efficient economy and to support sustainable economic growth and regeneration in appropriate locations.</p> <p>On Target</p>	<p>On-going progress to deliver the Basford Regional Employment Sites and Crewe Green Link Road. Developer contributions secured and work continues on the Business Case for DfT funding.</p> <p>On-going development of Accessibility Strategy to support improved links to employment, training and tourist attractions. Public Consultation exercise has been completed to further improve our strategy.</p> <p>Mersey Dee Alliance project to better align the development of strategic sites with transport infrastructure priorities.</p> <p>Introduction of new demand responsive, cross-boundary shuttle service network to link West Cheshire and Deeside Industrial Estate as part of the Mersey Dee Alliance partnership project.</p> <p>Approval to construct the Alderley Edge Bypass scheme. Start on site end of 2008. Once complete, this bypass, combined with complementary measures, will improve the economy and environment of Alderley Edge and links to the Alderley Park strategic employment site.</p>

LTP Objective	Commentary / evidence
<p>Objective 6 – Protect and enhance the built, natural and historic environment.</p> <p>On Target</p>	<p>Promotional campaigns to encourage sustainable visits to leisure attractions including 2008 Cheshire Year of Gardens initiative.</p> <p>Development of “Greenway” network in Chester to support pedestrian and cycle use.</p> <p>Our Rights of Way Improvement Plan has been commended by the Countryside Agency (now Natural England).</p> <p>Major opportunity to promote cycling as a leisure activity as a result of successful Connect 2 bid and Chester Cycle Demonstration Town project.</p> <p>In a bid to improve the quality of public spaces and streetscape, work has commenced on an exercise to de-clutter and remove unwanted or unnecessary traffic signs from the highway. Over 3000 signs have been removed.</p> <p>Climate change action plan prepared and endorsed by the County Council.</p> <p>www.cheshire.gov.uk/Environment/Climate+Change+Report.htm</p> <p>Biodiversity issues addressed in maintenance works. For example, hedge cutting, tree management and grass cutting works, are programmed around the nesting and flowering seasons.</p> <p>LTP schemes are designed to incorporate measures to reduce visual impact - such as planting or screening. Additionally, Cheshire has embraced the use of recycling technology in its road maintenance.</p> <p>Progress in developing Action Plans for Air Quality Management Areas (see section 8).</p>
<p>Objective 7 - Manage a well maintained and efficient transport network.</p> <p>On Target</p>	<p>Extensive investment allocated for maintenance activities.</p> <p>Maintenance targets on track.</p> <p>Cheshire's Network Management plan assessed as “excellent” by the Department for Transport.</p> <p>Successful roll out of de-criminalised parking in Crewe and Macclesfield Districts. Phased introduction to be continued over LTP2 period.</p> <p>Further progress made on the preparation of the Transport Asset Management Plan (TAMP)</p> <p>Implementation of congestion management schemes resulting in a reduction in congestion on County Principal road network.</p>

Local Achievements

Local Integrated Area Programmes

In addition to our broader countywide delivery programmes, Integrated Area Programmes have been used to address local delivery on a District by District basis. Extensive packages of schemes have been completed supporting numerous LTP and Corporate objectives. These can combine individual minor works, wider schemes and contribute towards the outcome of larger individual projects. This includes:

- New pedestrian crossings;
- Highway safety measures;
- Speed management measures;
- Environmental and streetscape improvements;
- Footway and cycleway improvements; and
- Improved public transport infrastructure.

Examples of schemes delivered during the last two years include:-

Chester

- Work has continued to support and complement the City's new Local Development Framework and ensure that there are closer links between transport and land use planning to assist the ongoing regeneration of the City;
- A programme of street lighting improvements has been completed in Blacon as part of a project to address crime and fear of crime;
- Some 700 metres of cycle path was provided in Chester to further extend the local cycle network;
- Public realm improvements were carried out on City Road in Chester funded from the LTP. This scheme is adjacent to, and complements the Chester Rail Gateway project;
- A new minibus was purchased as part of the Job Demand Responsive Transport scheme to help tackle worklessness in the deprived wards of Chester by providing extra journeys to areas of employment including Deeside Industrial Estate. The project is being developed in partnership with Flintshire County Council and the Mersey Dee Alliance; and

- Malpas area integrated community transport initiative. Combining a diverse range of services for the community of Malpas and the surrounding area, taking account of needs through a focussed consultation process. This featured in the recent Department for Transport publication "Meeting Targets through Transport" (DfT 2008).

Case Study - Chester Rail Gateway

Description - A project which remodelled the square outside Chester Railway Station. The focus was on creating greater space for pedestrians and improving access to public transport. Drop off points and short stay parking have been provided at the front of the station and new bus shelters were placed either side of City Road and in the square itself. High quality materials have been used throughout. An innovative part of the design was the use of no road markings, utilising the 'shared space' concept.

Scheme cost - £1.3M.

Outcomes – The accessibility, image and transport interchange of the station has been greatly improved.

Contribution to LTP and wider objectives – This scheme promotes the integration of all forms of transport and supports social inclusion and accessibility to everyday services. It also supports our Corporate priority to promote sustainable communities and transport.

Impact on targets – This scheme will support our target to restrain traffic growth on Cheshire roads.



Case Study – The Ashton Hayes and Mouldsworth footway link

Description - A new length of footway has been constructed between the villages of Ashton Hayes and Mouldsworth. It has been built using recycled materials where possible to support Ashton Hayes' 'Going Carbon Neutral' project. Instead of using new, granular material the footway foundations are recycled road planings and any kerbs are made from recycled plastic typically uPVC window frames and off-cuts or plastic bottle tops.



Scheme cost - £70,000

Outcomes - The project will make the journey between Ashton Hayes and Mouldsworth safer. Given that the railway station is in Mouldsworth and the local primary school in Ashton Hayes the project is anticipated to encourage more walking.

Contribution to LTP and wider objectives - The scheme contributes to the LTP objective to improve safety for all travellers as well as the County Council's Corporate priority to help children and young people to make the most of their lives, promote safer and stronger communities and improving safety for all. The scheme also promotes healthier communities by encouraging participation in more active forms of transport.

Impact on targets - The scheme will support our target to reduce the proportion of journeys to school made by car and our local target to increase the percentage of mainstream schools with a travel plan to 100% by 2010. It will also make a significant contribution to help road safety targets remain on track.

Crewe and Nantwich

- The successful introduction of decriminalised parking management and control;
- Over 2000 passengers a month make use of the Crewe Flexi-Rider service which also hosted the first national trial of the DfT low cost smartcard project;
- As a result of the village speed limit review, new safer speed limits have been introduced in Acton, Weston, Warrington, Englesea Brook, Haslington and Winterley;
- Work has continued on plans for the redevelopment of Crewe Bus Station as part of the wider town centre redevelopment proposals;
- A new pedestrian and cycling link between Willaston and Brine Leas High School was completed including a new crossing on the busy A500. The scheme was developed in partnership with Sustrans;



- A series of pedestrian and cycling schemes have been completed in Winterley and Haslington as part of a project to reduce the effects of traffic in rural areas. Work included the introduction of a new pedestrian crossing at a local primary school as part of a partnership project with Sustrans;
- The road network in Nantwich has been reclassified to help reduce levels of through traffic. Direction signs in the town are being renewed as part of a joint initiative with the Nantwich Market Town Project;
- A series of walking and cycling route improvements have been completed including schemes in Wellington Road and Park Road in Nantwich. A new pedestrian crossing in North Street, Crewe completes an accessible key routes for disabled users between the residential area to the north and the town centre; and
- Traffic regulation orders have been placed on all 'school keep clear' markings in Crewe.

Congleton

- Completion of work to enhance Congleton Bus Station. This scheme has improved accessibility and the quality of passenger waiting facilities. The scheme also improved the operational layout of the site;
- Traffic calming schemes have been introduced in Congleton, Alsager and Middlewich;
- New pedestrian crossing facilities were provided at the A50 / A54 junction in Holmes Chapel;
- Interactive traffic signing was introduced on the A533 in Betchton;
- Holmes Chapel Village centre environmental improvements were completed in October 2007. Public realm improvements in and around the village conservation area were undertaken including repaving footways, repainting lighting columns and bins, rationalising highway signage, improved pedestrian crossings and the provision of new street furniture. The scheme was delivered in the main by the local Parish Council with assistance from the Borough & County Councils. The scheme attracted funding from the Regional Development Agency; and
- A total of six speed management projects have been implemented across the District following speed review exercises. Locations include, Crewe Road in Sandbach, two schemes on the A50 Newcastle Road in Smallwood, A54 Buxton Road in Congleton, A54 Holmes Chapel Road in Somerford and Reades Lane in Congleton.



Case Study – Environmental improvements Wheelock Street

Description - A series of environmental improvements have been completed on Wheelock Street, Middlewich with work being taken forward in partnership with the local community group, Middlewich Vision. Measures included new raised crossing points, new parking bay locations to assist speed management, the provision of dedicated parking bays for disabled drivers and footway widening. Resurfacing and new street lighting was also installed. Extensive consultation with local residents and businesses was undertaken prior to the commencement of the

scheme. This led to a number of amendments and changes being made to the original proposals;

Scheme cost - £70,000

Outcomes - The Scheme has improved pedestrian safety and the overall streetscape whilst also reducing the speed of traffic.

Contribution to LTP and wider objectives - The scheme contributes to the LTP objectives of enhancing the quality of life of those who live in, work or visit Cheshire and to provide an efficient economy and supporting sustainable economic growth and regeneration in appropriate locations. It also supports our Corporate priority to support sustainable communities.

Impact on targets - The scheme will support the delivery of our road safety targets and our local target to increase levels of walking.

Ellesmere Port and Neston

- A programme of improvements were completed at Hooton railway station. This included resurfacing and relining work at the car park entrance, the provision of additional blue badge parking spaces, new cycle and motor cycle racks and footway improvements between the car park and the station. This work was undertaken in partnership with Merseyrail;



- A pedestrian refuge was provided in Willaston and a vehicle activated speed indicator was installed as part of the Community Speedwatch Scheme to improve safety and reduce speeding problems through the village;
- Further pedestrian facilities were provided in the form of a refuge on Rossmore Road East;
- Vehicle activated speed indicator signs have been installed in the villages of Burton, Ince and Ness to improve safety and reduce speeding problems through these villages;
- Work has continued on a rolling programme to improve street lighting. Individual schemes are prioritised following consultation with Cheshire Police as part of an initiative to address crime and fear of crime;
- £225,000 spent upgrading bus stop infrastructure on the A41 corridor;

- Additional cycle parking facilities have been installed in Ellesmere Port town centre and outside the library and;
- Detailed design and preliminary works for Civic Way/Whitby Road Junction improvements were started. These works will aid pedestrian movements at a major crossing point in the centre of Ellesmere Port town.

Macclesfield

- A scheme to upgrade bus stops along the A523 in Macclesfield was combined with a scheduled maintenance contract. This led to an estimated saving of some £40,000 compared to if the work had been undertaken separately;
- As a result of the speed limit review, new safer limits and associated traffic management have been introduced in Knutsford, Styal, Prestbury, Marton, Mobberley, Adlington, Chelford and Gawsforth;
- A series of pedestrian and cycle improvements were completed in the Oxford Road area which help provide a safer route to local schools;
- Work continued on the development of an Urban Traffic Control system for Macclesfield town centre in the Hibel Road / Beech Lane area; and
- The phased implementation of an Urban Traffic Control (UTC) system is progressing on track and will be completed over the next two years.

A series of schemes have also been completed in Macclesfield as part of the South East Manchester Multi-Modal Study (SEMMMS). These are summarised below and further detail is contained in Annex D.

- Public transport / quality bus corridor improvements along the A6 corridor in Disley and the A523 including the introduction of real time information displays;
- Completion of an improvement scheme in Handforth including environmental and streetscene enhancements along with improved pedestrian links and parking measures;
- Additional local centre improvements have also been completed in the historic centre of Bollington. Carriageway, footway and lighting schemes were part of a package of measures introduced within the central conservation area; and
- Footway and highway maintenance along the B5166 to enhance access between Styal and Manchester Airport.

Case study – The Flowerpot Junction

Description - A series of safety and capacity improvements were completed in February 2008 at the busy A536 / B5088 Flowerpot Junction in Macclesfield. New controlled pedestrian crossings have been provided across all arms of the junction including provision for cycle movements. These pedestrian improvements were critical given the development of the new, enhanced educational centre

nearby at the Macclesfield Learning Zone, which concentrates specialised education facilities, along with both secondary and tertiary level education services, at a single location. The junction will be linked into the Macclesfield Urban Traffic Control (UTC) system and will link to other signal junctions on Park Lane.

Scheme Cost – £990,000

Outcomes - The completion of the scheme was timed to provide pedestrian facilities for access to the Learning Zone for the start of the academic year in September 2007. Funding for the scheme was generated from developer contributions, the sale of adjacent land held for earlier highway improvement plans, general LTP block funding and supplemented from the SEMMMS budget.

Contribution to LTP and wider objectives – The scheme contributes to the LTP objectives of promoting accessibility, improving safety for all travellers and contributing to an efficient economy as well as the County Council's corporate priorities of helping children and young people make the most of their lives, promoting safer and stronger communities and improving safety for all.

Impact on targets - The scheme will support our target to reduce the proportion of journeys to school by car and our local target of making journeys through Macclesfield more reliable.

Vale Royal

- A junction improvement scheme was completed to reduce congestion and improve bus access into Gadbrook Business Park. It is anticipated that the new traffic signal control system will increase capacity at this junction by 10%;
- As a result of the speed limit review new safer limits and associated traffic management have been introduced in Helsby, Alvanley, Marton and Whitegate;
- The upgrade of bus stops on the quality route serving Barnton has been completed;
- A number of local safety schemes have been completed on the A556 in Davenham, on the A559 in Antrobus and at the A54/A5018 Weaver Roundabout in Winsford;
- A series of small scale traffic management measures, including a new footpath link, have been provided to improve safer access to a local school in Tarporley;
- The Winsford Industrial Estate and Station access scheme focused on improving links between the Estate and the Station for pedestrians and cyclists;
- An improved ramped access to the southbound platform has been installed at Winsford Railway Station; and
- A consultant has been appointed to assess junctions along the A559 Chester Road Corridor with a view to improvements where required.

Monitoring Performance





Cheshire's LTP contains a total of 26 targets. Thirteen of these are Best Value Performance Indicators or mandatory LTP indicators set by the DfT. The remainder are local targets set by the County Council to assess progress towards our own objectives and goals.

With effect from April 2008 the Government introduced a new national dataset of performance indicators for all local




authorities. These replace the current best value performance indicators. In addition, the creation of the two new unitary authorities in April 2009 will mean that a number of Cheshire's current countywide indicators will no longer be valid. The following table provides a summary of our overall progress to meet our performance indicators over the last two years:

Best Value Performance Indicators 2006 - 2008

Indicator	Detail	Target 06/07	Actual 06/07	Target 07/08	Actual 06/07	Status and commentary	Indicator monitored in Cheshire's new LAA
BVPI 223 (NI 168)	Condition of principal roads – percentage of network where structural maintenance should be considered.	N/A	7%	7%	4%	On Track. Revised target set following re-calculation of data and introduction of new LAA National Indicators. 😊	Yes
BVPI 224a (NI 169)	Condition of Non-principal roads – percentage of network where structural maintenance should be considered.	Target revised 20%	6%	Target revised	6%	No Clear evidence - Targets are being revised due to change in data collection methodology. 😐	No
BVPI 224b	Condition of unclassified roads – percentage of network where structural maintenance should be considered.	13.4%	11%	13.5%	11%	On Track. Revised target to be set for 07/08 onwards following re-calculation and introduction of new LAA National Indicators. 😊	No
BVPI 187 (LPSA2 9-2)	Percentage of footway network where structural maintenance should be considered.	44%	30%	38%	18%	On Track. 😊	No
BVPI 187 (LPSA2 9-2)	Percentage of footway network where structural maintenance should be considered.	44%	30%	38%	18%	On Track. 😊	No
BVPI 99a (NI 47)	Percentage change in the number of people killed or seriously injured in road accidents compared to 1994-98 average.	-38.8%	-27.0%	-39.8%	-34.5%	On Track. (In comparison to baseline) 😊	Yes

Indicator	Detail	Target 06/07	Actual 06/07	Target 07/08	Actual 06/07	Status and commentary	Indicator monitored in Cheshire's new LAA
BVPI 99b (NI 48)	Percentage change in the number of children killed or seriously injured in road accidents compared to 1994-98 average.	-46.0%	-40.0%	-47.5%	-52.5%	On Track. 	No
BVPI 99c	Percentage change in the no. of the people with slight injuries from the 1994-98 average.	-4.5%	-16.0%	-5.2%	-20.6%	On Track. 	No
BVPI 102 (NI 177)	Increase number of passenger journeys on buses.	20.2m	23.2m	20.3m	24.7m	On Track. Ahead of target: (consideration to be given to re-calibrating target). 	No
BVPI 104	Increase percentage of public satisfied with local bus services.	72%	46%	72.5%	46%	Not on track. New methodology required which only collects information from bus users. 	No

Mandatory Local Transport Plan Indicators

LTP1 (NI 175)	Accessibility Indicator To increase percentage of bus passenger journeys from Leighton Hospital by 18% by 2011 (Index).	107	141	112	165	Target achieved. New indicator to be set in line with new Accessibility Action Plan and requirement to set a new LAA indicator. 	No
LTP2 (NI 167)	Change in area wide road traffic mileage Traffic growth on Cheshire's roads restrained to 10.5% from 2004 to 2011 (1.4% per annum).	5165 Annual M Veh. km	5105 DfT figure	5239 Annual M Veh. km	Data available Sept'08	On track. 2007 data will be published by DfT in September 2008. 	No
LTP3	Cycling trips - To reverse decline in cycling and return to 2001/02 figures by 2010/11 (Index).	98	99	99	96	Not on Track. Initial progress made but number of trips fell in 2007/08. Consideration whether methodology captures true level of cycling. Opportunity to reverse decline as a result of Connect 2 projects and Cycle Demonstration Town bid. 	No

Indicator	Detail	Target 06/07	Actual 06/07	Target 07/08	Actual 06/07	Status and commentary	Indicator monitored in Cheshire's new LAA
LTP4 (NI 198)	Usual mode of travel to school by car - 3% reduction in the proportion of pupil journeys to school by car between 2004 and 2011. (% is travel by car).	35%	32.9%	32.5%	33.6%	Not on Track. Based on local data prior to government data made available. Rise in car journeys due to external influences - e.g. Transforming Schools agenda.	No
LTP5 (NI 178)	Punctuality of registered local bus services Percentage of local bus services operating within defined punctuality window (1 minute early - 5 minutes late).	90%	95.6%	90%	91.3%	On track.	No

Local Indicators

LT 1	Traffic growth in Cheshire - Restrain traffic growth on Cheshire's Principal Road Network to 10.5% between 2004 and 2011 (1.4% per annum - Index applied).	102.9 (3308 Annual M Veh. km)	98.7	104.4 (3356 Annual M Veh. km)	98.0	On Track Between 2004 and 2007 traffic on Principal roads in Cheshire has reduced every year, by an average of 0.7% per annum. This is a reverse in the trend observed between 1995 and 2004 where traffic increased every year by an average of 1.6% per annum. By comparison, road traffic on all roads in Great Britain rose by 1.1% between 2006 and 2007 but traffic on major A roads showed a decline of 0.6%. Traffic on major A roads in Great Britain has only increased by 0.4% between 2004 and 2007. Source: Road Statistics 2007: Traffic, Speeds and Congestion Table 1.2b.	No
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Local Indicators

Indicator	Detail	Target 07/08	Actual 06/07	Target 07/08	Actual 06/07	Status and commentary	Indicator monitored in Cheshire's new LAA
LT 2	Traffic growth in Chester City's urban core - No traffic growth (0% p.a.) from 2004 to 2006, and then 0.5% per annum from 2007 to 2011 (Index).	92	90	92.5	89.2	On Track 	No
LT 3	Traffic growth in other urban areas in Cheshire - Restrain traffic growth to 5% between 2004 and 2011 (0.7% per annum).	102 (101.4 revised)	99.7	102	99.6	On Track 	No
LT 4	Cycle usage on multi-user network in Chester/ Ellesmere Port - Double the number of cycle trips between 2001 and 2011.	165	121	172	116	Not on Track. 61% increase recorded between 2001 and 2005. Decrease in part attributed to rainfall on survey days. Opportunity to reverse decline as a result of Connect 2 projects and Cycle Demonstration Town bid. 	No
LT 5	School Travel Plans - To increase percentage of mainstream schools with a Travel Plan to 100%.	49%	54%	68%	69%	On Track. More stretching targets applied to correspond with National Indicator set. 	No
LT 6	Company travel plans- For 66% of companies with employees greater than 500 to adopt a Travel Plan by 2011 (Number of companies).	12 (29%)	12 (29%)	15 (37%)	15 (37%)	On Track. 	No
LT 7	Journey time reliability in Macclesfield - To make journeys through Macclesfield more reliable, as a result of UTC system.	100	Data not available	101	Data not available	No clear evidence as Urban Traffic Control system not yet fully operational. 	No

Local Indicators

Indicator	Detail	Target 07/08	Actual 06/07	Target 07/08	Actual 06/07	Status and commentary	Indicator monitored in Cheshire's new LAA
LT 8	Park & Ride use in Chester - 13% increase in passenger use by 2011 (Index).	101 (1,093, 533)	99.5 (1,076, 857)	102 (1,104, 360)	99 (1,071, 924)	Not on track. Part attributable to delays in town centre redevelopment & provision of 5th Park & Ride site. 	No
LT 10 (BVPI 103).	Satisfaction with public transport information - For 74% of local bus service passengers to be satisfied with local public transport information in 2011.	72.5%	39%	72.5%	50%	No clear evidence. National Traveline "mystery shopper" survey (see notes below) indicates good progress. 	No
LT 11 .	Patronage on 'quality' bus routes - Average increase of 12% by 2011/12 on 'quality' bus routes * Kickstart Route info used. 'Actuals' report a year-on-year increase.	1%	12%	3%	3.5%	Target achieved. 	No
LT 12	Walking - To reverse the decline in walking and return to 2001/02 figures by 2010/11.	98 (Index)	107 (Index)	99 (Index)	112 (Index)	On track. 	No
LT 13 (BVPI 178)	Public Rights of Way - Increase total length of footpaths and other rights of way that are easy to use, as a percentage of total length of all rights of way.	79%	76.9%	80%	76.5%	Not on track. 	No
LT 16	Road Safety – Total killed or seriously injured casualties on local roads - Reduce total killed or seriously injured casualties on local roads (excluding motorways) by 45% by 2008.	-40.2% (472)	-40.2% (472)	-40.6% (469)	-38.9% (508)	On track. (on track compared to 94/98 baseline projection).  Targets are backward looking by two years. For example, 07/08 target is actual target for 05/06 due to lag in data collection.	No

Progress with our major schemes

The LTP sets out the County Council's proposed major scheme projects that it wants to develop between 2006 and 2011. A major scheme is defined as a large scale transport project that will cost more than £5 million. The Government has made it clear that only limited funding will be available for such schemes during this period. As a result, overall priorities were closely examined and determined as part of a Regional Funding Allocation (RFA) exercise before being confirmed by the Government.

The details of the Cheshire schemes that were assessed as being in the top quartile for implementation are set out below. A lot more detail about these proposals and their links to Cheshire's wider LTP objectives can be found in Chapter Five of the LTP. The Government is conducting a new review of the RFA prioritisation process. This will be finalised in early 2009.

Progress of Cheshire Major Schemes

Alderley Edge and Nether Alderley Bypass	The bypass has now received Final Approval status and a start on site is expected in January 2009. Environmental management works are now in progress.
Crewe Rail Gateway	Work has been undertaken to refine the costs of the scheme – particularly the land and rail risk elements. Network Rail is still in the process of examining options to relocate the current station at Crewe. It is understood that further information will be available early 2009. Work on the rail gateway scheme will proceed once Network Rail have made a decision on the location.
Crewe Green Link (Southern Section)	Considerable progress has been made on the Business Case document to achieve the necessary DfT funding. Programme entry and Conditional Approval is anticipated from late 2009. The link road is a strategic route and access to the proposed Basford Regional Investment Site. It would also improve access to the Crewe Rail Gateway scheme. The decision by Network Rail on the relocation question will influence the progress of this scheme.
A500 Barthomley Link improvements	Work is progressing on the options for improving this corridor to support the major investments planned for the Basford Regional Investment Sites and the Crewe Rail Gateway scheme. This road provides the link to the M6 at Junction 16. The Highways Agency are working on options for improving the operational performance and capacity of this section of the M6. A recent study concluded the need to expand this link on the A500 into a dual carriageway to support the wider economic development aspirations.
South East Manchester Multi-Modal Study major schemes	Detailed preparation and design work has been completed including an examination of whether to progress the project as a PFI project. In June 2007 the Secretary of State (SoS) announced that the scheme was unaffordable from a single funding source (under either conventional or PFI financing routes). The local Highway Authorities have been encouraged by the DfT to examine other ways of taking the scheme forward, including delivering the scheme in smaller sections. Principally, these are a: Northern scheme section (M60 to A523) and a Southern scheme section (M56 Manchester Airport Spur to A6) – assessed both with and without the provision of Poynton Bypass. Given the uncertainty regarding the progress of the scheme, design and traffic work has recently been restricted to that necessary to enable the scheme to be taken to a point where it could be progressed quickly, given the indication from the DfT of a possible window for future funding with a limited timeframe.
A556 and M61 improvements (Highways Agency Scheme)	Update from HA awaited.
Middlewich Eastern Bypass	This is a developer led project with a CCC contribution from its IAP budget in LTP2. The NWDA has given a positive response to CCC's 'gap' funding application and progress is dependent on Cheshire East Shadow Council's support and developer confidence. The detailed design of the scheme is nearing completion and the scheme could go to tender this autumn if the above financial approvals are in place. Congleton BC have approved the planning application from the developer and the planning permission has been issued. Approval in principle to detailed matters has been gained from Network Rail, the Environment Agency and Natural England.

Looking to the Future

Local Government Re-organisation

In December 2007, following an assessment of local governance options in Cheshire, the Government announced that Cheshire County Council and the six District Councils will be abolished on the 31st March 2009 and will be replaced by two new unitary authorities; Cheshire East (covering the former Districts of Congleton, Crewe & Nantwich and Macclesfield) and Cheshire West & Chester (covering the former Districts of Chester, Ellesmere Port and Vale Royal). These two new authorities will be responsible for the future delivery and development of the current LTP.

As highlighted in the LTP risk assessment, LGR will be the single most significant issue that will impact on the delivery of Cheshire's current transport priorities during the remainder of the LTP2 period. However, it is important to recognise that LGR will bring with it opportunities to improve integration and delivery of LTP work. Examples will include closer links to planning and efficiencies from linking streetscene and highways maintenance operational works.

The Government Office for the North West and the DfT have expressed an aspiration that the two new authorities will adopt the current LTP strategy largely unaltered. Current delivery programmes will be disaggregated using the DfT's formulae for allocating the integrated transport and maintenance blocks and, where appropriate, delivery

programmes and targets will be revised with effect from 2009/10.

Significantly, the preparation of the progress report is timely as its preparation has coincided with parallel work on the emerging organisational structures for the new authorities. We recognise that this report itself provides the basis to set out useful evidence and information about the wide ranging nature of the current LTP strategy and delivery programme. This will help support early dialogue with the two new shadow authorities and help inform early thinking on the future management and co-ordination of LTP activities in Cheshire.

In the first instance, the importance of the LTP will be shared with the new shadow councillors as part of their induction. More detailed briefings and discussions will follow once formal reporting structures for Executive decision making and associated policy development panels are established.

This will be crucial to support the smooth transfer of LTP activities into the working of the new authorities leading up to vesting day and will assist the continuity of the on-going delivery of Cheshire's current priorities beyond April 2009.

Looking forward, each new Unitary Authority will need to have a strategy and resource plan in place in readiness for the development work necessary to deliver future aspirations through the LTP3 process from 2012 onwards.

Cheshire West and Chester

Cheshire East



Emerging Issues

The current LTP period comes to an end in 2011. A number of emerging issues are likely to have a significant impact on how future transport priorities will be determined in the years to come. These include:

Towards a Sustainable Transport Strategy (TaSTS) – This discussion document sets out the Government's future thinking on transport and how it plans to respond to the recommendations of the Eddington and Stern reports relating to competitiveness and productivity and responding to the challenges of climate change. The DfT will publish a formal consultation in Autumn 2008 on proposed goals, challenges and the proposed approach to the remainder of the TaSTS process. This will be followed by the publication of a White Paper in Spring 2009. This is to allow better alignment with the Climate Change Bill.

Review of Sub-National Economic Development and Regeneration (SNR) – This proposes to streamline regional responsibilities and give Regional Development Agencies the lead responsibility for regional planning including transport. It is unclear at this stage whether this goes further than the priorities already established in the current Regional Transport Strategy. 2010 is the earliest that work would begin.

Regional Funding Allocation (RFA) – This provides the basis for prioritising the region's transport major scheme projects. 25 schemes with a combined budget of £1.35 billion are programmed for implementation between 2006/07 and 2015/16. It is planned that this will be re-freshed in 2009 and may be expanded to cover a wider range of funding related to economic growth potentially including other aspects of transport funding such as the LTP from 2011/12.

Local Transport Bill – Sets out measures that aim to transform transport at the local level. Apart from options that could act to improve local bus services the draft Bill it also includes legislation to set up Integrated Transport Authorities and introduce boundary changes for the potential areas that could be covered. This is currently at the Committee Stage and may be enacted by Autumn 2008.

Northern Way – Aims to close the productivity gap between the three northern regions and the rest of England. Part of the work of the Northern Way is looking into transport needs. They advise on future investments and have fed into the RFA process on projects such as SEMMMS. They are currently undertaking a study, in association with the DfT, to identify problems and potential solutions for what is loosely defined as the Manchester Rail Hub.

Greater Manchester Transport Innovation Fund (TIF) – A potential £2.8 billion investment to improve transport in Manchester in conjunction with the introduction of road user charging from 2013. This is currently the subject of a public consultation exercise and local referendum.

LTP3 - The DfT have indicated that draft guidance for the preparation of LTP3 will be issued in December 2008. Following a consultation exercise, it is likely that the final guidance will be published by late Spring 2009 allowing for a prompt start to be made on updating LTP strategies, delivery programmes and performance indicators.

Greater Manchester's Future Transport. What it means for Cheshire.



The ten local authorities of Greater Manchester are currently consulting on proposals for the largest investment in public transport that the UK has seen outside of the south east of England, supported by a limited weekday peak-time only congestion charge.

 **Greater Manchester**
Future Transport



LTP Progress Report 2006 - 2008

To obtain additional copies of this report or a version of this document in larger print,
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Full details about Cheshire's Local Transport Plan can be found on the
County Council's website -

www.cheshire.gov.uk/localtransportplan/home.htm

Tom McCabe
Director of Environment

November 2008