

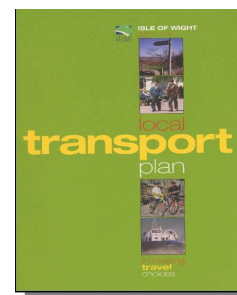
## EXECUTIVE SUMMARY

### INTRODUCTION

Transport is a fundamentally important part of our everyday lives and our quality of life is influenced by how easy it is to access what we need everyday – jobs, education, health, shopping and leisure.

It is recognised that we need an efficient, coordinated and cost effective transport system if we are to maintain and improve access and achieve economic growth and prosperity. The LTP delivery process has had a key role to play in helping us to achieve these aims.

The production of our first Local Transport Plan in 2000 allowed us the opportunity to adopt a more strategic approach to local transport and by using wide ranging consultation develop a five year strategy specifically suited to the needs of the Island. The process has helped us to target our spending and focus our improvements in those areas that will make a real difference to people on the Island.



### The aim of this report

The aim of this Delivery Report is to look back over the period of the first LTP, 2001 - 2006 and provide a concise account of the impact that our first LTP had on the Island, both in terms of transport and its influence on the broader picture.

The Department for Transport (DfT) have made it clear that the report should serve a number of functions, these are:

- To be an important focus for Government's continued engagement with Local Transport Authorities.
- It should influence policy development and programme implementation locally.
- To explain what progress has been made towards the targets local we set during the first Local Transport plan period.
- Explain how the plan strategy, including the capital programme, has been delivered and the funding available has been spent.

### Layout and content

We have sought to make this report as easy to use and understand as possible and included maps, photos, and diagrams to illustrate points or issues. Included in additional information at the end of the document is the location map to be used in conjunction with the map references used in the text, eg (Map ref K5). We have also included a "jargon buster" which, identified by DfT as best practice, explains any abbreviations or acronyms used in the document, plus an Assessment Criteria Table based on the DfT guidance notes, which may be of use when navigating the document.

## **Considering the impact of the first LTP**

This report has been prepared in collaboration with a range of partners including external agencies, interest bodies and groups. It summarises what has been achieved on the Island with regards to local transport during the five years of our first LTP and also considers the broader impact of our improvements to transport and other key transport related decisions.

This report therefore sets out and explains:

- The difference the first LTP has made to the Island.
- The key achievements of the first LTP.
- How well we have achieved the key aims and objectives of the plan.
- How the plan has helped develop and focus transport planning on the Island.
- What has worked well and has been repeated and developed in LTP2.
- What might have been done differently in hindsight.
- What foundations for the longer term have been put in place during period of the first LTP, in particular related to the central / local priorities.

This report also considers in detail how the LTP has had an impact on the Council's broader policy aims including quality of life, economic regeneration, education, health, planning and sustainable development.

## **How did we do?**

The Council is pleased to report that it has achieved the majority of its transport targets – 18 out of 21 on target (including 3 which had no clear evidence). The consultation carried as part of the development of the plan and during the delivery has shown that the public generally feel that we are making a real improvement on the ground.

## **Targeting funding**

We recognise that the quality of our highway infrastructure was below that normally expected and experienced elsewhere and have therefore deliberately targeted our available funding to improve the condition of our most heavily used strategic corridors. This has helped improve the overall ride quality of our key roads and recognising the enormity of the task, we have developed a bid to achieve the extra funding required to tackle the entire network through a Private Finance Initiative (PFI). Further details of which are included in LTP2 in section K: Ensuring Effective Management.

## **Increasing safety**

We have sought to increase safety by using hard engineering measures, coupled with a fresh and hard hitting approach to hearts and mind initiatives. Working in partnership with the police, fire and rescue and Safety Camera Partnership has helped reduce the number of road traffic accidents across the Island.

By linking with Road Safety, Engineering, health and cycling we have been able to put in place a coordinated approach to delivering School Travel Plans and Safer

Routes to Schools. Our partnership with Sustrans has facilitated this work and helped to “lever in” additional and welcome external funding.

### **Working with our partners**

We have worked with our public transport operators to help improve transport by bus, rail and taxi and by joining with them have helped to improve the infrastructure and the method of operation. We have achieved our train patronage and punctuality targets and against a picture of national decline have only just missed our bus patronage target. We recognise the key role that taxis have to play in providing a flexible, customer focussed form of transport and have sought to remove boundaries and improve the service they can offer.

### **National Transport Awards**

Our efforts have been recognised at a national level and we received the English Regional Cycling Development Team (ERCDT) award for cycling, which was presented in the House of Commons by the all parties cycling group. We also received The National Transport Award for cycling; sponsored by DfT, Centre for Transport Policy at the Robert Gordon University.

### **Improving our delivery**

This report acknowledges where we needed to improve and the many areas where improvements have been made.

The establishment of the Quality Transport Partnership has been recognised by GOSE and others as best practice and this group now acts to help guide the development and implementation of transport policy and the implications on the “bigger picture” as set out in the emerging Local Development Framework (LDF), the “Island Plan”.

### **Good foundations for the future**

The development and application of the LTP has helped guide and structure our delivery and transport needs and cooperation and partnership working have strengthened links to other areas of delivery.

### **Moving forward**

The whole profile of transport has been raised through the production of LTP1 and the development of the proposed Pan Urban extension will incorporate initiatives, which if pursued will increase travel choice, safety and security by design and not chance.

LTP2 is building on the solid foundations laid out in LTP1. The recently introduced free travel scheme for those age 60+ and the 50p Student Rider schemes are already encouraging a rise in the numbers using public transport. The development of our PFI bid has taken considerable effort and when implemented as planned, will dramatically improve the condition of our entire road network.

We have worked hard to put in place our two Major Bid schemes and when delivered will both help to make travel safer, easier and more convenient.

