

		AGENDA ITEM 6
		EDE/25/10
Committee:	Economic Development and Environment Policy & Scrutiny Committee	
Date:	21 October 2010	
SCRUTINY REVIEW ON THE LOCAL TRANSPORT PLAN		
Enquiries to:	Christine Sharland, Governance Officer 01245 430450 christine.sharland@essex.gov.uk	

The Cabinet Member for Highways and Transportation has requested that there is some scrutiny of the new Local Transport Plan, and as highways matters fall within the remit of two Policy and Scrutiny Committees it is proposed that a joint Task and Finish Group be established between the Economic Development and Environment, and Safer and Stronger Communities Policy and Scrutiny Committees to undertake this review.

Members' attention is drawn to a draft scoping document that has been drawn up after discussion with the two Committee Chairmen for the review, which is attached at Appendix A to this report for the Committee's approval.

A briefing paper on the Local Transport Plan prepared by Highways Officers is attached at Appendix B.

Action required by the Committee:

The Committee is requested to consider approval of the draft scoping document on proposals for a joint scrutiny review on the Local Transport Plan with the Safer and Stronger Communities Policy and Scrutiny Committee, and the establishment of a Joint Task and Finish Group.

Policy and Scrutiny Scoping Document

Committee	Economic Development and Environment , and Safer and Stronger Communities Policy and Scrutiny Committees	
Topic	Local Transport Plan	Ref: TBC
Objective	To consider the proposed Local Transport Plan in the delivery of the Council's long term vision for highways and transportation in Essex.	
Reasons for undertaking review	The topic has been referred by the Cabinet Member for Highways and Transportation to the Committees for consideration, as he would welcome a broader County Councillor view on his proposals for the development of the Local Transport Plan.	
Method <ul style="list-style-type: none"> • <i>Initial briefing to define scope</i> • <i>Task & Finish Group</i> • <i>Commission</i> • <i>Full Committee</i> 	<p>A briefing paper will be submitted to the scheduled October 2010 meetings of both Committees setting out background on the proposed new Local Transport Plan. Highways Officers will not be present at those meetings.</p> <p>It is proposed that a Joint Task and Finish Group comprising two or three members from each Committee be established to undertake the review at a meeting in November, and report to the respective Committees prior to referring any conclusions to the Cabinet Member.</p>	
Membership	To be confirmed	
Issues to be addressed	<p>What is the purpose of the proposed new Local Transport Plan?</p> <p>How is the Plan to be developed, and what is the timeframe for its adoption?</p>	

	<p>How are issues in the Plan being prioritised?</p> <p>Are there any particular issues that the proposed Group should take into consideration?</p> <p>Is the chosen approach to the Plan a suitable vehicle for the delivery of the Council's long term vision for highways and transportation in Essex?</p>
Sources of Evidence and witnesses	<p>Briefing Paper</p> <p>Councillor Norman Hume, Cabinet Member for Highways and Transportation</p> <p>Head of Highways and Transportation</p>
Work Programme	<p>Initial Committee meetings are scheduled for 15 and 21 October 2010, and the proposed Group will meet in November.</p>
Indicators of Success	<p>Submission of report to the Cabinet Member for Highways and Transportation setting out the Committees' comments for his consideration in the development of the Local Transport Plan, .</p>
<p>Meeting the CfPS Objectives</p> <ul style="list-style-type: none"> • <i>Critical Friend Challenge to Executive</i> • <i>Reflect Public voice and concerns</i> • <i>Own the scrutiny process</i> • <i>Impact on service delivery</i> 	<p>The Cabinet Member for Highways and Transportation has invited the Committee to act as a critical friend to the Executive by examining the Local Transport Plan</p>

Diversity and Equality	If any Diversity and Equality issues are identified during the course of review, they will be taken into consideration as appropriate		
Date agreed by Committee			
Future Action			
Governance Officer	Christine Sharland	Committee Officer	Janet Mills
Service Lead Officer(s)			

Briefing Paper on the Local Transport Plan 2011

Prepared on behalf of Councillor N Hume, Cabinet Member for Highways and Transportation

1 Introduction to the Local Transport Plan 2011

The Transport Act 2000 introduced a statutory requirement for local transport authorities to produce a Local Transport Plan (LTP). Essex County Council's current Local Transport Plan, *"Essex Local Transport Plan 2006 -2011 Now We're Moving"*, must be replaced by 1st April 2011.

The Local Transport Plan 2011 (working title) will cover all of Essex County Council's policies and delivery plans relating to transport, explaining how these contribute to the wider local agenda. The plan will demonstrate how both capital and revenue funding will be used separately and together to deliver transport schemes and projects that deliver the county's wider objectives.

Unlike previous Local Transport Plans that were written to comply with very specific Department for Transport (DfT) requirements, guidance for new LTPs gives transport authorities a great deal of freedom to identify and address their own priorities and less emphasis will be placed on achieving specific targets. Ministers have; however, highlighted the key overarching policies, *"namely ones which help grow the economy and help tackle carbon emissions, while not neglecting other important priorities, including road safety, affordability, accessibility, and people's health and wellbeing - for example, through more cycling and walking"*.

DfT will no longer formally assess Local Transport Plans or require the submission of formal monitoring reports. DfT does not intend to link any performance funding to the quality or delivery of the new Local Transport Plan; however, *"The Department will continue to take an interest in the overall quality of an authority's LTP, and of its delivery, and may take these factors into account where this is relevant to its decisions, for example in relation to bids for challenge funding or major projects."*

2 The role of the Local Transport Plan

The Local Transport Plan is being prepared at a time of reduced budgets and a changed political environment.

The Local Transport Plan will need to;

- Deliver the long term vision for Essex.
- Be evidence based and flexible.
- Identify priorities for transport investment (capital and revenue), placing transport improvements in their wider context.
- Support funding bids (for example to the emerging Sustainable Transport Fund)
- The Local Transport Plan will contain a separate long term transport strategy and a shorter term implementation plan.

The Local Transport Plan strategy will be a high level and long term flexible document identifying objectives, policies and high level interventions. The strategy will avoid being too detailed. Instead it will be flexible and able to deal with uncertainty and radically changing circumstances. The strategy will be evidence based and rooted in the needs of Essex.

The implementation plan will be a description of the how the strategy will be delivered in the short term. It will steer the development of the programme of transport interventions, provide a management framework for the delivery of the programme, and monitor the effectiveness of the programme and its delivery.

DfT does not plan to impose mandatory targets on local authorities through the Local Transport Plan; however, it is essential that we measure the impact of specific actions to know whether similar measures should be pursued in the future, and to judge where best to direct funding.

3 Local Transport Plan Development

The Local Transport Plan is being developed by the Transportation Planning Group.

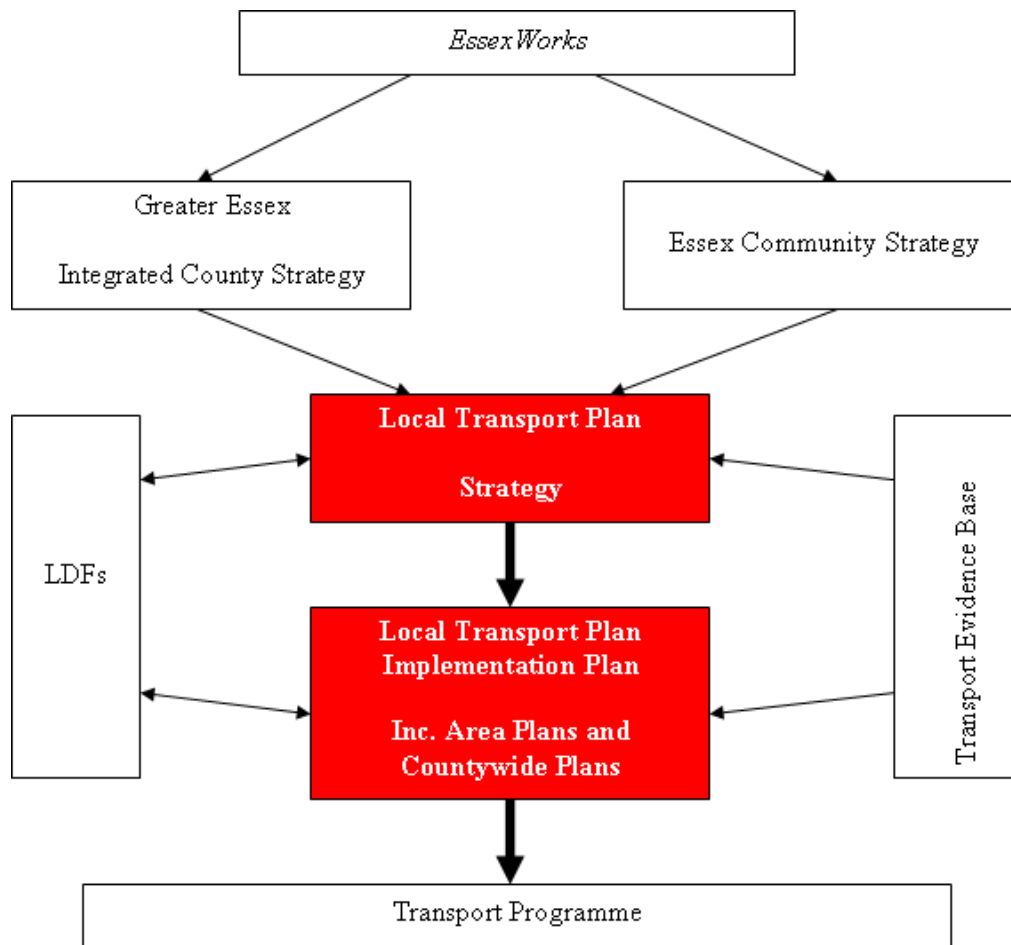
Timescale	Task
Summer – Summer 2009 - 2010	Identify the problems or challenges that the Local Transport Plan should address.
May 2010	State of Essex report; findings to feed into draft LTP
End May 2010	End of first phase of DaSTS studies; findings to feed into draft LTP
Summer 2010	Start to prepare draft Local Transport Plan

Oct 2010	Finalisation of ICS priorities
Autumn 2010	Start to prepare draft programme
Autumn 2010	Identification of HST outcomes
November 2010	Comprehensive spending review – 4 year budget announced.
November 2010	Local Transport Plan scrutiny
Dec 2010 - Jan 2011	Formal consultation on the Draft Local Transport Plan and SEA (8 weeks minimum).
Dec 2010	Start to consider results of consultation and incorporate changes in to final plan
Jan 2011	Prepare final Local Transport Plan 2011,
March 2011	Adoption of the new Local Transport Plan by Essex County Council
1 st April 2011	The new Local Transport Plan goes live.

4 Identifying Local Transport Plan Priorities

The Local Transport Plan priorities have been identified from several sources;

- Initial Local Transport Plan consultation during autumn/winter 2009/10.
- A data led transport evidence base, including survey data.
- Transport priorities identified during the LDF process and discussions with districts.
- Priorities identified within existing and emerging ECC strategy and policy documents



The long term vision for Essex is contained within *EssexWorks* and is further articulated through the emerging Integrated County Strategy and the Essex Community Strategy. The Local Transport Plan will be based upon a transport evidence base and will also build upon the transport evidence identified within LDFs.

4.1 Integrated County Strategy (ICS)

The Essex Chief Executives Association is taking the lead role in the development of an Integrated County Strategy for Greater Essex.

The strategy will present a vision for Greater Essex, articulating shared priorities for unlocking the potential of Essex that will generate long-term economic growth for the benefit of all residents and businesses within the area. The priorities will unlock the potential of Essex as an engine for national economic growth by

investing in the unparalleled opportunity offered by Greater Essex's unique collection of assets.

The ICS is structured around three main outcomes;

1. Improve skills and economic development
2. Deliver town centre regeneration and development
3. Increase connectivity and sustainable transport.

Sub regional priorities hang off each of these main outcomes.

The Local Transport Plan will deliver the transport programme necessary to support the priorities identified in the Integrated County Strategy.

4.2 Local Transport Plan consultation on issues

The County Council utilises a range of feedback mechanisms including public satisfaction surveys and stakeholder meetings to supplement Local Transport Plan consultations. Utilising the feedback from all of these has identified the following areas of concern on the part of the public and partner organisations at this stage.

- Supporting the economy has been identified as the most important role for the Local Transport Plan, but all other outcomes have significant backing. A balanced approach is supported.
- The condition of highways and pavements has been identified as a priority by Essex residents.
- Congestion of the road network affects productivity and discourages investment in Essex. Urban and interurban networks within and between our main towns have been highlighted. Additional development is expected to make the situation worse.
- London is a source of relatively well paid employment and links to it are important. This is likely to continue to be the case. Improved links to London are considered to be important, especially rail links.
- Our ports and airports are drivers of the economy, but need infrastructure to support their growth.
- Links to the rest of the UK are essential for the economy of Essex. This is important at the local level, e.g. junction access to the National Network, and at national level, e.g. wider connectivity with the rest of the UK.
- There is a need for improved train and bus services; higher quality, more reliable, better value for money services to attract passengers from their cars. Improved rail services to London for commuters and better public transport links across Essex.

- There is support from the public and business community for “smarter choices” such as flexible working, car sharing / car clubs, travel planning and remote working to relieve congestion during peak travel periods.
- The provision of cycle routes and facilities.
- Funding is recognised as a significant challenge.

A further phase of consultation will take place during winter of 2010/2011.
