

		AGENDA ITEM 5
		SSC/07/11
Committee:	Safer and Stronger Communities Policy & Scrutiny Committee	
Date:	18 March 2011	
LOCAL TRANSPORT PLAN		
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In October 2010 (Minute 56) the Safer and Stronger Communities, and Economic Development and Environment Policy and Scrutiny Committees considered a request from Councillor Hume, the Cabinet Member for Highways and Transportation that there be some scrutiny of the new Local Transport Plan (LTP). As highways matters fall within the remit of two Policy and Scrutiny Committees it was agreed that a joint Task and Finish Group be established to undertake this review.

The objective of the review was:

‘To consider the proposed Local Transport Plan in the delivery of the Council’s long term vision for highways and transportation in Essex.’

The Group comprised Councillors Barker (lead), R Howard, M Mackrory, G McEwen, L Mead, C Pond, and S Walsh.

A scoping document setting out the original proposals for the review was attached at Appendix A to this report.

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

The Task and Finish Group has met on three occasions and, in practice, its main role has emerged as a consultee in the LTP consultation process.

Action required by the Committee:

The Committee is requested to consider the report now submitted.

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</p>	

	delivery of the Council's long term vision for highways and transportation in Essex?
Sources of Evidence and witnesses	Briefing Paper Councillor Norman Hume, Cabinet Member for Highways and Transportation Head of Highways and Transportation
Work Programme	Initial Committee meetings are scheduled for 15 and 21 October 2010, and the proposed Group will meet in November.
Indicators of Success	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, .
Meeting the CfPS Objectives <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> 	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
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	Matthew Waldie
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

Development of the Essex Local Transport Plan 2011

1 PURPOSE OF REPORT

To provide members of the Scrutiny Committees with a report on the progress of the Task and Finish Group tasked with providing a review role on the development of Essex County Council's Third Local Transport Plan.

2 BACKGROUND TO THE THIRD ESSEX LTP

Good transport is a vital factor in building sustainable local communities and a successful economy. The Transport Act 2000 introduced Local Transport Plans (LTPs) as a means to ensure that all local transport authorities plan for the longer term provision of adequate transport services and LTPs have brought about a step change in the way local authorities plan strategically for transport in their areas. The Essex LTP is a vital tool that helps Essex County Council to work with its stakeholders, including the 12 district/borough councils, to strengthen its place shaping role and its delivery of services to the community.

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.

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 and flexibility to identify and address their own priorities with less emphasis being placed on achieving specific targets. DfT will no longer formally assess LTPs or impose mandatory targets, placing responsibility on individual authorities to consider how to use LTP frameworks in a way which best suits them. Authorities are expected to be more accountable to their communities rather than to the DfT for both the quality of their plan and its effective delivery. The new LTP will also need to reflect changes to Government policy and funding.

The Local Transport Plan will:

- 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 to a variety of sources (for example to the emerging Local Sustainable Transport Fund), including bids to as yet unidentified funding streams that may be available in the future.

To best achieve this flexible role the new LTP will have two distinct parts, a long term strategy (covering 15 years) and a shorter term implementation plan (typically a three year rolling programme).

The 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 and its residents.

The implementation plan will be a description of 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. The LTP implementation plan will contain four area plans that will identify clear priorities and geographical packages of measures for each part of Essex. These four area plans will be complemented by countywide plans that will identify priorities where delivery is best planned at the county level, namely highway maintenance and road safety.

Underpinning the LTP is the long term vision for Essex contained within 'EssexWorks' which is further articulated through the Integrated County Strategy (ICS) and the Essex Community Strategy. The Local Transport Plan will support these wider strategies.

Our Vision is for a transport system that supports sustainable economic growth and helps deliver the best quality of life for the residents of Essex.

The Local Transport Plan will seek to achieve five broad outcomes that have been developed in parallel with the outcomes being sought from the Highways Strategic Transformation (HST) programme:

1. Provide connectivity for Essex communities and international gateways to support sustainable economic growth and regeneration
2. Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology
3. Improve safety on the transport network and enhance and promote a safe travelling environment
4. Secure and maintain all transport assets to an appropriate standard and ensure that the network is available for use
5. Provide sustainable access and travel choice for Essex residents to help create sustainable communities.

3 LTP CONSULTATION

The Local Transport Plan has been developed to address issues identified during an extensive period of evidence gathering:

- An initial phase of Local Transport Plan stakeholder and public consultation took place during autumn/winter 2009/10;
- A data led transport evidence base has been developed;
- Opinion survey data has been analysed;
- Transport priorities have been identified during the Local Development Framework (LDF) process and on-going discussions with district/borough councils;
- Priorities identified within existing and emerging ECC strategy and policy documents including the Integrated County Strategy have been incorporated into the LTP;
- An ECC Member Task and Finish Group has commented on early drafts;
- A second round of stakeholder and public consultation took place very recently between Dec 2010 and Feb 2011.

3.1 Summary of phase one consultation

The first phase of consultation focussed on the priorities for the next LTP in terms of goals challenges and options

The following issues were identified during the first phase on consultation:

- Supporting the economy was identified as important;
- The condition of highways and pavements was identified as a priority;
- Congestion on urban and interurban roads between our main towns was an important issue;
- Improved links to London were considered to be important, especially rail links including the underground;
- Airports were seen as important drivers of the economy, but need infrastructure to support their growth;
- Links to the rest of the UK were seen as essential for the economy of Essex.
- A need for improved train and bus services was identified; higher quality, more reliable, better value for money services to attract passengers.
- Flexible working, car sharing / car clubs, travel planning and remote working should be supported to relieve congestion during peak travel periods.
- The provision of cycle routes and facilities was seen as important.
- Funding was recognised as a significant challenge.

3.2 LTP consultation, phase 2

The second phase of consultation took place between 14th Dec 2009 and 11th Feb 2010 and was developed to take into account policy and funding changes implemented by the new government. The second consultation focussed on the following:

- The general approach to the provision of transport across Essex
- Countywide spending priorities
- The issues to be addressed in each of the four transport planning areas
- The fifteen policies outlined in the document

The consultation consisted of three parts; a questionnaire, presentations to area forums and other stakeholders and a stakeholder workshop held on 2nd February 2011.

Questionnaire

The questionnaire was available on line through the Engage Essex website and the County Council website. The link to the website was sent directly to all those consulted during the first and second phase of the consultation and to all County and District Council Members. Paper copies of the questionnaire were also available.

The consultation was advertised through two press releases at the beginning and towards the end of the consultation period, the Parish Update and the Travel and Transport Update both issued by ECC. Additionally almost 550 posters advertising the consultation were distributed to all district/borough councils, parish councils, railway stations, libraries, tourist information centres, adult learning centres and 6th form colleges for use on their notice boards. Over 500 people responded to the questionnaire.

Presentations

Presentations were given at three of the four Area Forums (the East Area Forum was postponed and the members invited to the stakeholder workshop), the Options for Independent Living Group, Castle Point Local Highways Panel, Castle Point Regeneration Partnership, and Braintree Economic Development and Transportation Partnership Board.

Stakeholder Workshop

The stakeholder workshop took place on the 2nd February. This event was designed to provide an opportunity for key stakeholders to discuss the new LTP and question the team producing it in more detail. Stakeholders were also encouraged to provide in-depth responses to key aspects of the consultation document; including the overall approach to the provision of transport in Essex and the priorities for each of the four planning areas.

An invitation was sent to all County Council Members, the Local Highways Panels (via their Chairs), all district / borough councils, representatives of the business community, bus and rail operators, cycling, walking, disability and environmental groups. Members of the East Area Forum were also invited to attend the event following the postponement of their January meeting.

Summary of Results

Respondents were asked to choose between 3 broad options for investment in transport;

- Option 1 - Investing in growth
- Option 2 - A better place to live and
- Option 3 - A low carbon future.

Option 2, that sees an even spread of spending across all LTP outcomes received the greatest support with just under 50% of respondents to the questionnaire and at the workshop favouring this option. Option 1 that would see expenditure focussed on transport schemes that support economic growth received the least support (just over 20%). It can be argued that the three options are interdependent and that a focus on option 2 will require local investment in growth and specific investment in lower carbon forms of transport.

Maintenance, integrated planning, public transport and customer experience were seen as the most important policy areas.

Priorities for Heart of Essex

- Integrated bus and cycling packages for local centres with improved links to serve the centres, bus and rail stations, key public services (including hospitals and retail centres), and surrounding communities.
- Improving journey time reliability on key routes into Chelmsford and on roads linking to the A12, A120 and A130

Priorities for Haven Gateway

- Improving the reliability and punctuality of bus services along key transport corridors in Colchester; including enhancements to local bus services and the planned Park & Ride routes
- Improving bus and rail transport links between the Haven Gateway centres to improve access to employment and essential services (including healthcare, retail and leisure services)

Priorities for West Essex

- Improving bus and rail public transport links to and between the West Essex centres - particularly from surrounding rural areas

- Improving access to Stansted Airport by low carbon forms of transport - particularly from Saffron Walden

Priorities for Thames Gateway

- Improving bus and rail public inter-urban transport links between Thames Gateway centres to provide credible alternatives to the car for inter-urban journeys
- Improving journey time reliability on major inter-urban routes, including the A127, A129 and A13

Rural issues, particularly related to access to services and bus service provision, were seen as important and will be given greater focus within the finalised LTP.

The full set of consultation responses is now being examined and appropriate amendments made to the LTP.

A summary of responses from the district councils within Essex is attached at annex 1.

4 THE ROLE OF THE TASK AND FINISH GROUP

A specially selected Task and Finish Group was convened to provide a scrutiny role for the LTP comprising members from the Economic Development and Environment Policy and Scrutiny Committee and the Safer and Stronger Communities Policy and Scrutiny Committee. The Task and Finish Group has acted as a channel for Member discussion in terms of LTP policy development and has met on three occasions during the final development of the LTP.

Local Transport Plan Task and Finish Group met for the first time on 22nd November 2010. This meeting examined the Government and Essex County Council policy frameworks behind the LTP and the key issues that the LTP should address.

The Task and Finish Group thought that the original six LTP Outcomes were wordy and could be clearer. The LTP Outcomes have been developed in parallel with the outcomes being sought by the Highways Strategic Transformation (HST) programme. The shared LTP and HST outcomes have been simplified and rationalised to produce the five outcomes shown above. In particular, the “precautionary routes” outcome related to winter gritting has been amalgamated with the maintenance outcome that will “ensure that the network is available for use”. This simplified outcome now covers snow, flooding and other adverse weather.

The LTP will acknowledge existing transport problems as well as those that may result as a consequence of future growth. While the provision of new infrastructure is most likely where new development creates a need and provides funding, the LTP will continue to address local problems. The LTP will include a programme management framework that will ensure that the most effective transport solutions are introduced at

the locations where they can provide the greatest benefit. The introduction of a three year rolling programme will ensure that money is not wasted on aborted projects.

Sustainable surface access to Southend Airport and railway stations (especially the Central Line) was raised by the group. The LTP will follow the successful Colchester Station Travel Plan model to work with rail and airport operators to improve access. ECC will seek to maximise operator investment in improved access to stations through the rail franchise process.

The Cabinet Member for Highways and Transportation Norman Hume, attended the second meeting held on 15th December 2010. Cllr Hume highlighted the need for the plan to be flexible and capable of responding to changing circumstances, and stated that he did not want to produce a long term rigid plan or one that went into too much detail.

The Task and Finish group examined the draft LTP policies and suggested several amendments. Changes made following discussions with the task and finish group are shown below.

The LTP contains an integrated planning policy. This concentrates on process, enabling co-operation between ECC and districts rather than the detail contained within specific Local Development frameworks. Essex County Council will work with district and borough councils to identify and deliver transport infrastructure that supports new development and regeneration, links new housing to jobs and services, and unlocks business growth by improving access to national transport networks and international gateways (for example Ports and Airports). The Council will also work with wider service providers to support the delivery of local services, including alternative means of service provision, to reduce the need for travel. The Council will make the most effective use of funding secured from developers, minimising the need for ECC to support the delivery of transport infrastructure. Following discussion with the task and finish group the wording of this policy has been strengthened.

Policy 2 Integrated Planning

Transport and land-use planning will be used together to secure new development at the most appropriate and sustainable locations by:

- working closely with district planning authorities to enable a better balance of new homes, jobs and services;
- locating new developments in areas which are accessible to key services by sustainable forms of transport;
- ensuring new developments provide for sustainable transport and effective travel planning;
- requiring new developments to provide appropriate transport infrastructure in line with the Council's current development management policies;
- making the most effective use of all available funding sources by co-ordinating the delivery of ECC and development funded works.

The Connectivity policy has been extended to cover cross boundary connectivity and give greater emphasis to surface access to ports and airports.

Policy 3 Connectivity

Transport networks will be strengthened to support a vibrant, successful and sustainable future for Essex by:

- improving travel links within and between our main towns;
- focusing investment on routes where improvements will give the greatest benefit to the economy of Essex;
- improving journey times and journey-time reliability by targeting congestion improvement measures (see Policy 10);
- providing for the use of more sustainable forms of travel (see Policy 5);
- ensuring international gateways have effective surface access strategies that promote appropriate and sustainable transport;
- developing appropriate provision of park and ride facilities serving our main towns;
- working with partner agencies to identify and deliver essential improvements to nationally important road and rail connections.

The draft passenger transport policy focused on the main towns. This has been broadened to include access to essential services.

Policy 12 Public Transport

The County Council will develop the public transport network to assist economic growth and improve access to essential services by:

- focusing development and improvement on a network of core bus routes linking locations that attract significant numbers of people;
- working with commercial bus service operators to improve service reliability, punctuality and accessibility;
- continuing to work in partnership with train operating companies and Network Rail to improve rail services;
- working with bus and train operators to improve integration between bus and rail services;
- working towards the introduction of multi-operator ticketing;
- managing the English National Concessionary Travel Scheme for Essex;
- ensuring that accurate and up-to-date service information is made available through a range of media;

- working with the police and public transport operators to reduce crime and fear of crime when travelling on the transport network;
- lobbying Government for increased powers for local authorities to improve the provision of local bus services.

The walking and Public Rights of Way policy has been re-drafted to provide greater clarity

Policy 14 Walking and Public Rights of Way

The County Council will encourage walking and use of the Public Rights of Way network by:

- promoting the benefits of walking;
- facilitating a safe and pleasant walking environment that is accessible to all;
- improving the signage of walking routes;
- ensuring that the public rights of way network is well maintained and easy to use by walkers, cyclists and equestrians.

The freight policy has been redrafted to include specific reference to the need to shift freight from road to rail.

Policy 15 Freight Movement

The Council will manage the efficient movement of freight within the county by:

- working with operators to ensure that heavy goods vehicles use identified routes and that other freight traffic uses the most appropriate routes;
- working with local businesses to promote and support the sustainable distribution of goods;
- working in partnership with the Highways Agency and neighbouring authorities to provide live travel information to freight operators;
- encouraging a shift of freight from road transport to rail transport.

The LTP will not include a specific rail policy; however, appropriate reference will be made within the document to rail capacity, the importance of commuting to the Essex and London economies and the need to provide for a balance between passengers and freight. The LTP will also refer to London Underground services.

The Task and Finish Group identified the introduction of Parking Partnerships as a potential area of conflict with the LTP. This will be addressed by the development of a new Essex wide parking strategy that will be developed jointly by ECC and the parking partnerships following the adoption of the new LTP.

5 ADOPTION OF THE LTP

The LTP will now be approved by Cllr Hume as a Key Decision to be published on 29th March.

The LTP will comprise a suite of documents;

- **The Essex Transport Strategy** – a high level strategy document that includes the vision for transport in Essex, 5 broad outcomes for transport that are the same as the outcomes being sought from the Highways Strategic Transformation programme, and 15 policies that will steer the implementation of the transport in Essex.
- **The Transport Implementation Plan** – a short document that states how the strategy will be delivered over the short term; how the strategy will steer the development of transport programmes; how the programme will be managed; and how performance will be monitored. The implementation plan will contain 4 short implementation plans specific to each transport planning area.
- **Essex Transport Evidence Base** – the data set that underpins the LTP.

These three documents will be ready for provisional release on April 1st following approval by Cllr Hume, and will be approved by Cabinet as soon as practicable after 1st April.

Four Area Plans which will contain more detail explaining how the strategy can be delivered at the local level will be developed following the adoption of the LTP. These plans will include the information necessary to support development management processes and will identify local employment centres, trip generators, development sites, bus corridors cycle corridors, walking routes, congestion hot spots, infrastructure requirements and, where appropriate will include identification of specific solutions.

The district/borough councils and other key stakeholders are expected to have an input into the relevant area plan, and an ongoing engagement role during its delivery.

Annex 1 Summary of district responses

District	General comments	Preferred Option	Funding	Local priorities	Policies	Additional comments
Basildon	Response awaited					
Braintree		Favour Option 1. All three options are supported and are not thought to mutually exclusive	<p>A larger proportion of funding should be spent on traffic management and congestion at the expense of all other areas of improvement spending – suggest 40% minimum.</p> <p>Maintenance funding should be prioritised to main roads followed by street lighting.</p>	<p>Too much emphasis on Chelmsford.</p> <p>1 -Supporting Housing and Employment growth</p> <p>2 –Improving journey time reliability on key routes including the A12 and A120.</p> <p>3 – Improving journeys for commuters travelling to London from Braintree particularly by improving access to train stations.</p>	<p>General support for all policies.</p> <p>Support strengthening freight policy with specific commitment to mode shift to rail.</p> <p>Planning, connectivity, maintenance, and congestion are considered most important.</p>	<p>The A120 between Braintree and Marks Tey is in need of duelling.</p> <p>Too much emphasis on Chelmsford.</p> <p>Propose rail access to Stansted from Braintree.</p>
Brentwood	Response awaited					

District	General comments	Preferred Option	Funding	Local priorities	Policies	Additional comments
Castle Point	Supportive of the LTP Outcomes	Favour Option 2. Think option 1 would focus funds away from Castle Point and Option 3 would restrict regeneration opportunities.	<p>Would like to see greater investment in bus waiting facilities to attract passengers.</p> <p>Expects all assets to be maintained. Priority to main roads and then footways.</p>	<p>Generally supportive of the identified priorities, but should not be geographically constrained to Basildon.</p> <p>Regeneration should be the highest priority, followed by journey reliability.</p> <p>Include east-west movement on Canvey – Roscommon Way ph2.</p>	<p>General support for all policies.</p> <p>Natural, built and historic environment, congestion, public transport, cycling and walking are considered most important.</p>	<p>Access to strategic network and London are important.</p> <p>LTP should include a statement on Dartford Crossing tolls.</p>

District	General comments	Preferred Option	Funding	Local priorities	Policies	Additional comments
Chelmsford		Favour Option 2 since this will do the most to support sustainable transport.	Generally supportive of current funding distribution. Maintenance should prioritise local roads, then footways and cycleways.	1 Supporting housing and employment growth in Chelmsford 2 Improving the reliability and punctuality of bus services 3 Improving the attractiveness of streets and public spaces	General support for all policies. All policies are ranked equally highly.	Commitment to the construction of Chelmsford NE railway station and capacity improvements (especially passenger entry and exit) at existing station. The recommendations of the A12 inquiry should be taken forward. the Council would like ECC to investigate the possibility of 50mph speed limits on rural roads where the current limit is 70mph.

District	General comments	Preferred Option	Funding	Local priorities	Policies	Additional comments
Colchester	The Borough would welcome further consultation on the implementation plan.	Favour Option 1	Do not comment on funding distribution. Maintenance funding should prioritise main roads in towns.	<p>1 Supporting areas of growth and regeneration, which supports low carbon and low congestion travel choices</p> <p>2 Improving bus services in Colchester along key corridors and the planned Park and Ride routes</p> <p>3 Support regeneration initiatives in Colchester</p> <p>4 Support upgrades and improvements to the cycle network in Colchester as part of the Cycle Town initiative</p>	Generally support all policies but require greater detail.	<p>Enhancements are needed for the A12, A120 trunk roads and the Great Eastern Main railway line.</p> <p>Expect to be included in the LSTF submission.</p>

District	General comments	Preferred Option	Funding	Local priorities	Policies	Additional comments
Epping Forest		Option 2 is preferred, must not morph into option 1.	Maintenance spend should prioritise main roads between towns,	<p>Concerned by focus on Harlow</p> <p>Priority 1 – Improving bus and rail public transport links to and between the West Essex centres and key public facilities such as hospitals particularly from surrounding rural areas (bold text added)</p> <p>Priority 2 – Supporting housing and employment growth and regeneration initiatives in Harlow and the local centres</p> <p>Priority 3 – Improving access to Harlow from the M11</p>		<p>Would like to see the development of a freight strategy for Essex.</p> <p>The Central Line, level of service, access to stations, parking is an issue.</p>

District	General comments	Preferred Option	Funding	Local priorities	Policies	Additional comments
Harlow	Harlow supports the LTP Vision.	Harlow Council strongly supports Option 1 – Investing in Growth	<p>Harlow would strongly support a more sensitive, rational and contextual, urban design-led approach to highways design as this offers significant long-term benefits in terms of sustainability, quality of life, economic vitality and value for money.</p> <ol style="list-style-type: none"> 1. Main roads between towns 2. Cycle ways 3. Local roads in residential areas 	<p>Top 3 priorities;</p> <ol style="list-style-type: none"> 1. Improving access to Harlow from the M11, particularly to improve journey time reliability. 2. Supporting housing and employment growth and regeneration initiatives in Harlow and the local centres by providing transport access to development sites which encourages low carbon and low congestion travel choices (including bus, walking and cycling facilities). 3. Improving the attractiveness bus services to and within Harlow through packages of improvements to facilities for buses at the busiest sites (including the bus station, railway station and hospital). 	No comment	Junction 7a, A414 route through Harlow, access to the railway station, and peak period traffic congestion are all emphasised.

District	General comments	Preferred Option	Funding	Local priorities	Policies	Additional comments
Maldon		Option 2 - This option will help to ensure that funding is allocated evenly across the county.	<p>Would like to see additional expenditure allocated to community transport and road safety, less to journey reliability.</p> <p>Maintenance spend should prioritise main roads between towns, minor roads, then footways.</p>	<p>The priorities for the Heart of Essex are too focused on Chelmsford.</p> <p>1 Integrated bus and cycling packages for local centres with improved links to serve the centres, bus and rail stations, key public services (including hospitals and retail centres), .and surrounding communities</p> <p>2 Improving journey time reliability on routes into Chelmsford and on roads linking to the A12, A120 and A130.</p> <p>There is a need to produce a fully integrated public transport network, including improved integration between bus and rail service timetables.</p>	<p>Policies generally supported but should not be implemented at the expense of the environment or economy.</p> <p>Policies that promote rural access are very important.</p>	<p>The Maldon District requires improved linkages to the A12, and through to the mainline rail service connections located outside of the District.</p> <p>Measures to improve safety and reduce congestion should be considered along stretches of the A12 adjacent to the Maldon District, including the improvement of slip roads, and potentially widening of the road to three lanes.</p>

District	General comments	Preferred Option	Funding	Local priorities	Policies	Additional comments
Rochford	<p>Rochford District Council are generally supportive of the approach taken in the Local Transport Plan, particularly of the five outcomes that the plan must deliver. RDC are also supportive of the approach taken in outlining both Rayleigh and Rochford as areas that currently suffer from peak period congestion and pockets of poor air quality. It should be noted that the location of London Southend Airport is in Rochford District, and the expansion of this airport is likely to have impacts on the highway network.</p>					

District	General comments	Preferred Option	Funding	Local priorities	Policies	Additional comments
Tendring		Favour Option 1 – growth should not be focussed in south Essex.		<p>1 Improving transport access to Harwich to enable the low carbon expansion of the port and development of a wind port.</p> <p>2 Supporting regeneration initiatives within the coastal town centres by improving the attractiveness of streets and public spaces.</p> <p>3 Improving bus and rail public transport links between the Haven Gateway centres to improve access to employment and essential services.</p> <p>The response includes a long list of proposed transport schemes.</p>		<p>Clacton should be considered to be a major centre.</p> <p>The response includes a long list of proposed transport schemes.</p>

District	General comments	Preferred Option	Funding	Local priorities	Policies	Additional comments
Uttlesford			Maintenance - important to “stop the rot”. In particular, gullies and drains need adequate and regular clearing to reduce the risk of flooding	Overemphasis on Harlow in the priorities in the West Essex implementation plan.		<p>Provision of cross border bus services with Herts and Cambs</p> <p>Keen to promote cycle access from Saffron Walden to Audley End station.</p> <p>overcrowding on the West Anglia railway</p>