

Local Transport Plan

Stakeholder Consultation

13th December 2010 – 11th February 2011

Alastair Southgate

David Sprunt

Transport Strategy Manager

Principal Transportation Co-ordinator



Introduction



- What is the Local Transport Plan?
- An update on our previous consultation
- LTP policy background
- An update on LTP progress
- Area implementation Plans
- An invitation to examine the role of LTP3 and its emerging policies

What is the Local Transport Plan?



The role of the local transport plan

- Every local highway authority must produce a Local Transport Plan for its area by April 1st 2011
- The Local Transport Plan will set out what Essex County Council wants to achieve by investing in transport over the next 15 years
- It will identify how transport provision will help to achieve sustainable economic growth in Essex
- The plan will also set out how we will provide transport services



What you have told us already



LTP consultation

Problems and issues that the Local Transport Plan should address have been identified from several sources;

- Initial Local Transport Plan consultation during autumn/winter 2009/10.
- A data led transport evidence base, including opinion survey data.
- Transport priorities identified during the LDF process and discussions with districts.
- Priorities identified within existing and emerging ECC strategy and policy documents including the Integrated County Strategy
- ECC Task and Finish Group
- Further stakeholder consultation Dec 2010 – Feb 2011.



What you said last time

- Supporting the economy has been identified as important.
- The condition of highways and pavements has been identified as a priority.
- Congestion on urban and interurban roads between our main towns
- Improved links to London are considered to be important, especially rail links including the Underground
- 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.
- There is a need for improved train and bus services; 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 is important.
- Funding is recognised as a significant challenge.

Policy background

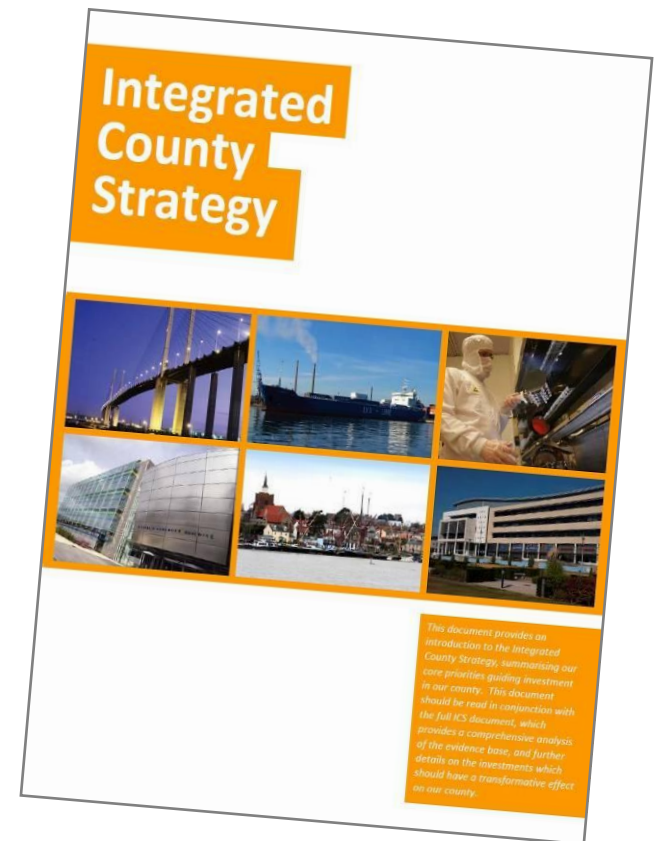


A new landscape for transport planning

- Regional planning to go.
- Local Enterprise Partnerships – Infrastructure planning.
- Government priorities for transport (DfT Business Plan 2011-15):
 1. Deliver the Government's commitments on high speed rail
 2. Secure our railways for the future
 3. Encourage sustainable local travel
 4. Tackle carbon and congestion on our roads
 5. Promote sustainable aviation
- Funding – difficult times:
 - Integrated transport funding cut by nearly 50% and maintenance by 26% over 4 years
 - No funding for new major schemes in CSR period
 - Local Sustainable Transport Fund, Regional Growth Fund, New Homes Bonus
- New Transport White Paper due in the New Year

A new Integrated County Strategy

- The Integrated County Strategy (ICS) provides a vision for Greater Essex.
- Produced on behalf of the Essex Chief Executives Association with agreement from all 15 county, unitary and district authorities of Greater Essex.
- 3 broad outcomes;
 - Thames Gateway South Essex (TGSE).
 - Key Towns.
 - Low Carbon Energy
- The Local Transport Plan will deliver the transport programme necessary to support the priorities identified in the Integrated County Strategy.



What does this mean for the LTP?

- LTP must go ahead, but no national goals, just local priorities.
- 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 Local Sustainable Transport Fund)



Progress to date



The LTP document

LTP3 will have two distinct parts:

1. Long-term Transport Strategy

- Outcomes to be achieved over the long-term
- LTP policies
- Concise and focused on general approach, not specific schemes
- Long-term Strategy to remain largely constant

2. Implementation Plan

- How the transport strategy will be delivered
- Priorities for investment over next three years
- 4 area implementation plans, and countywide plans for road safety and maintenance
- Performance management Implementation Plan priorities to be reviewed every 3 years

LTP outcomes

5 outcomes have been identified for the LTP;

- Provide reliable connectivity for international gateways and Essex communities to support sustainable economic growth, regeneration and well-being
- Reduce carbon dioxide emissions and improve air quality through lifestyle changes, innovation and technology
- Improve safety on the transport network and enhance and promote a safe travelling environment
- Maintain all transport assets to an appropriate standard and maximise network availability and resilience..
- Provide sustainable access and travel choice for Essex residents to help create sustainable communities



The LTP policies

15 policies covering the following areas, each linked to one or more of the LTP outcomes have been identified

- Customer experience
- Integrated planning
- Connectivity
- Carbon reduction
- Promoting sustainable travel choices
- Access to services
- Natural and built environment
- Asset management
- Maintenance
- Road safety
- Congestion and network resilience
- Public transport
- Cycling
- Walking and PRow
- Freight movement

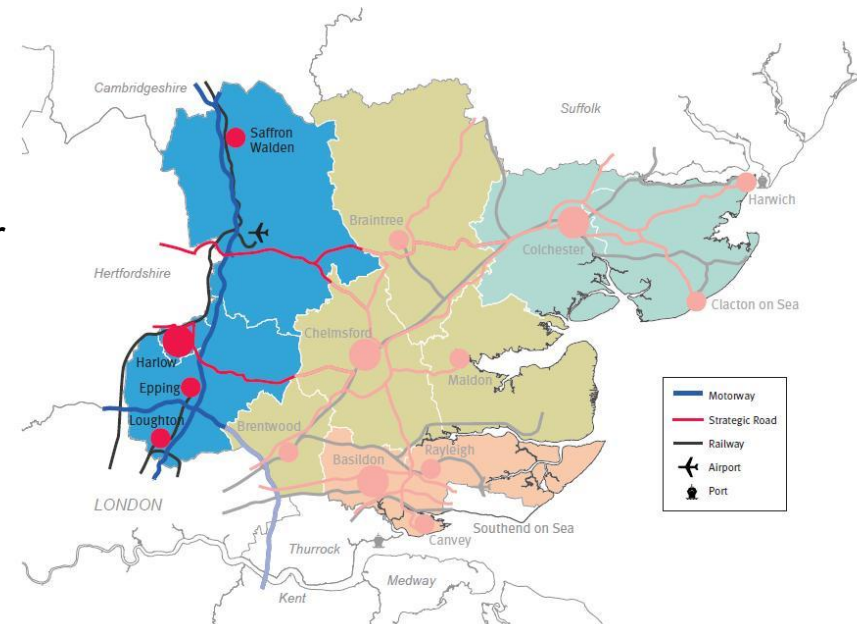
Area Implementation Plans



West Essex

West Essex includes the districts of Epping Forest, Harlow and Uttlesford with the town of Harlow as its centre, and includes London Stansted International Airport

- **Harlow** is congested along key routes, access to the M11 needs improving and public transport hubs need improvement. Major regeneration is also necessary.
- Air Quality is an issue In **Saffron Walden** where Improved public transport and other non-based car links are needed.
- **Loughton** Town Centre improvements are required to support local businesses.
- **Brentwood** suffers from local congestion, with an air quality issue at Wilson's corner
- Crossrail and parking associated with underground stations in Loughton and Epping.
- Improved access to London Stansted Airport by public transport.



Priorities for West Essex

- Supporting regeneration initiatives within Harlow and local centres.
- Supporting housing and employment growth and regeneration in Harlow and the local centres by providing sustainable transport access to development sites.
- Improving access to Harlow from the M11, particularly to improve journey time reliability.
- Improving the attractiveness of bus services to and within Harlow
- Upgrading and improving cycling and walking networks in Harlow and the local centres to encourage greater use.
- Improving bus and rail public transport links across West Essex
- Improving access to Stansted Airport by low carbon forms of transport.



An invitation to comment on the LTP



LTP stakeholder consultation Dec 2010 – Feb 2011

- Consultation opens on 13th Dec for 9 weeks to 11th Feb
- Strategic Environmental Assessment and Equality Impact Assessment consultation will be carried out in parallel with Local Transport Plan consultation
- Conducted online, with workshops for key stakeholders
- www.engageessex.org.uk

