

Local Transport Plan

Stakeholder Consultation

13th December 2010 – 11th February 2011

Alastair Southgate

Transport Strategy Manager



Introduction



Why we need your help

- We need to produce a LTP that addresses the wider needs of Essex
- Identify key issues
- Stakeholder engagement and buy-in

This presentation covers

- 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

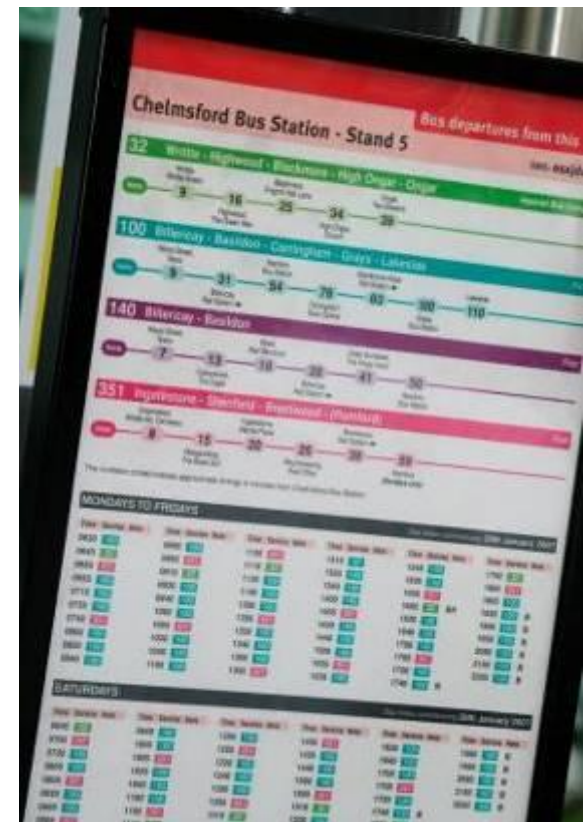
- Every local highway authority must produce a Local Transport Plan for its area
- The Local Transport Plan will set out what Essex County Council wants to achieve by investing in transport over the next 15 years
- It will identify how transport provision will help to achieve sustainable economic growth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



What does the plan cover?

Providing highway and transportation related services is one of the Council's key roles and we currently spend over £100 million on transport each year. This includes:

- Maintaining and managing the county's roads
- Providing more reliable journey times
- Supporting local bus services and community transport services
- Providing public transport infrastructure (including bus stations and bus stops)
- Improving the safety of our roads
- Investing in and encouraging the greater use of low carbon forms of travel (including walking and cycling)
- Providing up-to-date travel information



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



Government policy

- Regional planning to go
 - EERA, EEDA, the RSS and RTS and its policies and targets all abolished
- Local Enterprise Partnerships (LEP)

"Once the Local Enterprise Partnerships are formed, I want to see how far my Department's local capital funding can be devolved."

Phillip Hammond, DfT

- Government approach to infrastructure planning
 - prioritising the maintenance and smarter use of assets
 - followed by targeted action to tackle network stress points and network development
 - and, finally, delivering transformational, large scale projects that are part of a clear, long term strategy.

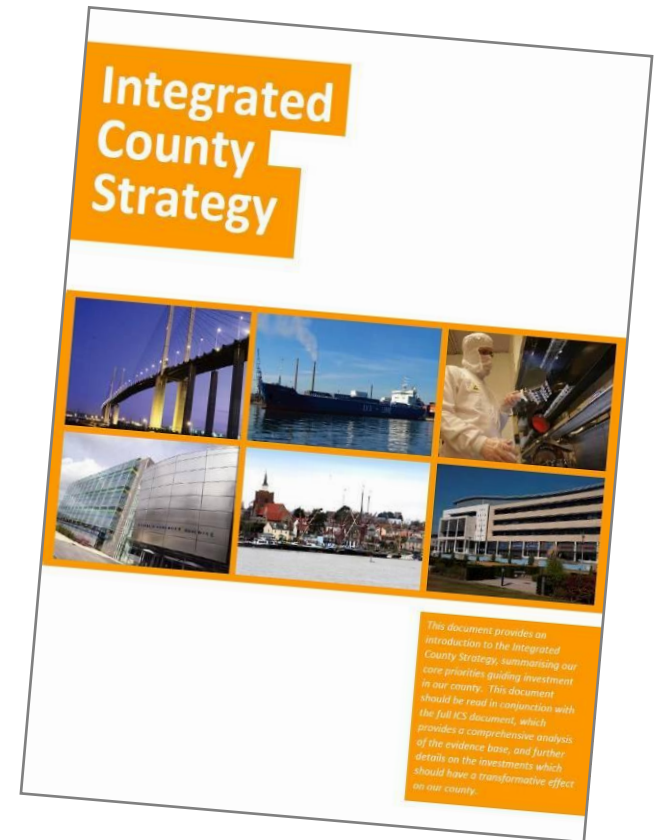


A new landscape for transport planning

- 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

The LTP Policies

The LTP3 policies are intended to:

- Demonstrate how the outcomes of the LTP will be met
- Provide a framework for the delivery of ECC transport services
- Provide clear guidance to external partners on ECC's approach and requirements for service delivery



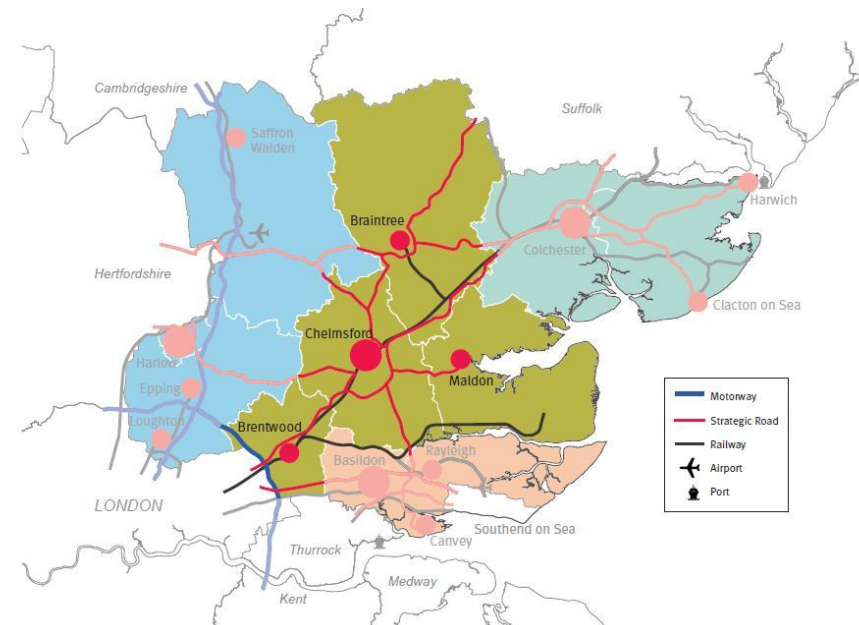
Area Implementation Plans



Heart of Essex

The Heart of Essex forms the core of the county centred on Chelmsford and covers four districts: Chelmsford, Braintree, Brentwood and Maldon.

- Key routes in to **Chelmsford** suffer from poor journey time reliability. The railway station operates at capacity and the cycling network is incomplete and is not well promoted.
- Pockets of **Braintree** town are in need of regeneration and the branch line offers limited frequency of train services.
- **Brentwood** suffers from local congestion, with an air quality issue at Wilson's corner.
- All local centres have limited cycle and bus networks.
- Connectivity between **Maldon** and the strategic network is important for the town
- Crossrail will increase the importance of Shenfield railway station
- **Interurban routes** are congested.



Priorities for Heart of Essex

- Supporting housing and employment growth in Chelmsford.
- Improving the attractiveness of streets and public spaces within the centre of Chelmsford..
- Improving the reliability and punctuality of bus services in Chelmsford.
- Extending and upgrading the Chelmsford cycle network and promoting its use.
- improved links to serve the local centres, bus and rail stations, hospitals and retail centres.
- Improving journey time reliability on key routes into Chelmsford and on roads linking to the A12, A120 and A130.
- Improving journeys for commuters travelling to London from Chelmsford and Braintree



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
- SEA and EIA consultation will be carried out in parallel with Local Transport Plan consultation
- Conducted online, with workshops for key stakeholders
- www.engageessex.org.uk

