

Committee	Cabinet
Date	15 July 2005
Report By	Director of Transport and Environment
Title of Report	East Sussex Local Transport Plan (2006 – 2011)
Purpose of Report	To seek approval to submit the provisional second Local Transport Plan (LTP2).

RECOMMENDATIONS

The Cabinet is recommended to:

- 1. agree to the submission of the provisional second Local Transport Plan (2006 – 2011) to the Government Office for the South East (GOSE) on 29 July 2005; and**
 - 2. authorise the Director of Transport & Environment, in consultation with the Lead Member for Transport & Environment and the Local Transport Plan Panel, to make any appropriate detailed amendments to the draft Local Transport Plan prior to submission.**
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1 Financial Appraisal

1.1 The current Local Transport Plan (LTP) established a five-year investment programme for local transport covering the period 2001/02 to 2005/06. It has led to supported financial borrowing approvals from Government, to assist in delivering the capital programme, both for integrated transport improvements and highway maintenance. The second LTP (LTP2), covering the period 2006/07 to 2010/11, includes an investment programme to help maintain the highway network and improve travel choices. It will aim to secure supported borrowing approvals and, in some instances, cash grants to deliver a significant proportion of the County Council's capital programme. So far, the current LTP has attracted over £64 million in supported borrowing approvals. Until government announces the final grant settlement, there is always uncertainty about whether such approvals are properly reflected in the Council's revenue grant received.

1.2 The estimated cost of undertaking all elements of the preparation of LTP2, including the engagement of external consultants to undertake various strands of work, is in the region of £200,000. Funding for this has been staged over 2004/05 and 2005/06. The budget for 2004/05 included an additional specific allocation of £150,000 for this purpose and the remainder will be met from the existing revenue budget.

2 Background

2.1 The Transport Act 2000, imposes a statutory obligation on all Local Transport Authorities to produce an LTP. An LTP is a five-year action plan for transport, which sets out the County's policy approach to transport provision in East Sussex over the subsequent five-year period.

2.2 The LTP is no longer a bidding document and the LTP settlement, known as the 'planning guideline' (100% baseline), will now be based on a formulaic approach. The Department for Transport (DfT) has provided indicative planning allocations for 2006/7 to 2010/11, although the final formula criteria and actual planning allocations will be determined by Government by December 2005. Through the assessment procedure, there is potential for the County Council to get up to 125% of their planning guideline if LTP2 is rated as 'Good' whilst a 'Poor/Weak' LTP2 could receive down to a minimum of 75% of the guideline.

2.3 Since the last Cabinet report in December 2004, the Department for Transport (DfT) has changed the timetable for producing the LTP2. Accordingly, the complete new LTP2 submitted at the end of July 2005 will be treated as provisional. A revised and finalised LTP2, informed by the completion of the emerging Countywide Accessibility Strategy and the actual planning guideline allocations, will be submitted by the end of March 2006. Both documents cover the period between 2006 and 2011. A summary of the main elements and key requirements of the LTP2 is attached at Appendix 1.

2.4 The provisional LTP2 sets out the long-term vision and objectives for improving transport and accessibility to services in the County, set within the Council's 'Pride of Place' commitment considered elsewhere on the agenda. The vision and objectives will be delivered through LTP2 transport strategy which encompasses overarching influencing strategies (eg. accessibility, air

quality, road safety etc) and issue-based strategies (eg. bus, rail, cycling, walking, freight, community safety etc). The LTP2 outlines a broad five-year implementation programme of schemes and policy measures which will be delivered through Local Area Transport Strategies; a 'Rural Transport Approach', and a 'Transport Corridors Approach'. The Council's progress will be monitored through a series of best value, mandatory and local targets. The provisional document also includes two major schemes – the Bexhill/Hastings Link Road and the Newhaven Port Access Road – but also highlights other potential majors which may come forward during the life of LTP2.

2.5 The development of the LTP2 has involved sessions with the departmental management teams to ensure that the corporate priorities influence the shape of the document. In addition, the development of the emerging Accessibility Strategy, a requirement of LTP2, has involved corporate input from ICT, economic development and education. LTP2 will also have an increased contribution to the overall 2005 Comprehensive Performance Assessment (CPA) refresh for the County Council.

3 Consultation on Provisional East Sussex Local Transport Plan 2

3.1 Consultation was undertaken on the draft document between 28 February and 3 June 2005, following Cabinet approval in December 2004.

3.2 The consultation document was distributed to a wide range of stakeholders, made available on the website and in libraries and council offices. .

3.3 A total of 55 consultation responses were received. A schedule of the consultation responses, the proposed County Council response and revisions will be made available in the Members Room.

3.4 The key issues/comments arising from the public consultation are:

- broad support for the majority of the elements outlined in the provisional LTP2;
- some doubt about the link between poor infrastructure and economic regeneration;
- broad support on the major schemes, in particular the Bexhill/Hastings Link Road;;
- the need to consolidate the sections relating to the 'vision and objectives' and 'transport in the wider context' to more closely link to these areas of the document;
- strengthen and provide more detail on the 'Rural Transport Approach';
- further work required on the development of targets and their trajectories.

These comments have been taken account in the re-drafting of the provisional LTP2, as appropriate.

3.5 Consultation was also undertaken on a Sustainability Appraisal/Strategic Environment Assessment (SA/SEA) of the provisional LTP2 between 27 April and 3 June 2005. Only one response was received to the consultation and a copy of the proposed response will be made available in the Members Room. These comments have also been taken into account in revising the SA/SEA and the final LTP2.

4. Conclusion and Reason for Recommendation

4.1 The County Council, as the local transport authority, is required by statute to produce an LTP. The LTP provides a framework for investment in the County's transport infrastructure and services, contributing to delivering the regional and corporate objectives for raising economic performance in East Sussex.

BOB WILKINS

Director of Transport and Environment

7 July 2005

Cabinet15JulyLTP2

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Local Members: All

BACKGROUND DOCUMENTS – East Sussex Local Transport Plan 2001 – 2006.
East Sussex Provisional Second Local Transport Plan 2006 – 2011: Consultation Draft.

EAST SUSSEX LOCAL TRANSPORT PLAN – KEY ELEMENTS

LTP Development

The development of LTP2 has and continues to be informed by:

- **National shared priorities for transport** - delivering accessibility, better air quality, safer roads, tackling congestion and other Quality of Life issues;
- the **County Council's Corporate Priorities**;
- **Local Strategic Partnership's objectives**;
- the relationship with the, **Integrated Regional Framework, Regional Transport Strategy**; and emerging **South East Plan** including the Sussex Coast Sub-Regional Strategy;
- **Accessibility Planning** based on social inclusion agenda & SEU report 'Making the Connections';
- **Stakeholder Consultation** – A two stage consultation is being undertaken. The first stage comprised an evidence gathering exercise during summer 2004 through a variety of mechanisms to identify the transport issues and priorities with members of the public and organisations in the County, including:
 - distributing an Issues Document and related questionnaire to key stakeholders;
 - Market Research face-to-face interview with a representative sample of 100 residents;
 - A Select Committee with 8 key stakeholders from economic, social, environmental and transport backgrounds;
 - Seminars with the members of the County's District/Borough Councils and East Sussex Youth Cabinet
 - Sessions with each of the Council's departmental management teams to ensure that the corporate priorities are influence the shape of the document
- **Strategic Environmental Assessment** – LTP2 options which must be tested against environmental objectives agreed with stakeholders; and
- **Transport Asset Management.**

Document Content

The content of the consultation draft provisional LTP2 includes:

- A long-term **vision** for local transport in the County set within the Council's 'Pride of Place commitment':

“To make East Sussex to be thriving County where every resident enjoys an enhanced quality of life with better travel choice and access to employment opportunities and local facilities; safer communities and a healthy, cleaner environment that is valued, protected and improved for future generations”.
- **Objectives** to be met to achieve the local transport at the end of the 2nd LTP period. LTP2 objectives are to:
 - improve access to services by providing greater travel choices and influencing land use decisions;
 - manage demand and reduce the need to travel by private car;
 - improve road safety and reduce fear of crime in communities;
 - reduce traffic congestion and improve the efficiency of the transport network;
 - protect and where possible enhance the environment; and
 - better maintenance and management of the transport network.

- Analysis of the **Issues and Opportunities** in the County.
- A long-term **strategy** to tackle these issues and which makes the most of those opportunities, as well as delivers the objectives with particular emphasis on the shared priorities.

The strategy is made up of two tiers – overarching influencing strategies (eg. accessibility, air quality, road safety etc) and issue-based strategies (eg. bus, rail, cycling , walking etc).

The strategy also outlines how transport can contribute towards the diverse agenda including national, regional, and local economic, spatial and community strategies.

- An **Implementation programme** showing the number and type of schemes and policy measures to be implemented over the five years of LTP2. However, the programme is not location specific.
- Schemes will be delivered through three mechanisms:
 - Local Area Transport Strategies;
 - ‘Rural Transport Approach’, which will tie in with the outcomes from the Village Plans as well as outcomes from the Accessibility Planning work; and
 - ‘Transport Corridors Approach’

In developing a five year programme, it is recognised that there are too many schemes chasing a limited amount of funding. The priorities will be influenced by the outcomes of the emerging Accessibility Strategy.

The programme will also need to demonstrate how individual schemes will contribute towards shared priorities, LTP2 objectives and LTP Indicators/Targets. A ‘Balanced Scorecard’ approach is used to assess the relative merits of all schemes to identify their contribution towards LTP2 objectives and corporate priorities

- A number of **Targets and Performance Indicators** will be used to monitor progress in delivering the LTP objectives. These include Mandatory Best Value and LTP Targets and Local Targets. These targets, which relate to the delivery of the LTP2 objectives , include:
 - Road Condition – footway, principal, non-principal and unclassified roads;
 - Number of deaths/serious injuries and slight injuries;
 - Bus Satisfaction;
 - Level of bus patronage at countywide and local levels
 - Accessibility
 - Change in area wide road traffic mileage
 - Number of cycle trips
 - Mode share of journeys to school
 - Bus Punctuality
 - Change in peak period traffic flow to urban centres
 - Traffic growth
 - Facilities for disabled people
 - Non-working streetlights
 - Air Quality