

Report to	Scrutiny Committee for Transport and Environment
Date	9 March 2011
Report By	Director of Transport and Environment
Title of Report	Local Transport Plan 3 (LTP3) Consultation Responses
Purpose of Report	To update Scrutiny Committee of the key issues emerging from the consultation on the draft Local Transport Plan 3 (LTP3) and to request their comments on the recommended changes to the plan.

RECOMMENDATION:

To note the themes and issues which have emerged from the consultation on the draft LTP3 and the actions taken to amend the LTP3 Strategy to incorporate and respond to those issues as appropriate.

1. Financial Appraisal

1.1 As part of the restructure of financing for transport, the Department for Transport (DfT) have reduced the number of funding streams from 26 down to 4 – Integrated Transport, Maintenance, Major Schemes and the Local Sustainable Transport Fund.

1.2 In December 2010, the Council received its grant allocations for Integrated Transport and Maintenance for 2011/12 and 2012/13 and indicatively for 2013/14 and 2014/15. These funding allocations are not ring fenced and the actual level of investment by the County Council in transport through the capital programme is determined through the Reconciling Policy and Resources process in accordance with the relative priorities for investment across all council services. These levels of investment, in turn, will help inform the development of the Implementation Plan element of the 3rd Local Transport Plan (LTP3).

1.3 The Local Sustainable Transport Fund nationally will be a mix of capital (£210m) and revenue (£350m) funding available from 2011/12 to 2014/15. DfT has now published guidance on the process and criteria for bidding for funds and work has begun on developing potential packages of measures for which a bid, or joint bids, could be submitted.

2. Issues arising from consultation and our response

2.1 The consultation on LTP3 was undertaken between 4 October 2010 and 4 January 2011. It was publicised on the ESCC website, in Your County magazine (twice), and direct notifications were sent to over 300 individuals and organisations in October 2010 and a reminder in early December 2010.

2.2 132 submissions were received of which 64 were from organisations or businesses. A list of these organisations/businesses is attached at Appendix 1.

2.3 In response to points previously raised by the Committee at its meeting on 24 November 2010, and the key issues emerging from the consultation, outlined in Appendix 2 and discussed at the informal meeting of the Committee on 21 February 2011, I propose to:

- a) produce a shorter, clearer LTP Strategy document supported by background papers constituting the evidence base,
- b) provide greater clarity in the document on the approach to the rural areas and the parts of the county not in the economic regeneration priority areas and to issues related to the South Downs National Park,

- c) continue to include some schemes which are long term aspirations e.g. potential major road and rail improvements, albeit their means of delivery is currently uncertain, as changes in national policy or funding availability during the lifetime of LTP3 may make them realisable in the future,
- d) continue with civil parking enforcement in Hastings, Lewes and Eastbourne as well as advocate its benefits through appropriate local solutions in Wealden and Rother,
- e) include a section on localism and the promotion of 'self help' and alternative approaches that might enable local communities to take an active role in delivering schemes and services that can help achieve local aspirations. It is likely that this process will need to evolve during the early part of the LTP3 period but it will build on the examples of good practice which already exist in the county such as walking buses to schools, sponsoring school crossing patrols, community transport projects and parishes contributing to schemes which are important to them,
- f) make minor amendments in response to individual comments and update information to reflect changes in policy at national and sub national level, the outcomes of the Comprehensive Spending Review and the effect on major schemes within and serving the county, Local Development Frameworks and the emergence of the Greater Essex, Kent and East Sussex Local Enterprise Partnership.
- g) Greater clarity on our approach to road safety, with a separate section in the document on our approach to improving safety for all road users

2.4 The final Strategy document will be circulated to the Scrutiny Committee when papers are published for the Cabinet meeting on 26 April 2011.

3. Conclusion and Reason for Recommendation

3.1 Scrutiny Committee is asked to comment on the proposed approach, as highlighted in section 3 of the report, to the key issues arising through the consultation and raised by the Committee at its previous meetings, which will help shape the final document to be in place in April 2011.

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Director of Transport and Environment

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Local Member: All Members

BACKGROUND DOCUMENTS

East Sussex Local Transport Plan 3 – consultation draft
Analysis of LTP3 consultation responses – 6 documents

Appendix 1

Organisations who responded to LTP3 consultation

Barcombe Parish Council	Newhaven Port and Properties Ltd (c/o DMH Stallard)
Berwick Parish Council	Newhaven Town Council
Bespoke (Eastbourne Cycling group)	NHS East Sussex, Public Health Department
Bexhill Wheelers and Classic Cycle Group Bicycles	Passenger Focus
Call-a-Cab Ltd	Plumpton Parish Council
Campaign for Better Transport	Plumpton VAP Road Safety & Transport Team
Care Management Services	Polegate Town Council
Climate Change Partnership for East Sussex	Ringmer Parish Council
CPRE Sussex	Rodmell Parish Council
Crowhurst Parish Council	Rother District Council
Cycle Lewes	Rother Environmental Group
Cycle Seahaven	Rotherfield Parish Council
De La Warr Pavilion	Rotherfield St Martin
Ditchling Museum	Rye and District Community Transport
East Sussex Local Access Forum	Savoy Court Hotel
Eastbourne Arndale Centre	SEEDA
Eastbourne Borough Council	South Downs Society
Eastbourne Highways team	SpeakUp countywide forum
Eastbourne Cultural Communities Network	Sussex Air Quality Partnership (Sussex-air)
Ewhurst Parish Council	Sussex Community Rail Partnership
Friends of Lewes Society	Sussex Police
Hamsey Parish Council	Sustrans
Hastings Borough Council	Tandridge District Council
Hastings Urban Bikes	The Rother Environment Group
HEYNES	The School Creative Centre
High Weald AONB Unit	Uckfield Rail Line Parishes Committee
Highways Agency	Village Connections
Horam Parish Council	Wealden District Council
Lewes District Council	Withyham Parish Council
Local Business Network (Crowborough)	
Mason Bryant lettings and sales agents	
Natural England	

Key themes emerging from consultation on draft LTP3

- (i) The majority of respondents supported the general direction and objectives of the LTP3 strategy. (88% of those who completed the questionnaire)
- (ii) The majority of respondents supported the preferred strategy. (60% of those who completed the questionnaire)
- (iii) There is broad support for sustainable travel rather than road building and improvements. The sectors which were supported most strongly in terms of wanting further investment were:
 - Bus services (accessibility and connectivity)
 - Better and more cycling infrastructure with emphasis on safety
 - Stronger lobbying for improved rail services and capacity
 - Greater emphasis on safety including 20mph zones
 - Better integration between different modes in terms of facilities and timetables
 - More travel planning to achieve higher levels of travel by sustainable modes (walking, cycling, public transport).
- (iv) Other themes include support for the non transport intervention of improved Broadband access which would contribute to a reduced need to travel and a call for lower CO2 emissions and better air quality.
- (v) There were requests for the document to be shorter and clearer.
- (vi) Insufficient consideration of the issues for those parts of the county which do not fall inside the four spatial priority areas for investment (Bexhill & Hastings, Eastbourne & south Wealden, Newhaven and Uckfield) i.e. rural areas, villages and larger market towns. A high value is placed on the local environment and the rural identity of the county.
- (vii) Insufficient attention paid to the newly formed South Downs National Park (SDNP) and our approach to issues related to the park and the places which act as gateways to it. (Lewes, Eastbourne, Newhaven, villages etc)
- (viii) Several respondents stated support for our commitment to continuing to aspire to the reinstatement of the Lewes/Uckfield railway line.
- (ix) Some further work is needed on aligning the LTP strategy with the planning authorities' policies in their emerging Core Strategies. Wealden were concerned at the inclusion of schemes which are longer term and aspirational and have no delivery mechanism as yet in place, however further correspondence has allayed those concerns. Lewes DC would like to see provision for measures connected to development in the Phoenix area.
- (x) Parking controls and congestion reduction measures had a fairly even number of supporters and objectors, demonstrating that these issues remain contentious.
- (xi) There were also concerns voiced about our ability to deliver and to fund the interventions necessary to implement the strategy and that the document did not include specific schemes that will be delivered 'on the ground'.
- (xii) How will the LTP will as an enabler for localism and the 'Big Society'.