

Southend-on-Sea Borough Council

Corporate Director of Enterprise, Tourism & the
Environment

to

Cabinet and all Members of the Council

on

15th March 2011

Agenda
Item No.

Report prepared by:

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Local Transport Plan 3 (LTP3) and Local Sustainable Transport Fund (LSTF)

Economic & Environmental Scrutiny Committee

Executive Councillor: Councillor Flewitt

A Part 1 Public Agenda Item

1. Purpose of Report

- 1.1 To seek Cabinet approval for the Local Transport Plan 3 strategy and implementation plan to meet the deadline submission date to Central Government of **31st March 2011**.
- 1.2 To seek approval from Cabinet to prepare and submit a bid to the DfT Local Sustainable Transport Fund in Tranche 1 (small projects) by 18th April 2011

2. Recommendations

1. The Cabinet agree and adopt the Local Transport Plan 3
2. Support the implementation plan along the lines of the four “action areas”;
3. Note the Department for Transport (DfT) / Government position on transport funding; and
4. Due to the short timescale for the submission of the Local Sustainable Transport Fund [LSTF] bid, this report also seeks approval for the Director for Enterprise, Tourism and the Environment, in conjunction with the Portfolio Holder for Planning & Transport, and Head of Finance and Resources to be given delegated authority to submit the LSTF bid.

3. Background

3.1 Format and Statutory function of LTP3 and associated documents

- 3.1.1 Southend Borough Council published its Second Local Transport Plan (LTP2) in 2006 (covering the period 2006 to 2011) in partnership with resident and business groups together with transport operators and users. It was also produced in liaison with its Thames Gateway South Essex partners as part of an integrated approach towards achieving regeneration and growth in the Gateway as a national and regional priority, building upon achievements of LTP1¹.

The Borough Council has worked closely with its Partners to implement the Major Schemes programme and to deliver real change in the Borough. This is reflected in the range of successful projects delivered on the ground and achievements made in securing changes towards more sustainable modes of travel. Annual Progress Reports published each summer, illustrated this progress.

The Transport Act 2000 continues to require that Local Transport Plans (LTP) contain a **strategy and an implementation plan** (the proposals for delivery of the policies contained in the strategy). Most if not all local authorities have already included both of these elements in their Plans, but the Act formalises this requirement.

- 3.1.2 Authorities may include strategy and implementation plans in a single document, or in separate documents. In either case, the LTP must provide a clear distinction between what is strategy and what is an implementation plan.
- 3.1.3 The Local Transport Act 2008 is unchanged and there is a statutory requirement to produce and review Local Transport Plans and policies. The LTP3 is Southend's 15 year transport strategy covering 2011/12 – 2025/26. The Implementation Plan will cover four years from 2011/12 – 2014/15, which coincides with the Government's spending plans that were announced in the Comprehensive Spending Review on 20th October 2010.
- 3.1.4 European legislation requires that a Strategic Environmental Assessment (SEA) be undertaken of all LTPs and local authorities need to ensure that the SEA of their LTP is an integral part of developing and later delivering their LTP. Statutory bodies, such as the Environment Agency, Natural England and English Heritage have been involved in the development of LTP3 and the accompanying SEA.
- 3.1.5 Alongside the SEA process, there will also be an Equalities Impact Assessment (EqIA) and a Habitats Regulation Assessment (HRA) of this LTP.
- 3.1.6 The Government has stated that LTPs will remain a key part of the transport planning process and has asked local authorities to submit their LTP3 by the end of March 2011 in order to meet statutory obligations.

¹ LTP1 published July 2000 for the period 2001/02 to 2005/06

- 3.1.7 During the preparation of LTP3 the Government announced a simplification of funding streams and the creation of a Local Sustainable Transport Fund (LSTF). This is set out further in Sections 5 and 6. The key message from DfT is that package proposals should demonstrate a good strategic fit, that it complements policies and proposals in the Local Transport Plan and other relevant local strategies and plans, and that it does not impact negatively on particular groups within the community or Borough. Hence, a strong, coherent LTP3 is essential in evidencing the case for funding from the LSTF.

4 The LTP3 Strategy and Implementation Plan

- 4.1 The Third Local Transport Plan (LTP3) builds on the successes of LTP2, taking forward and refining the existing long term strategy and encompassing key local and national developments and changes in policy, together with the findings of relevant transportation and evidence based studies. It also further tackles the current priority areas of carbon reduction and sustainable means of travel to protect and enhance quality of life for all, as well as the pressing need for economic recovery and growth.

- 4.2 The LTP strategy will be kept under review and may need to be revised in the event of changes to national policy or wider local priorities, or in the light of how the strategy is performing.

- 4.3 In particular, it continues to focus upon transport policies and schemes which are vital to securing the provision of transport infrastructure that means Southend can:

- Have a thriving and sustainable local economy;
- Minimise environmental impact, promote sustainability for a greener town;
- Create a safer Borough; and
- Reduce inequalities in health and wellbeing and for a more accessible Borough.

4.4 Transport Strategy

- 4.4.1 The Transport Strategy (which contains the overarching policies) presents a medium to long-term vision for transport in Southend sets high level objectives and strategic priorities.

- 4.4.2 An earlier consultation was held in July of this year on the evidence base case and issues and options this helped to formulate the draft strategy. The Strategy may be subject to modification and change, especially in respect of:-

- Changes to the status and role of the Local Strategic Partnership
- Localism Bill, including changes to the planning system
- Introduction of Local Enterprise Partnerships and access to Regional Growth Funds
- Funding uncertainties in respect of the four funding streams
- Alignment with other Council strategies such as the Economic Development and Tourism Strategy

- Alignment with neighbouring authorities Local Transport Plans and sub-regional policies.

4.4.3 A public consultation of the strategy and implementation key themes on the draft LTP3 was carried out from 13th December 2010 until 28th January 2011. The results can be seen in **Appendix D**.

Appendix A shows the LTP3 Delivery Process

4.5 Implementation Plan

4.5.1 The Implementation Plan sets out the broad actions/packages together with the type of measure that will be delivered, plus some of the larger schemes over a four year timeframe.

4.5.2 The Implementation Plan will be contingent on priorities as determined by the Strategy, and on the levels of funding made available by government, and also from other sources. Both documents are dynamic in nature and can be updated as desired. The Strategy is likely to be updated to reflect policy changes whether local, regional, or national. The Implementation Plan would be updated more frequently as resource levels became known with greater certainty and programmes were developed in detail and adjusted in light of performance against outcomes; e.g. the Local Investment Plan has identified the need for improvements at the junctions of Kent Elms Corner and The Bell on the A127. This is also included in the A127 corridor study on chapter 9 of the LTP3 document.

4.5.3 **Appendix B** shows the relationship between the LTP3 – Better Southend strategy themes, policies and the four action areas (packages) which are defined as:-

- Better Sustainable Transport and Mobility Management
- Better Networks and Traffic Management Schemes
- Better Partnerships Engagement and Sponsorship
- Better Operation of Traffic Control and Communication Systems

Contained within each “action area” are details of typical measure, projects and initiatives.

5 Local Sustainable Transport Fund (LSTF)

5.1 The Government has announced, as part of the Local Transport White Paper, the creation of a Local Sustainable Transport Fund (“the Fund”) to help build strong local economies and address the urgent challenges of climate change. It reflects the Government’s core objectives of supporting economic growth by improving the links that move goods and people and meeting its commitment to reducing greenhouse gas emissions.

5.2 The Department plans to make £560 million available to the Fund over the 4 year period to 2014-15. The funding will comprise both resource and capital. Further information is set out in section 6 below.

- 5.3 The purpose of the Fund is to enable the delivery by local transport authorities of sustainable transport solutions that support economic growth while reducing carbon. These solutions will be geared to supporting jobs and business through effectively tackling the problems of congestion, improving the reliability and predictability of journey times, enabling economic investment, revitalising town centres and enhancing access to employment. The Fund also provides the opportunity to take an integrated approach to meeting local challenges and to delivering additional wider social, environmental, health and safety benefits for local communities.
- 5.4 Bids will be treated favourably which have the support of a range of community interests and incorporate plans for partnership working in the design and delivery of solutions with external bodies, which will include the private sector, community and voluntary sector organisations and transport operators.
- 5.5 To help develop this, a Council officer project team has been set up with representatives from Corporate Policy and Improvement (Partnerships), Economic Development and Funding, Community Cohesion, Climate Change and Sustainable Transport. Engagement with the business, community and voluntary sectors has commenced together with meetings planned with the University, NHS/PCT, Essex County Council and Thurrock District Council, Sustrans, and other organisations such as bus and train operating companies. It is also planned to hold a workshop/focus group involving the key partners. As well as their ideas, some of the private sector's money (or resources) will certainly strengthen a bid. The Guidance also sets out the criteria against which it will be assessing bids. An assessment framework is being developed to audit the bid prior to submission. Further information on the key aspects and likely packages of work are set out in **Appendix C**.
- 5.6 This is currently "work in progress". A comprehensive bid will be developed for a submission in the first tranche of funding on 18th April 2011. The outcome is likely to be known at the end of June 2011.
- 5.7 The Department wishes to see local commitment to the proposed package. All bids must therefore include a local financial contribution towards the overall costs of the measures put forward. Bids must identify whether the local contribution will come from local authority sources or external partners such as health authorities and the private sector, including transport operators. The greater the overall local contribution towards the costs and the more the contribution is from the private sector and other external organisations, the more positively the bid will be considered in the assessment process. Currently there is an application for funding under the EU Interreg Two Seas programme for cycling and other sources of funding will be identified, including the Local Transport Plan, business contributions and resource support. This fund is strongly geared towards revenue support rather than capital (£50m/£30m together with a need to complete £80m of DfT investment by 31st March 2012).
- 5.8 The DfT will welcome early bids, particularly from pre-existing cycle towns with a proven track record of delivery. Hence a bid for Tranche 1 is being encouraged.

6.0 DfT Funding to Local Government

- 6.1 The DfT announced the simplification and reform of local transport funding moving from 26 grant streams to four from 2011/12. The capital grant elements are shown in Table 1.
- 6.2 Resource funding to local government is shown in Table 2. Details of block funding to individual local authorities have been announced and are shown in table 3 below.

Table 1: Capital Budgets – Local Government Funding (England)

Programme Area	10/11	11/12	12/13	13/14	14/15	Total
Local Sustainable Transport Fund (LSTF)	n/a	30	40	60	80	210
Maintenance	871	806	779	750	707	3,042
Integrated Transport Block (ITB)	450	300	320	320	450	1,390
Major Local	199	418	364	335	427	1,544
Total	n/a	1,554	1,503	1,465	1,664	6,186

It should be noted that the formula grant budgets in Table 2 to be transferred to DCLG are excluded from the DfT's Departmental Expenditure Limit.

Table 2: Resource Budgets – Local Government Funding (England)

Programme Area	10/11	11/12	12/13	13/14	14/15	Total
Local Sustainable Transport Fund	n/a	50	100	100	100	350
Transferred to CLG formula grants	n/a	303	276	288	295	1,162
Overall Local Government Funding	473	378	401	413	428	6,186

[N.b. The figures in tables 1 and 2 are £M's]

The table below gives the Capital Block Funding Allocations to this Council as announced by Central Government on 13th December 2010.

Table 3: Local Transport Capital Funding

Block – <u>Final</u> Allocations	2011/12 £000s	2012/13 £000s
Integrated Transport	1,067	1,138
Highways Capital Maintenance	1,932	1,720

Block – <u>Indicative</u> Allocations	2013/14 £000s	2014/15 £000s
Integrated Transport	1,138	1,600
Highways Capital Maintenance	1,518	1,518

The funding will be provided as capital grant (not supported borrowing). Funding allocations for 2013/14 and 2014/15 are indicative and are subject to change, for instance as a result of changes to the formulae or future data changes.

7. Reasons for Recommendations

7.1 In order for the Council to meet statutory obligations and have its Local Transport Plan 3 in place by 1st April 2011.

8. Corporate Implications

8.1 Contribution to Council's Vision & Corporate Priorities

8.1.1 The LTP3 will directly contribute to the delivery and achievement of the Corporate Priorities of the Council.

8.2 Financial Implications

8.2.1 LTP3 will help secure funding for transport infrastructure in the Borough.

8.3 Legal Implications

8.3.1 The preparation of LTP3 is a legal requirement under the Transport Act 2000.

8.4 People Implications

8.4.1 Transport issues, as addressed in LTP3, have a universal impact on those who live, work or visit the Borough.

8.5 Property Implications

8.5.1 None at this stage.

8.6 Consultation

8.6.1 A consultation took place between 13th December 2010 and 28th January 2011 in order that the comments could be taken into account and where necessary amendments made to the final draft of LTP3 so that the policy document can be in place by 1st April 2011.

8.7 Equalities and Diversity Implications

8.7.1 Assessments will be carried out as part of the process

8.8.8 Risk Assessment

8.8.1 If the LTP3 is not finalised by 31st March 2011 the Council will not meet its Statutory Obligation and this will affect future funding.

8.9 Value for Money

8.9.1 All projects / schemes that happen as a result of the LTP3 implementation plan will be required to adhere to procedure rules.

8.10 Community Safety Implications

8.10.1 Assessments will be carried out as part of the process

8.11 Environmental Impact

8.11.1 An Strategic Environmental Impact Assessment has been carried out as required by European legislation.

9. Background Papers

Department for Transport Guidance on Local Transport Plans
Local Sustainable Transport Fund – Guidance on the Application Process
Southend Borough Council Sustainable Community Plan 2007 - 2017

10. Appendices

10.1 Appendix A – LTP3 Delivery Process

10.2 Appendix B – Table showing the relationship between the strategy and implementation plan

10.3 Appendix C – Local Sustainable Transport Fund – Key Aspects and Likely Transport Packages

10.4 Appendix D – LTP3 Consultation Summary

10.5 Local Transport Plan 3 Strategy Document – a hard copy of this document will be available in the Members Work Room.