

Southend-on-Sea Borough Council

Report of Executive Director (Growth & Housing)

To

Cabinet

16th January 2019

Report prepared by:
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Transport Strategy - Scoping and Engagement timetable and approach

**Relevant Scrutiny Committee(s): Place Scrutiny
Cabinet Member: Councillor Ron Woodley
Part 1 (Public Agenda Item)**

1. Purpose of Report

This report sets out an approach and timeline to develop a transport strategy using service design principles which, once completed, will set the context for the review of the Local Transport Plan (LTP).

The report seeks approval from Cabinet to progress with the strategy (including the initial engagement approach) and the LTP review.

Recommendations

- 2.1 Members note the progress with developing a transport strategy;**
- 2.2 Members endorse the timetable for engaging stakeholders about a transport strategy for the borough.**

2. Background

- 3.1 Members set out a number of priorities which the joint administration wishes to achieve including: support public transport and seeking to improve mobility and access for all residents; improving air quality and promoting effective and efficient energy saving and environmental measures. Progress has been made in delivering those priorities for example, a parking strategy is being developed and the council has declared a Climate Emergency and prepared an action plan to achieve net zero by 2030. The Transport Strategy will

complement the work already achieved in meeting the administration's priorities and the other initiatives currently underway or in train.

- 3.2 It is proposed to use service design principles to help develop the Transport Strategy and given the significant number of stakeholders that are affected by transport policies it is proposed to undertake a short and intensive initial 'discovery' exercise to obtain a better understanding of the issues and challenges as they are experienced by users in practice.
- 3.4 This work will be undertaken by specialist advisors. Initial discussions have already taken place with specialists that have worked with the Council previously on wider community engagement and are familiar with the area and the aspirations of the Council.
- 3.5 This 'discovery' phase will involve working with: Councillors, local community groups, residents and residents associations, cycling and walking groups businesses, Business Improvement District, voluntary sector bus operators, taxi drivers, train operators, emergency services, aviation authorities and providers, Youth groups including Youth Council, Older People's Assembly and other key stakeholders and partners.
- 3.6 Following the initial phase, work will be undertaken to analyse the information, and use this to develop a series of policy responses (issues and options), which will be subject to further detailed discussion with Councillors, stakeholders and partners before being formally presented to Cabinet and Council for adoption as a strategy.
- 3.7 In undertaking the stakeholder engagement and developing a transport strategy there are a number of complex issues that will need to be acknowledged: ones that are not easy to resolve nor easily reconciled with national government transport policy guidance.
- 3.8 The Council will need to balance the needs of a range of users with nationally set transport policy objectives that seek to encourage sustainable modes of travel, with congestion reduction, air quality improvement and climate change mitigation measures. This will be particularly important as the Council undertakes work to update and replace the current statutory Local Transport Plan (LTP3) production of a new or updated LTP. Such a plan will need to be acceptable to the Department for Transport (DfT) which is a pre-requisite for being eligible for DfT or other funding allocations and capital grants.
- 3.9 The current Third Local Transport Plan (LTP3) provides a strategy for transport for the period 2011 to 2026, however since the last review (March 2015) there have been a number of national and regional policy changes. The long term vision of the Council has also changed taking into account the 2050 outcomes, the SCAAP, infrastructure associated with the Local Plan requirements and the work being carried out by the local authorities working together as part of ASELA (Association of South Essex Local Authorities).

There is a need to ensure that the Council's transport strategy aligns with national and regional policies and the emerging ASLEA and Transport East strategies. These policy updates require that an updated Local Transport Plan (LTP) set in the context of an overarching Transport Strategy.

- 3.10 This work will take into account the recent Cabinet policy discussions and the discussions at the Transport, Capital, Inward Investment Working Party to inform the development of the Council's approach to public transport and overall transport strategy.
- 3.11 Scoping work has already started on the Transport Strategy, and updated LTP will be taken forward alongside the Transport Strategy to ensure consistency. The development of the Transport Strategy provides the Council the opportunity to build on the community engagement work undertaken during Southend 2050 that informed the Connected and Smart theme. This engagement with the citizens of Southend will focus on their future transport aspirations and desires taking into account the LTP and the evolving parking strategy.
- 3.12 A specification will be drawn up and procured for the development of the plan including consultation for the Transport Strategy and updated LTP. Details of the engagement plan will be agreed with Members prior to progressing.
- 3.13 The engagement timeline for the Transport Strategy is set out below:

The Update to the LTP will tie in with this timetable.

16 th January 2019	Cabinet update on progress and scope of engagement to ascertain understanding of the issues and transport challenges
31 st January 2020	Writing specification and conclude procurement
February – April 2020	Undertake engagement
26 th March – 7 th May 2020	Purdah
Mid-June – Mid August 2020	Draft Transport Strategy (issues and options) document available for consideration.

4. Other Options

Doing nothing would mean that the current LTP would be out of date and would be inconsistent with the 2050 outcomes.

5. Reasons for Recommendations

In line with the Council's Vision and Values, this approach ensures that the views and needs of our customers, residents and businesses are at the heart of the new service design and transport strategy.

6. Corporate Implications

6.1 Contribution to Council's Vision & Corporate Priorities

Supports the achievement of the outcomes in the following themes: Opportunity and Prosperity, Connected and Smart, Safe and Well and Active and Involved. These are discussed throughout the report.

6.2 Financial Implications

Funding will be required to undertake the initial engagement phase by a specialist engagement advisor. A funding bid for an updated LTP will be submitted at a later date to engage a specialist consultancy in developing and writing the transport policy. It is estimated that the LTP will take up to 18 months and approximately £200k-£250k.

6.3 Legal Implications

Local Transport Plan (LTP) is a statutory document that will have to meet the requirements of the Transport Acts.

6.4 People Implications

SBC staff time will be needed to Project Manage, provide guidance to the expert advisors and in preparing and co-writing the LTP and Transport Strategy.

6.5 Property Implications

Council assets such as car parks and those assets over which it has stewardship will be taken into account in developing the strategy.

6.6 Consultation

The strategy will be developed through appropriate engagement and deliberative discourse and discussion with key stakeholders and partners as reflected in paragraph the main report above.

6.7 Equalities and Diversity Implications

It will be important as the Council's Transport Strategy is developed, that proposals are subject to appropriate equalities and diversity impact assessments. The introduction of an up-to-date Strategy and LTP would take account of and support the achievement of equality and diversity objectives.

6.8 Risk Assessment

The introduction of an up-to-date Strategy and LTP will provide more certainty

for future growth and guide the development of the borough in the future thereby reducing risk.

6.9 Value for Money

A proper and fully functioning transport system is more likely to lead to less congestion, better transport options and support the sustainable growth. Thereby, encouraging business and development and a balanced growth in the local economy.

6.10 Community Safety Implications

One of the key strategic policy outcomes expected from this approach is to support improved road safety. A proper and fully functioning transport system will support safer travel and a range of options that support community engagement.

6.11 Environmental Impact

The Council has recently declared a Climate Change Emergency and the Council has developed a set of proposed mitigation measures. It is important to note that 29% of emissions in the Borough result from vehicles. As such, it is important that the Transport Strategy supports the delivery of Connected & Smart and Safe & Well outcomes as well as supporting congestion reduction and improved air quality outcomes.

7. Background Papers

Local Transport Act 2008
Local Transport Plan 3
SCAAP
JAAP