

APPENDIX 2

Best Value Review of Transport – Action Plan

Recommendation	Directors Response & Action	Target Date
Second generation Local Transport Plan (2006 – 2011)		
<p>1. In respect of the second generation Local Transport Plan (LTP):</p> <ul style="list-style-type: none"> • Economic factors should play a significant role in the development of schemes within LATS under the LTP. • LTP funding should be utilised to maximise mode options for travel, particularly in relation to school journeys. • The results of the consultation exercise of 20 March 2004 should be analysed to provide a better understanding of public perception of transport priorities in East Sussex to inform the development of the LTP; particular attention should be paid to public comments that contradict the Council Plan or national transport targets. 	<ul style="list-style-type: none"> • Agreed – ensure that economic appraisal is component of balanced score card approach to inform scheme selection. • LTP funding is applied in this way supporting the implementation of school safety zones and travel plan. • Agreed – results of consultation workshop will be analysed and used to augment that emerging from the broader range of consultation to inform development of the 2nd generation LTP. 	<p>To inform development of 05/06 integrated transport programme</p> <p>Continuing</p> <p>September 2004</p>
Transport scheme selection and meeting targets		
<p>2. Performance management should be improved to ensure ownership of those targets that straddle different teams within the Transport and Environment Department by the use of key indicators to drive day-to-day management decisions with clarity of ownership of every national and local target by named managers.</p>	<p>Agreed – individual service managers will be given responsibility for achievement of shared targets.</p>	<p>By Autumn 2004</p>

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<p>3. A balanced scorecard approach should be developed whereby each potential transport scheme is assessed against a range of relevant local and national targets; the factors to be quantified wherever possible within a matrix to provide:</p> <ul style="list-style-type: none"> • a comparative measure of the extent to which different projects hit each target • the potential financial implications of promoting schemes that have low impact on national targets. 	<p>Agreed – a balance score card approach will be developed to inform scheme selection for inclusion in the 05/06 integrated transport programme.</p>	<p>February 2005</p>
<p>4. An overriding single objective should be identified for each transport scheme at an early stage to assist with making decisions where there is an apparent conflict of priorities.</p>	<p>Agreed – explicit objectives will be identified for individual schemes to give clarity and help resolve apparent conflicts of priority</p>	<p>Immediate and continuing</p>
<p>5. An annual presentation-of-bids conference should be held with relevant managers, Lead Member and cross party representation to inform the selection of significant transport schemes. The objectives of the conference would be to:</p> <ul style="list-style-type: none"> • ensure peer and Member challenge of the emerging programme early in the process • focus attention on clarifying expected outputs and outcomes early in the process • help speed up scheme implementation by identifying factors to resolve any conflicts arising from consultation later in scheme development • ensure development of joined-up schemes that take account of a range of targets • ensure that the overall programme reflects the full range of transport objectives. 	<p>Agreed – conference will be held to inform scheme selection for 2005/06 integrated Transport Programme.</p>	<p>February 2005</p>

Recommendation	Directors Response & Action	Target Date
<p>6. The Transport and Environment Scrutiny Committee should consider undertaking scrutiny work to:</p> <ul style="list-style-type: none"> • Investigate the methodology and accuracy of the road maintenance backlog figures and refine as data from the Asset Management Approach becomes available • compare the maintenance backlog in East Sussex with that of other local authorities • assess the impact of recent and future LTP expenditure on the maintenance backlog in more detail • clarify the priorities to address the highway maintenance backlog. 	<ul style="list-style-type: none"> • The national framework for local authorities to prepare Asset Management Plans for transport and highways was launched on 8 June. • ESCC's first draft Highway Asset Management Plan is in preparation and will be reported to the Cabinet in August. • All authorities in the UK are in the same statutory position and Hertfordshire is the only authority to have a published Plan. Thus, comparison on maintenance backlogs with other councils will need to wait for councils to develop their plans. • The DfT accept that a national methodology for highway asset valuation and maintenance backlog calculation needs to be developed to achieve consistent results across the country. All authorities will be involved in this process through such organisations as CSS and CIPFA over the next 18 months. 	<p>August 2004</p>
<p>Organisation of the transport and environment department</p>		
<p>7. Procurement of highway works should be rationalised to incorporate performance related contracts with the following principles underlying the relationship with external consultants and service providers:</p> <ul style="list-style-type: none"> • Maximising the benefits to be achieved through partnership working 	<p>Agree – this will be reflected in the contracts to be tendered in September 2004 for the replacement of outsourced services and the restructuring of the department to improve joined up working previously approved by Cabinet.</p>	<p>New arrangements to start September 2005</p>

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<ul style="list-style-type: none"> • Reviewing the effectiveness of highway maintenance agency agreements with borough councils • Using external consultants for design only where existing capacity or skills are unavailable in house. 		
Getting closer to the public		
<p>8. The public should be provided with improved roadside information on highway works that includes accurate details of the purpose, time and duration of activity in addition to making this information available via the web, through key outlets such as libraries and visitor information centres and via the single telephone number.</p> <p>9. A clear statement of service standards should be produced to enable the public to understand better the levels of transport service it can expect from East Sussex County Council; this statement to be published and made widely available via brochures, the web and public notice.</p>	<p>Agreed – roadside signing will be specified to this extent for all road works.</p> <p>Streamlined points of contact for customers will be established as part of the departmental restructure.</p> <p>Agreed – standards will be developed and published.</p>	<p>Immediate and continuing</p> <p>September 2005</p> <p>April 2005</p>
<p>10. A review should be undertaken by the Director of Transport and Environment of the County Council's approach to consultation on transport schemes with a view to:</p> <ul style="list-style-type: none"> • Minimising any unnecessary delays during the consultation process caused by the inevitable conflict of views that emerge. • Minimising the impact of unrepresentative views on the development of transport schemes. • Ensuring that the Council, through consultation, stresses the importance and value of responding rather than seeming to appear grateful for any response 	<p>Agreed – approach to consultation will be reviewed to ensure an appropriate approach for the development of the 2nd generation LTP.</p>	<p>January 2005</p>

