Regional Transport Forum: 14 January 2011

Update: Delivering a Sustainable Transport System (DaSTS)

Background

1. The East of England Regional Progress Report, submitted to the Department for Transport (DfT) in July 2010, set out the progress to date made in taking forward DfT’s Delivering a Sustainable Transport System (DaSTS) initiative in the East of England. The programme of work was approved by DfT in December 2009 following submission to DfT in June 2009 of the report on the transport-related challenges in the East of England. The programme was made up of seven studies. These, together with the organisation responsible for leading the project work, were as follows:

1. Sustainable transport options for the growing A12/Great Eastern Main Line (GEML) corridor towns (Essex County Council)
2. The role of transport in addressing regeneration and peripherality objectives in the East of England (Suffolk County Council)
3. Sustainable transport options to support and deliver housing and economic growth in Key Centres for Development and Change (GO-East via EEDA)
4. Access to and around Greater Cambridge (Cambridgeshire County Council)
5. Developing transport options for the London Arc and Thames Gateway engines of growth (Hertfordshire County Council with Essex County Council)
6. Network resilience and adaptation (Highways Agency via EEDA)
7. Enhancements to the East of England transport model (Highways Agency via EEDA)
2. The Regional Progress Report summarised the work undertaken on each of the studies up to the break point position set by the Department for Transport. It addressed the key issues required by DfT by:

- placing the DaSTS studies in the context of the East of England and other relevant studies undertaken outside the immediate DaSTS process;
- providing an overview of the East of England study programme and how the individual studies objectives and challenges have been addressed, together with recommendations for Phase 2;
- identifying risks and issues raised during the progress of the Phase 1 work;
- concluding with options to reduce future spend in Phase 2 of the study programme and set priorities for further work.

Current Position

3. The current position is that the Department for Transport is still considering the future of strategic studies for the next Spending Review period (2015 – 2019).

4. Many of the Department’s budgets have been reduced following the recent Spending Review and DfT is still considering what, if any, local/regional studies are likely to be taken forward and how these will be funded. The Regional Programme Manager has been informed that given the funding constraints and that DaSTS studies were the previous Government’s concept, it seems unlikely that any future study programme (for Phase 2) will be of similar scale to that delivered in Phase 1 of the DaSTS programme. Ministers are still deciding whether they want to take forward any local studies and the form they will take. Equally this applies to the National Networks DaSTS studies run by DfT which, in this region, included the London to Haven Ports Study and the Corridor 10 Study (A1; M11; M1; East Coast Main Line Corridor). Further update to follow when a decision is made by DfT.

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