The LTP Strategy

Spatial Strategy
Key Growth & Regeneration Areas
- Southend Town Centre
- Seafront
- Priority Urban Areas - Industrial / Commercial / Employment Areas
- Priority Urban Areas - District Centres
Integration
- Regional Interchange Centre (RIC)
- Key Urban Interchanges
- Upgraded Station / Interchange

P+R
- Park and Ride
- Passenger Transport Link

Accessibility to Rail
- Population within 1 kilometre of rail station
Roads
- Freight Corridor (A127 / A1159)
- Priory Crescent / Cuckoo Corner
- Highway Improvements
- Strategic Junction Improvements
- Proposed New Road Link

Junction Improvements
1. Progress Road
2. Kent Elms
3. The Bell
4. Sutton Road
5. Fairfax Drive
6. West Road
7. Victoria Circus

Major Maintenance Schemes
- A127
- Warners Bridge
- New railway station/interchange
- Railway Improvements
- 'one' - Southend Victoria to London Liverpool Street "c2c" - Shoeburyness to London Fenchurch Street (potential metro rail service between Shoeburyness and Stanford le Hope (Shell Haven))

Bus
- Passenger Transport Corridor
- Travel Centre (Phase 2)
- Potential Corridor for Urban Transport System - SERT (bus, guided bus, light rail - linked to Passenger Transport Corridor)

Cycling & Walking
- SUSTRANS Cycle Network
- Prittle Brook Greenway
- Hovercraft / River Service

Water

Fig 5.2

5 kilometres
**Spatial Strategy**

**Key Growth & Regeneration Areas:**
- Seadfront
- Key Town Centre Regeneration Sites
- Southend Seadfront Commercial Area

**Integration**
- Southend Regional Interchange Centre (RIC)
- Victoria Station / Central Station / Bus Interchange / Travel Centre / Hovercraft links

**Roads**
- Freight Corridor
- Strategic Junction Improvements

**Rail**
- Railway Improvements
  - ‘one’ - Southend Victoria to London Liverpool Street
  - ‘c2c’ - Shoeburyness to London Fenchurch Street (potential metro rail service between Shoeburyness and Stanford le Hope (Shell Haven))

**Bus**
- Passenger Transport Corridor
- Travel Centre (Phase 2)
- Town Centre Shuttle Bus to link Interchanges
- Potential Corridor for Urban Transport System - SERT (bus, guided bus, light rail - linked to Passenger Transport Corridor)

**Cycling & Walking**
- Sustrans Cycle Network
- Pedestrian Precinct

**Water**
- Hovercraft / River Service
- Hovercraft / Passenger Transport Interchange

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Fig 5.3

Southend-on-Sea Local Transport Plan 2006 to 2011
Environmental Rooms and Distributors

The Principles
Provides a rationale across the Borough for the movement of traffic and for the implementation of environmental enhancements, road safety measures, bridge improvements and priorities for

- Central Seafort Corridor
- Main Public Transport Corridor
- Freight / Employment Access Corridor
- Proposed new road link to Development Opportunity Sites

<table>
<thead>
<tr>
<th>Distributors</th>
<th>Environmental Rooms</th>
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Fig 5.4
Southend-on-Sea Local Transport Plan 2006 to 2011
Proposed Route Hierarchy

- Strategic Primary Routes
- Primary Distributor Routes
- Secondary Distributor Routes
- Local Distributor Routes
- Roads within Environmental Rooms
- Central Seafront Corridor
- Railway Station
- Travel Centre

Fig 5.5: Southend-on-Sea Local Transport Plan 2006 to 2011
Proposed Core and Secondary Bus Network

Bus Network
- **Core Routes**: Minimum 10 minute service at peak times Monday to Friday. 15 minute service off peak.
- **Secondary Routes**: Minimum 20 minute service both peak and off peak Monday to Friday.

Key Urban Areas:
- Southend Town Centre
- Primary Urban Areas / Industrial Estates
- District Centres

Integration
- Southend Regional Interchange Centre (RIC)
- Key Urban Interchanges
- Upgraded Station / Interchange
- Secondary Schools and further education (existing & proposed)

Definition
- **Passenger Transport Corridor**: New railway station/interchange
- **Travel Centre (Phase 2)**
- **Hovercraft / River Service**

Proposed Core and Secondary Bus Network

- **Fig 5.6**

Southend-on-Sea Local Transport Plan 2006 to 2011
Fig 5.7

Note: Links to Hadleigh, Castle Point and Rochford are developed through the cross-boundary work as part of the SE Essex Cycle Officers Group.
Major Scheme (2006 - 2011)

LTP 1 Approved Major Scheme 2000-2006

- A13 Passenger Transport Corridor
- Travel Centre (Phase 1)
- Priory Crescent / Cuckoo Corner (A127/A1159) - Survey / Design

LTP 2 Completion of Approved Major Scheme 2006-2011

- Priory Crescent / Cuckoo Corner (A127/A1159) - Construction of Scheme

Fig 5.8

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