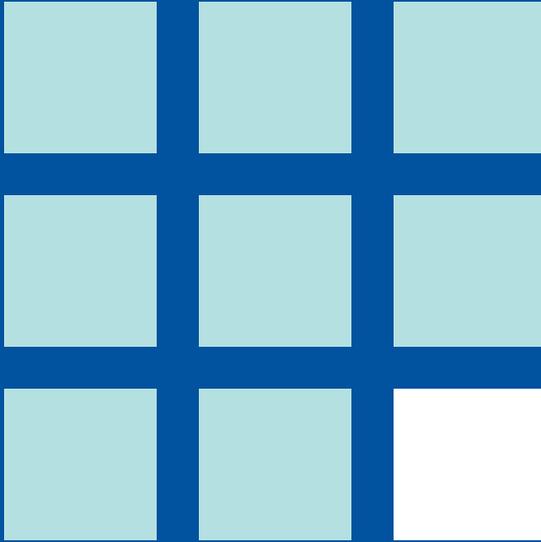


Moving Forward Together



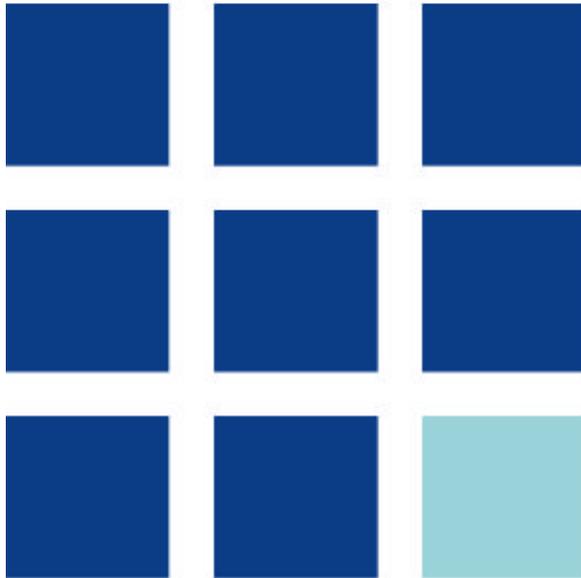
Southend on Sea Local Transport Plan
2nd Annual Progress Report

Executive Summary

July 2002

Southend on Sea Borough Council

Moving Forward Together



Southend on Sea Local Transport Plan
2nd Annual Progress Report

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Executive Summary

Significant progress has been made over the past year in implementing the provisions of the Southend Local Transport Plan (LTP).

Over 80 different transport schemes have been delivered covering a full range of integrated proposals for a variety of transport modes across the whole Borough, most notably the implementation of the Major Scheme. A total of £5.54 million has been spent on developing and implementing these schemes.

In all cases, projects and schemes have been designed to create a positive impact on the quality of life that makes living in the town desirable. This is at the core of the Urban Renaissance envisaged in the Urban White Paper. All schemes, therefore, have had regard to the need to reduce inequalities, provide a step change in the quality of development and services, make better use of the existing infrastructure (and the land uses it serves) and increase the sense of community. In many cases LTP schemes have already had a positive impact and also made a noticeable difference to disadvantaged groups.



Phase 1 of the Major Scheme - A13 London Road, extending from the Town Centre to West Road, is now under construction

Major Scheme

Phase 1 of the A13 Passenger Transport Corridor, extending from Queensway to West Road, is now under construction some six months ahead of schedule and is programmed for completion in October/November 2002. This will provide for a number of integrated and cross-cutting measures including;

- new telematics at all signal junctions giving buses 'green' priority,
- real time travel information at all bus stops,
- new interchange facilities at Hamlet Court Road,
- improved servicing facilities for local businesses,
- pedestrian and road safety improvements,
- CCTV to improve safety and security at car parks and the new Hamlet Court Road interchange.

The effective control and enforcement of parking regulations is also vital to the success of the scheme. To ensure this, parking decriminalisation was introduced very successfully in September 2001 across the whole Borough.

The success in developing an agreed design for the A13 scheme has meant that the majority of this years (2002/3) Major Scheme monies and an element of integrated transport and bridge maintenance monies have had to be vired to the project in order that it may proceed in a comprehensive manner. This has meant that initial survey works for Phase 2 of the project and some integrated transport schemes, particularly the implementation of traffic management schemes in some of the Environmental Rooms, have had to be delayed pending available resources.

Following public consultation, a preferred route for the Priory Crescent/Cuckoo Corner (A127/A1159) improvement scheme has now been selected enabling further detailed survey and related works to proceed. This included re-evaluating all route options, having regard to the sensitive nature of the scheme lying adjacent to Priory Park and a Scheduled Ancient Monument. The programme for the delivery of the



scheme has been modified with advance Statutory Undertakers works scheduled to commence in Winter 2003 and the main construction in 2004.

The preferred route selected is one that achieves the best environmental solution and does not involve taking any land from the adjacent Priory Park. This has affected the costs of the scheme in terms of the need to acquire land in private ownership. In addition, more detailed survey and related works have increased construction costs, particularly utility relocation costs, compared with the outline estimates submitted to Government as part of the Local Transport Plan in 2000. However, a re-run of the cost benefit analysis, using data from the most recent traffic model and the more detailed design, has demonstrated that the project will not only continue to achieve the minimum environmental impact but will also continue to provide a positive economic return.

The affect of these changes is that there is a need to revise the funds in the allocated Major Scheme monies to pursue the Central Bus Station scheme within the Plan period (to 2006). However, it is considered essential that this element of the project is also pursued as soon as possible as an integral part of the Major Scheme. This will be vital if the achievements of improving public transport provision on the A13 corridor are to be built upon and the bus station scheme is to be co-ordinated with, and provide a positive contribution to, other town centre regeneration initiatives being implemented.

The Borough Council is therefore requesting that the Government give consideration to an advancement and increase in Major Scheme funding. This will be essential if the Major Scheme and integrated projects are to proceed in a co-ordinated manner and the momentum now established of delivering quality integrated transport schemes on the ground is to be maintained. This will also be vital to the regeneration of Southend and the Thames Gateway as a whole – a national and regional priority for regeneration. A supplementary bid for resources from the surplus Dartford Tolling revenues has also been made to the Government as a possible way of funding the Major Scheme and other important transport schemes.



Footway improvements at the important shopping district of Leigh Broadway

Highway Maintenance and Bridge Strengthening

Continuing progress has also been made in addressing the deterioration of the principal and non – principal carriageways and in implementing the bridge strengthening programme, having regard to the Borough's route hierarchy.

Highway maintenance has included six sections of principal roads and various footways in the Borough. The most notable footway improvements are to the important shopping centre of Leigh Broadway, including improved paving and street lighting.

Two further bridges on important distributor routes have been strengthened in the past year, and only two Borough Council owned bridge structures now remain to be assessed. Preliminary results have been produced for 6 of the 11 Railtrack bridges remaining to be assessed. A new and innovative contract partnership introduced in April 2002 for delivering the bridge strengthening programme has provided for a number of important improvements enabling an acceleration in delivery.

A restructuring of funding is required to ensure that an appropriate level is available to address the backlog in highway maintenance and bridge strengthening repair needed.

Integrated Transport Schemes

A whole range of integrated transport schemes have been delivered over the past year which will see improvements to all modes of transport in the Borough, in addition to those being progressed as part of the Major Scheme and highways maintenance programme. They can be summarised as follows;

- improvements to the bus infrastructure including raised bus stop platforms and ten new bus shelter facilities;
- construction of Phases 2 and 3 of the seafront cycle track (national Sustrans route) which will extend the whole length of the route to 3.5km, and improvements to the A127 cycle track;
- proactive programme of improvements to provide pedestrian crossing facilities and lowered crossings at road junctions for disabled and other vulnerable highway users;
- road safety schemes implemented at 16 locations helping to achieve further reductions in casualty figures;
- continuing road safety and cycle training programme – 8,500 children visited in the academic year;
- completion of 9 school crossing patrol improvements and commencement of a further 15;
- 6 affiliated and 3 support members 'signed up' to the Southend Business TravelWise to develop Travel Plans affecting over 10,000 employees;
- implementation of Variable Message Signs around the town centre and seafront to reduce congestion and provide for the efficient management of traffic seeking available car parking spaces;
- implementation of traffic management schemes benefiting 12 schools as part of the Safer Journeys to School initiative and the provision of 5 new Walking Bus routes bringing the total in the Borough to 10.



Variable Message Signs - will provide for the efficient management of traffic seeking available car parking spaces

Considerable progress has also been made in developing sound foundations to take forward further schemes in the current (2002/3) and subsequent years, namely;

- agreement between the Borough Council, local bus and rail companies to a generic Quality Bus Partnership. This will provide the framework for developing specific route agreements;
- agreement to work in partnership with the Train Operating Companies to provide improvements at key rail interchanges, including the submission of Rail Passenger Partnership (RPP) bids for further funding. Draft proposals for improving facilities at Prittlewell and Westcliff Railway stations are currently being scoped;
- a successful bid with Essex County Council and Thurrock Borough Council to provide for new telematics equipment to be installed on routes in addition to the A13 Major Scheme;



- establishment of a motorcycling forum to assist in the production of a Position Statement and proposals for action to improve motor cycling facilities and safety in the Borough;
- completion of a route hierarchy study which will guide priorities for action on distributor routes and the location and type of direction signage following the completion of a Borough wide signage survey;
- establishment of priority Environmental Rooms for traffic management action. Parking and related surveys have already commenced in the core area Environmental Room to inform action;
- appointment of consultant to advise on the implementation of residents parking schemes in the priority Environmental Rooms;
- development of traffic management proposals for Hamlet Court Road and submission of a Road Safety Demonstration Bid for the route;
- continuing programme of air quality monitoring.

Working in Partnership

The Southend Integrated Transportation Partnership continues to play an important role in the delivery of the Local Transport Plan strategy. As the process has moved to the implementation stages and the number of individual schemes increased, the Borough Council has, in accordance with the Urban White Paper, experimented with different methods of engaging the local community and other interest groups, including a number of 'Real Planning' techniques. This has been driven by the need to ensure that those directly affected by individual schemes are involved in the decision making process and to provide for a more manageable process.

This partnership approach will also form an important input into the Community Strategy being developed by the Borough Council which will lead to the establishment of a Local Strategic Partnership later this year. A shadow Local Strategic Partnership has already been formed.

The Borough Council also continues to play an active role in developing transport proposals for the Thames Gateway and Eastern Region as part of a partnership approach.

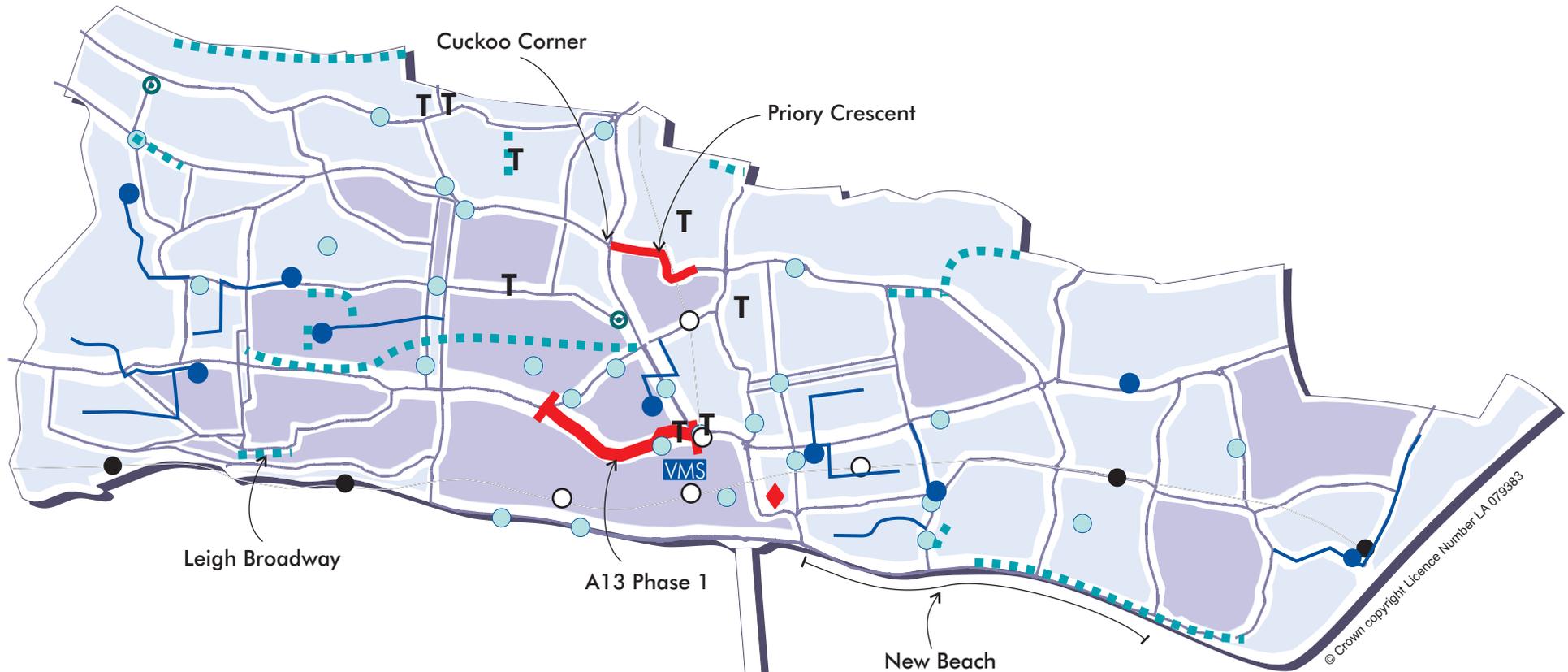


Assistance given to Kingston-upon-Thames, St Agathas School Walking Bus Trial Day

Innovation and Best Practice

The Borough Council continues to look for innovative contracting arrangements to deliver cost effective and efficient schemes and to spread good practice in the delivery of schemes. The last year has witnessed the introduction of new partnering procedures for the bridge strengthening programme and major scheme delivery and best practice has been shared with a number of Highway Authorities most notably the London Borough of Kingston upon Thames who, based on discussions and visits to see Southend's Safer Journeys to School programme in action, have introduced their own scheme successfully in the face of previous failure.

Progress made in the Delivery of Projects and Schemes



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LTP Major Scheme

- A13 & Priory Crescent
- ◆ Proposed Bus Station

- ⊙ Bridge Strengthening (variety of Highway Maintenance schemes carried out Borough wide)

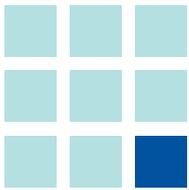
Integrated Transport

- 'Priority for Action' Environmental Rooms
- Safer Journeys to School Initiatives
- Rail Improvements Identified (bus schemes Borough wide)
- - - Public Footpath & Cycle Route Improvements
- Road Safety Traffic Management Works
- T Business Travel Plans
- VMS Variable Message Signs in Town Centre & Seafront

Other Schemes

- Town Centre Enhancements
- Sshape Project - Objective 2 Funding
- Flood Defence Improvements (new beach replenishment - SBC/DEFRA funded)





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